

99 News

The Official Magazine of the International Organization of Women Pilots

September/October 2016



Although Muriel didn't fly to her new home, she arrived amid cheers in Atchison, Kansas, where she will be on display at a proposed museum at Amelia Earhart Airport.





99 News

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

The 99 News

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73195-0374

Email:
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Online Form:
www.ninety-nines.org/forms/index.cfm/news_reporter.htm

(please use the new form)

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

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

On The Cover

Muriel, the world's last known original 1935 Lockheed Electra L-10E, made its way to her new home in Atchison, Kansas, the birthplace of Amelia Earhart. The airplane is identical to the one Amelia flew on her last journey. Muriel was restored by Grace McGuire, Northeast Kansas Chapter, and will be on display in a planned Amelia Earhart Museum at the Amelia Earhart Airport (K59).

Top photo: Day one of Muriel's trip home began as she was loaded up and transported cross-country to Atchison. Photo by Justin Day.

Bottom Photo: A crowd gathers at Atchison Elementary School to welcome Muriel as she approaches her new home. Photo by Isaac Piper

PERPETUAL CALENDAR

2016

OCTOBER

- 1 Due date for submissions to 99 News for the November/December issue.
- 7-8 Southeast Section Fall Meeting, Fall Creek Falls State Park, Spencer, Tennessee.
- 10 Webinar: When the Engine Goes Quiet, John Townsley. All webinars are on a Monday at 6 p.m. PST. Go to ninety-nines.org/index.cfm/webinars.htm to sign up.
- 15 New York/New Jersey Section Fall Meeting, Binghamton, New York.
- 23 First Annual Bakersfield 99s and Bakersfield Flying Club Poker Run and BBQ, Porterville, California. Proceeds go to a scholarship fund to promote aviation in the community. Contact Susan Peck, susan@gillespieag.com, 559-539-3606; or Dea 'Cooper' Payette at cooperthepilot@yahoo.com, 310-729-0425.

NOVEMBER

- 4-5 Fall Board of Directors Meeting, International Headquarters, Oklahoma City, Oklahoma.
- 6 Fort Worth 99s Fall Fly-in/Hanger Concert, Vintage Flying Museum at Meacham Airport (KFTW), Fort Worth, Texas. Scholarship fundraiser and silent auction. Contact: Aileen Hummel, 817-919-6189 or Monica Randolph Graham, 817-714-6439; Ftworth99s@gmail.com.

DECEMBER

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

- 1 AE Scholarship applications due.
- 1 Application for the next session of the Professional Pilot Leadership Initiative (PPLI) opens December 1, 2016 and closes January 31, 2017.

2017

JANUARY

- 15 Deadline for International Award Nominations.

FEBRUARY

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

MARCH

- 23-25 International Board of Directors Spring Meeting, Oklahoma City, Oklahoma.

APRIL

- 1 Due date for submissions to 99 News for the May/June issue.

- 28-30 Southeast Section Spring Meeting, Miccosukee Resort, Miami, Florida.

JUNE

- 20-23 2017 Air Race Classic, starting at Frederick Municipal Airport (KFDK), home of AOPA in Frederick, Maryland, and terminating at Santa Fe Municipal Airport (KSAF), New Mexico. Visit www.airraceclassic.org/race-information.htm.

JULY

- 11-16 Ninety-Nines 2017 International Conference and Business Meeting, San Antonio, Texas.

New Friends of The Ninety-Nines

- Sheryl Ansley, Lewisville, Texas
- Michael Carastro, Ocean Springs, Mississippi
- Robert Carastro, Montgomery, Alabama
- Lisa Gallinat, El Centro, California
- Michael Garjian, Easthampton, Massachusetts
- Melisa Grissom, Sparta, Tennessee
- Pete and Lois Hathaway, Oshkosh, Wisconsin
- Rod Hamlet, Lakeland, Florida
- Tracey Hawley, Sai Kong, Hong Kong (Special Administrative Region of China)
- Rebecca King, Lehigh Acres, Florida
- Richard McFillin, Essex, Maryland
- Tamara McKenney, University Place, Washington
- Palm Beach Flight Club, West Palm Beach, Florida
- QSM Associates Inc., Michael Mah, Pittsfield, Massachusetts
- Lisa Reaney, Nashville, Tennessee
- Linda Rosa, Loveland, Colorado
- William Shaw, Miami, Florida
- Stuart Jet Center, Stuart, Florida
- Walter Tegeler, Westminster, Maryland
- Terri Thyssen, Conroe, Texas



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

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

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New Zealand Section Governor Dee Bond, shown in 2003 at Wright Brothers Kitty Hawk Airport, is a multi-talented pilot, having flown 73 different aircraft with 32 certified ratings.



Mary Build, a longtime ski flier in Maine, offers safety tips for winter flying.



After a 24-year hiatus to raise seven children, Lora Lewis is back in the cockpit.

99 News

September/October 2016

6 Original Sister-Ship to Amelia's Plane Travels by Road to New Home in Atchison, Kansas
by Staff

10 It's Been a Soaring Life for Lora Lewis
by Janice Pelletti

12 Winter Flying
by Mary Build

14 2016 International Conference "Took Off, Eh!" in Ottawa, Canada.
by Corbi Bulluck

24 The Sky Has No Limit for New Zealand Section Governor Dee Bond
by Marcia K. Gitelman

IN EACH ISSUE

- 2 Calendar
- 2 Friends of 99s
- 5 President's Page
- 9 Careers
- 9 Milestones
- 23 Fit To Fly
- 26 New Members
- 27 Touch & Go
- 28 Letters
- 28 Grass Roots

President's Page

BY JAN MCKENZIE, International President



International President Jan McKenzie, left, with Ida Zhang, 99s China Section Governor.

Thank you, East Canada Section, for the outstanding International Conference in Ottawa set among the historic Parliament Buildings of Canada. And a very special thanks to Joy Parker Blackwood for her professional execution as Conference Chairman. This conference had something for everyone, including a tour to the French-speaking city of Montreal, Ottawa City Tour and River Cruise, and a truly impressive Canada Aviation and Space Museum (complete with open cockpit biplane rides).

Ninety-Nines from Germany, Australia, New Zealand, Jordan and, of course, all of Canada made our Conference a truly international event. Joy and East Canada 99s, you made this an International Conference to remember.

Two weeks later, I was off to Oshkosh for the annual EAA AirVenture. With many other 99s working in the booth, we signed up over 70 members, including a new member from Switzerland. We even introduced two Australian 99s who had never met when both happened to visit the booth at the same time. During the week, I was given the opportunity to speak at the Women's Aviation Forum, along with the president of Whirly-Girls, WAI and representatives of Professional Women Controllers and International Society of Women Airline Pilots.

In addition, Ida Zhang, 99s China Section Governor, asked me to speak at the first ever EAA China General Aviation Development Forum. It was great to meet and visit with Ida again. She has such enthusiasm to grow our China Section.

We also signed up many new Friends of The 99s. Are you

I am excited to have the honor of representing you as your President...



aware of our new organization? Go to ninety-nines.org/friends-of-99s.htm and you will discover that 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. Do you have spouses, friends or family members who have always wanted to show their support for The 99s? Well now they can. Thanks to Corbi Bulluck, International Vice President, the long discussed Friends of The 99s is a reality. We thank Elaine Morrow for the idea and inspiration and again thanks to Corbi for the work to implement it.

If you have not seen the new updated 99s website, please paste into your browser and save ninety-nines.org. There are many new changes and improvements. We owe our thanks to Marjy Leggett and Linda Horn for all their work to create our new website.

I am excited to have the honor of representing you as your President and have several ideas I plan to implement that will take this GREAT organization forward into our future.

Remember... ***Let Your Spirit Soar!***



Taking time out for a photo at the 2016 International Conference in Ottawa, Canada, are Lisa Cotham, Secretary; Martha Phillips, Past President; Leslie Ingham, outgoing Treasurer; Jan McKenzie, President; Cathy Wappler Prudhomme, Director. Back row: Corbi Bulluck, Vice President, and Leslie Prellwitz, Director.



Muriel starts her long cross-country journey on a double-wide to her new home, accompanied by police and escort crew. Photo by Justin Day.

Original Sister-Ship to Amelia's Plane Travels by Road to New Home in Atchison, Kansas

It was a day of celebration in Atchison, Kansas, as the world's last known original 1935 Lockheed Electra L-10E made her way home on August 15.

Muriel, named after Amelia Earhart's sister, is the only survivor of the 14 L-10Es built. It is identical to the airplane Amelia and her navigator, Fred Noonan, were flying in 1937 on their attempt to be the first to circle the globe as closely to the equator as possible.

Old and neglected, the aircraft was at risk of being relegated to the trash until Ninety-Nine Grace McGuire, Northeast Kansas Chapter, came to the rescue, seeing its potential as an aircraft with a story. It was Grace's dream to recreate Amelia's world flight the old fashioned way, using the same model airplane as Amelia's. This would be her plane.

An exact duplication of the flight has never been made using the same model plane as Amelia's. Several airplanes have been converted to look like Amelia's plane, but Muriel is the real McCoy, says Grace. "In all the world, she is the only one."

Unfortunately, a severe bout of Lyme-

induced multiple sclerosis caused her to shelve her plans of retracing Amelia's flight, but she has restored the aircraft to its former glory. She also found a permanent home for Muriel. Plans are underway to showcase the plane in a new Amelia Earhart Museum located at the Amelia Earhart Airport (K59). A fundraising effort is being planned by the Atchison Amelia Earhart Foundation.

"Our goal is to use Muriel as the anchor of the new museum to bring Amelia Earhart's story to life from her hometown," said Karen Seaberg, director of the foundation.



Two women greet Muriel with big smiles and welcoming signs.

This attraction in Atchison will be in addition to Amelia Earhart's childhood home and the annual Amelia Earhart Festival. Both already draw admirers from all around the world every year.

"We're thrilled to carry on the amazing Earhart legacy through this aircraft," Karen said. "At a time when it could have been discarded, it was instead impeccably cared for and restored and will now live on to educate future generations."

The first step of relocating Muriel from California to Kansas started on August 15. The huge fuselage and twin engines were transported by a Wichita-based trucking company, while a cavalcade of support crew and police escorted the super-wide load cross-country from Gillespie Field Airport in El Cajon, California, through Arizona, New Mexico, Texas, Oklahoma and home to Atchison, Kansas.

It was an exciting day in Atchison on Monday, August 22, as Muriel received a warm welcome by both residents and

visitors. The morning began at 9:15 a.m. as a cavalcade of police cars, escort cars, and a fire truck surrounded Muriel as she made her way into Atchison, accompanied by Grace and foundation representatives.

Her first stop was between Atchison Elementary School and Atchison High School, where she was welcomed with cheers and homemade signs by enthusiastic young fans.

Muriel then traveled down K-7 to Division Street and onto 2nd Street to visit St. Benedict's School and St. Benedict's Church, where she was greeted by more fans.

The final stop was at the Amelia Earhart Airport for a celebration of Muriel's homecoming. Karen shared the story of how Muriel was adopted by the foundation and what it means for the City of Atchison and for her and her husband Ladd Seaberg to have Muriel in Atchison as a part of Amelia Earhart's legacy.

With the Atchison City Commission's



Grace McGuire, right, with Libby Paul.
Photo courtesy Libby Paul



There were plenty of festivities in Atchison to welcome Muriel to her permanent home. Photo by Grace McGuire.



Welcoming Muriel to her new home are, from left, Northeast Kansas 99s Bethany Root, Judy Benjamin-Godfrey, Ann Shaneyfelt and Grace McGuire; Greater Kansas City 99 BJ Vanecek; and Karen Seaberg, president of the Atchison Amelia Earhart Foundation.
Photo by Libby Pauling

recent approval of the demolition of the existing terminal building at the airport, the Amelia Earhart Foundation will work toward replacing it with a hangar that will serve as both a place to showcase Muriel and an operational terminal for regular airport business.

Mayor Jack Bower commented that Muriel is a "real crowning glory for Atchison."

Kansas City 99s were present, as were many residents, a preschool class, members of the press and a multitude of team members who made Muriel's journey and arrival in Atchison possible.

As Muriel settled in her new home, her wings, wing tips, fins and flaps were reattached. During this process, she was not available for viewing, but it was expected she would be out in full glory at the September 24 fly-in at the Amelia Earhart Airport.

Muriel "could change Atchison forever," said Seaberg, who encourages all to follow her journey online at facebook.com/murielsjourney. For more information, visit atchisonameliaearhartfoundation.org.

— Staff



Students from St. Benedict's get a close look at Muriel as she makes a stop at their school. Photo by Grace McGuire



Pilot Careers:

Perspective

BY DONNA MILLER
International Careers Committee

*"I fly because it frees me from the tyranny of petty thoughts."
– Antoine de Saint-Exupéry*

I remember learning to fly in South Korea. I'm not a city girl to start with, and living in an enormous city with millions of people and the noise that goes along with it, was overwhelming. I didn't realize that by learning to fly I would fall in love with the solitude and quiet that came with it. There was something so calming, so freeing, about climbing above the noise and crowds and traffic that gave me a true sense of tranquility. Even when the left part of my brain was working hard to interpret the instruments in order to maintain heading, altitude and airspeed, the right side was calm and marveling at the beauty of it all.

Even now, I realize that no problem is so great that it cannot be solved by a good cross-country flight. At work, I listen to the soft din of air traffic control and watch the world pass under the wing and marvel at how tiny the cars look from 37,000 feet. Even from a small airplane, everything looks like a toy. What I realize is that the problems on the ground that sometimes seem so insurmountable are, in fact, just as small as the cars appear. From the perspective behind a puffy cloud, they are all solvable. That

mountain really is a molehill when you look at it from the sky!

When you're putting the airplane away after a flight, do you ever have the feeling that you can handle anything? You just nailed a crosswind landing like a boss, and whatever issue is still looming from before you took off is now somehow more manageable.

Perhaps it is the confidence you develop from becoming a pilot. If you can handle all of the emergencies that they throw at you on a checkride, certainly you can figure out the latest challenge at home. Maybe it is the realization that you are in control. Just as you are in the airplane, so it is with issues on the ground. When you realize that you are the Captain of your life, you begin to handle problems with a Captain's mindset. Whatever it may be, we are better for having learned to fly.

There is a new movie out on Netflix called "Fundamentals of Caring." It has become one of my all-time favorites for many reasons (the biggest being that my very dear friend Rob is the screenwriter and director.) In one scene, the character played by Paul Rudd is driving cross-country with an 18-year-old kid with muscular dystrophy. They have picked up a runaway played by Selena Gomez. Her character Dot says to the others, "My mom says Denver is a good place because the high altitude makes the air less complicated."

Perhaps that's what it is. After all, life does seem a little less complicated after takeoff, doesn't it?

TRAINING MILESTONES

Jacqueline Alvarez – ATPL
Waterloo on the Grand Chapter

Lesli Bandy – Solo
San Diego Chapter

Ramona Banks – Commercial
Alabama Chapter

Shanysa Cardarelli – Private
Intermountain Chapter

Constance Castillo – CFI
Connecticut Chapter

Leslie Cauble – Private
Memphis Chapter

Terri Cole – SIC CE-560XL
Shreveport Chapter

Rebecca Green – ATP
Connecticut Chapter

Marcia Haas – Private
Dallas Chapter

Sarah Hambric – Instrument
Alabama Chapter

Charlie Hansen – CFII
Middle Tennessee Chapter

Margaret (Margi) Holloway – Solo
Intermountain Chapter

Claudia Marquez – Solo
Phoenix Chapter

Sara Mazzarella – Solo
Phoenix Chapter

Tammy Merritt – Solo
Waterloo on the Grand Chapter

Elsbeth Roach – Complex Endorsement
Intermountain Chapter

Wendy Rose – Private
Alabama Chapter

Donna Shea – Private
Connecticut Chapter

Courtney Smith – Commercial
Multiengine Add-on
Phoenix Chapter

Arianna Strand – Solo
Connecticut Chapter

Ashley Tinkler – ATP-Multiengine & MEI
Ventura County Chapter

Send your
accomplishments to
news@ninetynines.org



It's Been a Soaring Life for Lora Lewis

BY JANICE PELLETTI
Southeast Section

Beginning as a cadet in USAFA and taking a 24-year hiatus to support her husband and raise her seven children, Lora Lewis is back in action, flying with CAP and planning to teach soaring.

From a cadet in the United States Air Force Academy (USAFA) soaring program, to raising seven children and back to aviation as a Civil Air Patrol pilot and new glider CFI, Lora Lewis has spent over three decades working to fulfill her childhood aviation dream.

Lora achieved her first aviation goal when she earned her private pilot certificate in 1983 right after her high school graduation. She funded it entirely with money she earned working after school.

Accepted into the USAFA in 1984 with a major in Aeronautical Engineering, she entered the Academy soaring program and completed her private pilot glider rating.

"The USAFA has an extensive glider program," says Laura. "With as many as six gliders and ten tow planes sharing the same airfield with parachute operations and powered flight training, it is a busy place."

Cadets, handpicked by the officers, are selected to upgrade and become instructor pilots in the soaring program. She was the only woman in her class chosen to upgrade during her sophomore year. It was during this training that she met her future husband Mike on the soaring flight line.

One of her more memorable flights was taking Tommy Lasorda, then the Los Angeles Dodgers manager, on a scenic ride in the glider. "I was selected because I was the only pilot checked out in the back seat of the glider who was light enough to fly with him. This was before his Slim Fast Diet days," says Laura.

"At the end of that year, due to several complicated circumstances, I ended up making a very difficult decision to leave the Academy. However, I did marry Mike a year later. He graduated the Academy in 1987."



Lora with the Civil Air Patrol plane she now flies, a C-172 S. This summer she flew it on her first solo since 1988.



Laura and her future husband Mike in their flight suits in 1985 at the Academy. They first met on this soaring flight line.

For the next 24 years, she supported Mike throughout his Air Force pilot career. During the initial years of their marriage, she volunteered at a crisis pregnancy center. "I became aware of the fact that over 100,000 children in the U.S. were awaiting adoption. Most of these children were either older, of other races or had various medical/behavioral problems or were sibling groups."

Lora and Mike eventually adopted three children in addition to their own four children. Two of their three adopted children have significant special needs. One of their daughters had significant craniofacial deformities that required over 20 surgeries before her fifth birthday.

During Mike's career they moved 19 times. "With all the moves, we had no

family nearby for help. However, the close family bond we formed in all our years of homeschooling was well worth it, and I don't regret at all the path I chose," she said. "I did pass on my love of flying to my oldest son, who is a 2011 USAFA graduate and Air Force pilot."

Now that her youngest child has graduated from high school, Lora is focused on flying. "With strong encouragement from my husband, I started flying again in January with the Civil Air Patrol (CAP). I recently completed my Biennial Flight Review and CAP checkride in a G1000-equipped C-172," she continued.

"In April, I earned my commercial glider that allows me to give CAP cadet orientation flights. I have since received a scholarship through the Women's Soaring Pilot Association (WSPA) for the CFI-G. In July of this year I finished what I started more than 30 years ago at the Academy."

Lora's goal is to volunteer at the CAP summer glider camps to teach soaring to cadets and instruct at civilian glider ports. Her plans also include instrument, commercial, CFI and multi-engine in powered aircraft.

"My husband and I are Tampa Bay area authorized sales representatives for Diamond Aircraft. I need to know how to fly the planes and properly demonstrate them to potential customers." Lora also hopes to instruct and eventually fly FAR 135 for a local flight school.

Lora uses her other special talents to find ways to stay connected to teens, especially girls. In addition to working with the CAP cadets, she also substitute teaches at a local high school. Her skill as a triathlete and marathon runner is another resource she uses to coach others. In 2005, she competed as a member of TEAM USA at the Long Course Triathlon World Championship in Denmark, and again in France in 2007. She serves as the high school coach for both cross country and track high school teams, taking them from the bottom of the conference to regional champions.

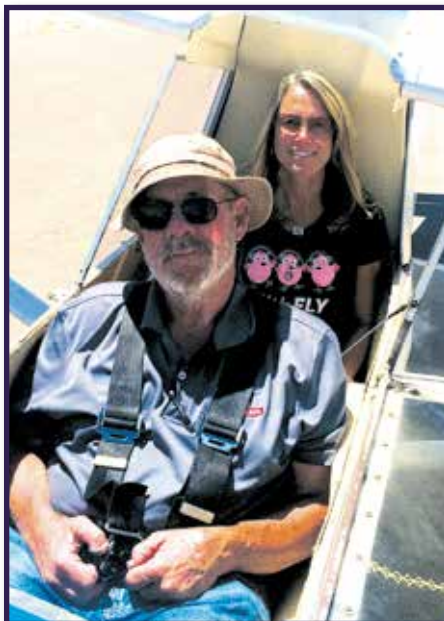
"I never miss an opportunity to talk with them about flying, both as a hobby and possible career. I want to empower girls and women to pursue and achieve their dreams, no matter how long that takes," says Lora.

"I'm so grateful to have found out about The 99s and the WSPA. Organizations like these help and encourage women of all ages and abilities to pursue their flying dreams. I hope to become an excellent flight instructor who can tailor the instruction to fit the unique skills and abilities of each woman. This helps build much needed confidence so every woman can experience the joy of flying. I also aspire to become a great role model, as so many other 99s and Civil Air Patrol pilots have been for me."



Lora Lewis with her family enjoying Myrtle Beach in 2007. From left, Jonathan, Joanna, Jessica, Caleb, Lora, Mike, Lindsey, Joshua and Jon.

"I want to empower girls and women to pursue and achieve their dreams, no matter how long that takes."



Lora with her instructor, Bruce, playing the role of the student.



WINTER FLYING

BY MARY BUILD, Katahdin Wings Chapter

Mary Build, Longtime Ski Flyer, Shares Her Tips for Winter Flying

I'm writing this article in hopes that sharing my experiences with ski flying will stimulate conversations from other experienced women pilots. Many of you fly in the winter commercially and have had different experiences and equipment that work better for you – and just might help other cold weather pilots.

I so enjoy winter flying and hate to give it up! However, with no other friends to fly with anymore, flying alone on skis is not an option for me. I'm 71 now and think better of many of the things I've done in the past. For instance, I really enjoy flying to a remote lake, visiting an inn for lunch and then continuing my flight, taking in the beautiful sights Maine has to offer. Wildlife is much easier to see in winter than it is in the summer. If I were to get stuck, it would be impossible for me to move the plane without my former group of happy ski flyers.

Even though I travel with all kinds of emergency equipment in the plane at all times, it would be a very uncomfortable night in the wild with temperatures below 0. Cell phones don't work in the Northern Maine woods. Besides that, flying at that time of year isn't anywhere near as much fun without other pilots.

Some of our friends are much busier in the winter than they used to be, some have passed away and one has decided not to fly any longer. He flew safely for 68 years and now has other things on his agenda.

I'd like to talk about some issues with ski flying such as equipment and flying conditions. Let's start with the tail wheel ski: there are many opinions and two schools of thought. One, is you need a tail ski to protect the tail wheel and get the tail into the air faster, and the other is you don't want a tail ski because there are times when that is the only brake there is on the snow.

The type of skis we use are Landes wheel penetration skis that are manufactured in Alaska. We use them on PA-12 Super Cruisers and PA-18 Super Cubs. I've only flown on these skis for pleasure, and this configuration may or may not be suitable for commercial work. Some prefer straight skis for all snow operations. Using this setup, I can wheel the plane out of the hangar, start and run-up on the pavement and then roll right up onto the snow. The wheels come down just far enough to keep the skis from scraping on the ramp and not far enough to interfere with takeoff or landing. There is also a small wheel on the back of the ski to keep it off the ramp. The tail ski is also a wheel penetration ski.

Each year I wax the top of my skis to prevent snow from sticking to them and adding unwanted weight. Most of the time the snow slides off, but there still are some wet snow conditions when the unwanted snow stays. Those are the days to give yourself lots and lots of room for takeoff.

So, now imagine we've taken off and flown to Northern Maine for lunch. When we come back out to fly again, the tail wheel lifts off nicely, but we haven't moved an inch. When we taxied in, friction created heat, and when it cools, guess what happens? Your skis are now solidly frozen to the packed down snow. This is avoided by lifting each wing before you leave for the nice warm restaurant. I personally step on the front of the ski and that does the trick.

Now, if we've landed in deep snow, taxi around and put your skis in your tracks so you can fly out again. If necessary, use the snowshoes you have in the plane (always in the winter) and walk up and down in front of the plane to make your own runway. If not, your skis will dig into the snow, and digging them out is a long process that builds up a sweat you don't want to have at this time of year. This is, of course, if you've remembered to keep that lightweight shovel in the baggage area. Using one of your snowshoes to dig out is also an option just in case you were sure you didn't need that shovel.

We now decide to visit a friend on a snow-covered grass strip. Make sure you land short, because your brakes will not work on the snow. Worse than their not working and sliding off to some undesirable destination, the brakes will heat up and guess what? You're catching on.

The next landing is on a runway (remember we have wheel penetration skis, or you'll have to bucket gas) and you shoot off the runway. Fortunately, you realize immediately something is dramatically wrong and you take off again to land safely on snow. When you investigate your brakes, you will find them caked in ice. Chip it off, roll the wheels and you're set to go back and get the fuel you stopped at that airport for in the first place. I guarantee you will never even think of using those useless brakes on the snow again.

One last word: always dress for the worst case scenario. You simply never know when it will save your life. It's better to turn the heat down than to find your heat is not effective on a really cold day. Be sure to bring along your nice warm cowl cover to keep the engine warm. I've left the plane for three hours on the ramp after flying to Greenville, Maine, and when I came back was



Mary winter flying in her PA-12 Super Cruiser.

surprised to find I could feel warmth on the outside of the cowl.

We use Kennon covers and have for years. If you have anything out of the ordinary on your cowling, take pictures and measurements, and you will be extremely happy with your custom made cover. It will be orange on the inside, so it can be used in an emergency. If that worst case scenario happens, you'll be warm wrapped in the cover along with all the other equipment you've carried with you. I enjoy peace of mind knowing I'm prepared.

Happy Flying! I so wish I could join you! If you have any questions, you can reach me at mary.build@gmail.com. If you have additional information to share, be sure to send it to the editor so we can let everyone know a better way to fly safely in the winter.



A group of planes leave an annual winter fly-in on Beech Hill Pond east of Bangor, Maine. A runway on the ice is plowed that allows wheeled planes to come in, and the ones on skis land beside the runway on the snow.

2016 International Conference "Took Off, Eh!" in Ottawa, Canada



All attending Canadian members gather for a group photo. The Conference was hosted by the East Canada Section.

BY CORBI BULLUCK
International Vice President

"Best Conference ever!" "Outstanding!" "This Conference raised the standard for all future Conferences!"

These were just a few of the positive comments made by 99s attending this year's annual Conference. Ottawa lived up to its reputation as a dynamic host city, and the East Canada Section 99s exceeded everyone's wildest dreams for our 2016 International Conference.

The Conference featured notable speakers, including Deputy Mayor Mark Taylor and Canada Aviation and Space Museum's Director General Chris Kitzen, and offered many opportunities to visit the impressive national sites and famous landmarks of Ottawa.

Ninety-Nines and their guests en-

joyed several half- and full-day tours that included discovering Ottawa by land and water, visiting the Canadian War Museum, touring Parliament Hill and watching the Changing of the Guard, flying open-cockpit biplanes and visiting Canada's Aviation and Space Museum.

Kathy Fox, Eastern Ontario 99 and the Chairman of Canada's Transportation Safety Board (TSB), led a special tour of the TSB's Engineering Lab, which also included visits through the National Research Council's aerospace facilities and wind tunnel.

When not on guided tours, 99s found time to visit the Canadian Museum of History, the Diefenbunker Cold War Museum, Rideau Canal (a UNESCO World Heritage site), the Parliament Building, and stroll through the historic ByWard Market.

A highlight of the week was the broadcast of the live video simulcast of *Limitless Sky!*, a webcast featuring a panel of eight pioneering women speaking about their involvement in the aviation and aerospace industry, the challenges they've experienced, and the solutions they've found.

Educational seminars included topics such as air races and rallies, buying an aircraft, companion flying, secrets of successful Chapters, Section meetings with pizzazz, lines of communication and advice for seeking aviation scholarships.

During the Annual Business Meeting, members voted to accept seven of the proposed Bylaws and Standing Rules changes, including amending language to allow for the possibility of electronic voting.

The proposed Bylaw amendment regarding student pilot membership was

referred back to the Bylaws Committee to address how different countries issue student pilot certificates. After debate, the members voted against accepting the proposed amendment regarding the lower-cost life membership.

Meeting attendees received reports from President Martha Phillips and Treasurer Leslie Ingham, as well as the four Trusts, the Building Maintenance Committee, Headquarters and the Elections Procedures Committee. All business meeting reports can be found in the Library on our website's Members Only area.

At the conclusion of the business meeting, outgoing President Martha Phillips and Past President Pat Prentiss installed the newly-elected Board of Directors. New officers for 2016-2018 are Jan McKenzie, President; Corbi Bulluck, Vice President; Lisa Cotham, Secretary; Barbara Crooker, Treasurer; and Marjy Leggett and Terry Carbonell, Directors. (Leslie Prellwitz and Cathy Prudhomme will continue their terms as Directors.)

Installed to the Nominating Committee were Susan Larson, Glenna Blackwell, Madeleine Monaco, Penny Nagy and Karen Weldon. New Trustees installed were Elaine Morrow and Virginia Harmer, Endowment Fund; Barbara Schultz and Dydia Delyser, 99s Museum of Women Pilots; Carole Sutton, Amelia Earhart Birthplace Museum; and Shelley Ventura, Amelia Earhart Memorial Scholarship.

On Friday evening, attendees celebrated the nineteen 2016 Amelia Earhart Scholarship winners and thirteen Fly Now winners at the Scholarship Banquet, which featured keynote speaker Judy Cameron, Air Canada's first female pilot.

Our weeklong event concluded on Saturday evening with the grand International Awards banquet. The following awards were presented: Jody McCarrell, Award of Achievement for Contributions to The Ninety-Nines; Rita Eaves, Award of Achievement for Contributions to Aviation; Wilma Melville, Award of Achievement for Humanitarian Efforts; Harry Weatherford, Award of Merit; Woody Lesikar, George Palmer Putman Award; Kathy Fox, Award of Inspiration; and Cecile Hatfield, President's Award.

All too soon, our time in Ottawa came to an end and we headed back home, but not before promising to meet again next year at our 2017 International Conference in San Antonio, Texas. Thank you, East Canada 99s, for a truly outstanding conference!



Shimmering with the metallic gloss of her airplane, Amelia Earhart reincarnated welcomes guests and celebrates 75 years of the Amelia Earhart Memorial Scholarship Fund program.

A Job Well Done — Even If the Action Started at 3 a.m!



Joy Parker Blackwood cheerfully greets attendees at 3 a.m. during an emergency evacuation at the Conference hotel.

BY JOY PARKER BLACKWOOD
Conference Director

Wow, let's start off all future 99s Conferences with a hotel fire alarm! We wanted a unique way of finding out, at 3 a.m., which members and guests had arrived early and to get the party started!

All Conference planners know the time and effort that goes into orchestrating these events, but at the end of the day it's the satisfaction of a job well done — okay with a hiccup or two — that makes it all worthwhile.

Many letters of congratulations came pouring in during the first couple of weeks after the Conference.

They warmed my heart and made me very proud of the dedication, hard work and keen attention of our East Canada Section members to all of your needs.

Attending corporate sponsors were delighted to have the opportunity to learn more about The 99s and were very inspired by the vast array of talented women within our worldwide membership.

East Canada Section was delighted to have you visit Ottawa. Those who could not attend missed an exciting week of camaraderie, fun, networking, education and new adventures.

We now cheer on San Antonio!



The Hospitality Room volunteer team welcomes Conference attendees. From left, Anne Starret, Kim Winsor, Bev Bakti (front), Deb Smith (back) and Linda Kiff.



Mary Norman, left, and Anna Pangrazzi stop to ponder Conference activity with Amelia.



Hatted fashionably for the Governors' and Presidents' tea are, from left, Joy Parker Blackwood, Jan McKenzie and Glenna Blackwell.



Cathy Wappler Prudhomme, Director; Leslie Prellwitz, Director; Martha Phillips, Past President; Jan McKenzie, President; Corbi Bulluck, Vice President; Lisa Cotham, Secretary; Barbara Crooker, Treasurer; Terry Carbonell, Director; Margy Leggett, Director.



West Canada Section members from left, kneeling: Clare Brooks-Higgins and Cindy Pang. Standing: Marcia Strang, Karen Bailey, Wendy Boyes, Jeannine Sprague, Betty Lee Longstaff, June Mills-Benson, Angelee Skywork, Teena Della. The green alien in the center, Capt. Alice, hitched a ride with NOLA Chapter members during the Air Race Classic and is now their spacey mascot.



Past Presidents reunite at the Conference: From left, Lu Hollander, Jody McCarroll, Elaine Morrow, Patricia Prentiss, Susan Larson and Martha Phillips.

Photos By Lilian Holt except where noted.



Past and present Trustees and winners of the Amelia Earhart Memorial Scholarship Fund. Photo courtesy Joy Blackwell



Participating in the Limitless Sky seminar are, left, Major (Retired) Dee Brasseur, the first female CF-18 fighter jet pilot in Canada, and Emily Crombez, the first female water bomber pilot in Canada. Photo courtesy Joy Blackwell



Friends of The Ninety-Nines, from left, Billy Ray Blackwood, Marty Brophy, Barbara Stevens, Carlton Prudhomme, Trish Beckman, Susan Kelsey and Woody Lesikar.



International members, back row from left: Dee Bond (New Zealand), Renate Schmidt (Germany), unidentified, Catherine Hobson (Australia), Andrea Amberge (Germany), Doris Gerecht (Germany), Jennifer Graham (Australian Governor), Ivana Alvarez-Marshall (Arabian). Front row from left: Razieh Shams (Arabian), Ursula Hammer (Germany), Alia Twal (Arabian).



Ninety-Nines on a tour of Ottawa's Flight Research Laboratory. Photo by Sue Ramsey



Ninety-Nines enjoy The Governors' and Presidents' Tea on the hotel's outdoor Terrace.

2015 Awards

President's Award

Cecil Hatfield

Cecile has been a proud member of The Ninety-Nines since 1965. She has served as General Counsel to The Ninety-Nines, Inc., its International Board of Directors, Sections, Chapters and Trusts for over 20 years.

Her distinguished legal career began in 1975 when she received her law degree from the University of Miami after graduating with high honors from the University of Florida, where she had been inducted into their Hall of Fame. Since 1991, Cecile has had her own aviation law practice in Miami, Florida.

Cecile obtained her private pilot certificate in 1964 and her instructor certificate shortly thereafter. For many years, she flew the All Women's Intercontinental Air Races, as well as the Powder Puff Derby.

In her early career, she helped pioneer the path for women in aviation. She was the first woman to serve as Associate General Counsel for Piper Aircraft. Previously, she worked for the United States Department of Justice as an avia-



tion trial lawyer trying many complex cases in Federal Courts all over the U.S. Cecile was the first woman to serve as Chairman of the American Bar Association's Aviation and Space Law Committee.

She is also the recipient of the 2015 International Aviation Women's Association (IAWA) Aviation Industry Woman of Excellence Award.

As our General Counsel, Cecile has often gone beyond the dry and sometimes hard-to-understand legalese by making practical and coherent suggestions and even offering moral support. During the re-negotiation with the Oklahoma City Airport Authority for the lease renewal of our Headquarters buildings, Cecile negotiated the longest lease available under Oklahoma law – 40 years!

She says her greatest achievement thus far is the incredible honor of being the recipient of the International 99s President's Award.

Award of Achievement for Humanitarian Efforts

Wilma Melville

Wilma received her private pilot certificate in 1970 and flew for hundreds of hours in a VariEze she and her husband (a non-pilot) built. She was the first female to solo and fly a VariEze.

After moving to Ojai, California, Wilma pursued having a highly trained dog for search and rescue. Working with a trainer, she and her black lab Murphy received their FEMA certification for Search and Rescue. Later they were attached to the Los Angeles County Urban Task Force.

On April 19, 1995, she and Murphy were deployed to the Oklahoma City bombing site. The experience was horrifying, and they did their best with the limited resources they had.

Wilma then realized there weren't enough highly trained search and rescue dog teams. She and her trainer then had the idea of rescuing



shelter dogs to use for search dogs. They also decided that firefighters would make the best handlers, as they are already highly trained first responders. To accomplish this, she created a non-profit, non-governmental National Disaster Search Dog Foundation (NDSDF).

The foundation now has over 75 active handlers, and the group overall has trained approximately 145 teams of dog and handlers throughout the U.S. and Mexico to be ready for deployment at any given time.

Currently, Wilma is overseeing her dream come true, the building of the NDSDF National Training Center in Santa Paula, California. Teams from all over the world will be able to train with real life scenarios, including a train wreck, a freeway collapse, building disasters, and airplane crashed.

A grand opening was celebrated on September 24.

Award of Achievement for Contributions to The 99s

Jody McCarrell

Jody started flying in 1959 and has been a Ninety-Nine since joining the Golden Triangle Chapter in 1972. By 1974, she was on the Board of Directors for the All Woman Transcontinental Air Race until she resigned in 1976 to fly the historic Bicentennial Race. She also flew the last commemorative flight of the Powder Puff Derby.

In 1974, she became International Air Age Education Committee Chairman and not only helped develop the "Let's Go Flying" coloring book and Teachers' Guide, she talked the Smithsonian Museum in Washington, D.C. into putting the coloring book in their gift shop.

By 1978, Jody had acquired commercial, instrument, CEI, CFII and multi-engine certificates and ratings. She started LJ Aviation with friend Linda Hooker, hiring several 99s as instructors. She was appointed to the National Intercollegiate Flying Association (NIFA)



Council in 1982 and became involved in the World Precision Flight Competition (WPFC), where she became the first of four women appointed by the FAI (Fédération Aéronautique Internationale) in Paris as international aviation competition judges.

By 1984, she was promoting United States Precision Flying Team competitions hosted by 99s Chapters all over the country. In 1985, she was Chief Judge and Navigation Chief for the world competition in Kissimmee, Florida, the first time it was ever hosted by The 99s (actually, the first time it was run by women!).

In 1993, she approached The 99s International Board of Directors (IBOD) about hosting another world event in Texas. Involving over 400 Ninety-Nines, the event was held in Fort Worth, Texas, in 1996. In 1998, Jody was elected to The 99s International Board as Treasurer and went on

to become International President. In 2003, she led a contingent of 99s to the Bicentennial of Flight in Kitty Hawk. She is still attending IBOD meetings and serving on various committees.

Award of Inspiration

Kathy Fox

Kathy became an air traffic controller in 1974, working at Transport Canada control towers across Canada, as well as the Montreal Area Control Centre. She earned her private pilot license in 1978 and went on to earn her multi-IFR and Class I Flight Instructor ratings, and her Airline Transport Pilot License. She also was a Transport Canada-appointed Pilot Examiner for Recreational, Private and Commercial licenses for 27 years.

In 1980, she joined The Ninety-Nines after seeing a poster at a local flying club in St. Hubert, Quebec. She became an active member of that Chapter before moving in 1992 and joining the Eastern Ontario Chapter, serving seven years as Chapter Secretary. She served as Vice-Governor one year, then Governor of the East Canada Section from 2011-2014. She served one term on the International Nominating Committee.

Kathy's educational background includes a Bachelor of



Science degree and a Master's degree in Business Administration from McGill University. She also obtained a Master of Science in Human Factors and System Safety from Lund University in Sweden. She has been involved in other aviation activities for over 40 years. In the '70s, she was president of the Canadian Sport Parachuting Association, the first female and youngest person elected to this position. From 1982 until 1992, she co-owned a flight school and air charter operation near Montreal.

A three-time member of the Canadian Precision Flying Team, she represented Canada at the world championships in 1996, 1999 and 2000. She has flown over 5,000 hours, served as a Pilot Examiner for over 25 years until 2014 and still flies part-time as an Instructor.

Kathy was the recipient of numerous honors including the Elsie MacGill Northern Lights Award in 2010 and was the first female to receive the David Charles Abramson Flight Instructor Safety Award in 2011. This year she was inducted into Canada's Aviation Hall of Fame.

Award of Achievement for Contribution to Aviation

Rita Eaves

Rita Eaves, a true pioneer of aviation, has had a passion for flying throughout her life. In 1931, her surrogate grandfather took her and her younger sister to the dedication of Will Rogers Airport at the young age of nine.

It was there she saw an airshow that would inspire her for a lifetime. It had one particular plane that captivated her, and as the plane landed, she said, "It wasn't just any pilot, it was a woman."

Young Rita said to herself, "If she can do that, I can do it."

Rita never wavered in her passion to become a pilot, going through several flight instructors, even a flight instructor who bluntly told her that women don't fly. On December 24, 1951, her dream to become a pilot came true, and the inspirational woman pilot she had seen as a young girl even became her mentor.

Just after being married, Rita convinced her husband Leonard they should both learn to fly, and they purchased their first



airplane, an Aeronca Chief. Later, Leonard and Rita built their own airplane, a Nesmith Cougar 1 experimental airplane.

Rita joined the Oklahoma Chapter in 1952, holding all Chapter offices several times. She was also the Powder Puff Derby stop chairman twice. She is still an active lifetime member of the Oklahoma Chapter at the age of 95, inspiring and encouraging other women to become aviators. She has been an avid supporter and contributor of The Oklahoma Chapter's annual event, the Okie Derby Proficiency Air Rally.

Rita and Leonard became charter members of EAA in 1956. They served as volunteers for over 45 years at the International EAA Convention. Rita started the EAA women's activities program in 1967. With the Oklahoma EAA Chapter, Leonard and Rita were very involved

with implementing the Young Eagles program to introduce youngsters to the thrill of aviation.

On June 20, 2009, Rita was inducted into the International Forest of Friendship, in Atchison, Kansas.

George Palmer Putnam Award

Woody Lesikar

Woody Lesikar, 69 years young, is a native of Houston, Texas, and a fifth generation Texan. At the age of four, Woody was pedaling his pedal driven 'prop-plane' down the sidewalks of a subdivision on Houston's Eastside. At six, he was building and flying model airplanes. By the sixth grade, he had read every book on flying that the local bookmobile had to offer.

In high school, Woody landed a job at the local airport. He finally earned his way to a solo at the age of 16, then worked his way up to an instructor by the time he was in college.

Woody started a flight school at Lakeside Airport, now West Houston Airport, while he was taking college courses. He began a flight service, which included selling airplanes. He worked day and night to save up money, and in 1973, at the age of 26, Woody, purchased the airport. Over the next 50 years, he had 30 aircraft in his Veteran and FAA-approved flight school, he earned the Gold Seal Instructor certification from the FAA,



and began a charter service, including a Cessna Citation Jet, all of which he used to train outgoing Vietnam Vets.

In 1984, Woody improved West Houston Airport so that it served as the first FAA-approved private airport in the U.S. to serve both private and air carrier aircraft under Part 139 regulations. Woody built the new terminal building to not only serve the demands of the local aviation market but to serve the first airline to fly from West Houston Airport.

Today, West Houston Airport is the home to over 400 based aircraft, multiple business and has an economic impact of \$25 million annually to the community. Thousands of people have learned to fly at West Houston Airport, and thousands have worked there. Under Woody's

direction, West Houston Airport has sponsored numerous aviation organizations, including The 99s.

Woody's two daughters are pilots, and his three grandchildren will eventually learn to fly too — or they will be disowned :)

Award of Merit for Non-99s

Harry Weatherford

Harry Weatherford, frequently referred to as Mr. Aviation of Oklahoma, contributes to many aviation projects in Oklahoma. Harry remains on call to assist individuals with their aviation issues or projects and continues to encourage individuals to get more involved in local projects.

The Oklahoma Chapter has presented three “Pinch Hitters” courses at local Flight Safety Seminars. Harry initiated the original Pinch Hitters course for The 99s by providing all the needed material to conduct the course, space, logistical support and publicity, including refreshments and lunch.

When Harry plans aviation events, the Oklahoma Chapter receives an invitation to participate. The annual Okie Derby, a proficiency air rally sponsored by The 99s with the proceeds going to Wings for the Future Aviation Scholarship, is greatly supported by Harry in various ways. He flies the Okie Derby, provides weather briefings for the participants, obtains approval from the FAA to include



the Okie Derby in the Wings Program and he generously contributes.

Harry is a special friend to aviation. He owns and operates Precision Flight, a Flight Safety and Simulation school, one of the few freestanding simulation businesses in the state. With his decades of air traffic control experience in places like Washington National Airport, Norfolk, Virginia TRACON and the Tulsa TRACON, as well as teaching at the FAA Academy, Harry brings a world of practical aviation knowledge to the Safety Seminars. He often makes the simulators available to many on a complimentary basis. He supports the OU Flight Team, Civil Air Patrol, Oklahoma Pilots Association and the EAA.

Harry says, “In the decade I have been facilitating safety seminars, not one person who regularly attends my safety seminars has had a pilot-caused accident.”

In 2014, Harry received the Governor’s Commendation from the Governor of Oklahoma in recognition of his extraordinary volunteer service to the Oklahoma FAA Safety Team Program.



2016 Award Winners were honored at the Conference, from left, Harry Weatherford, Kathy Fox, Jody McCarrell and Woody Lesikar. Not in attendance were Cecile Hatfield, Wilma Melville and Rita Eaves.

Nominees Invited to Apply for 2017 International Awards

By Mae Marquet, International Awards Chairman

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2017 International Conference in San Antonio, Texas. The deadline for submitting nominations is **January 15, 2017**.

Award	Description of Award	Who May be Nominated
Award of Achievement (for Ninety-Nines)	Three separate Awards of Achievement may be presented: - for Contributions to The Ninety-Nines; - for Contributions to Aviation; - for Humanitarian Efforts.	An individual member of The Ninety-Nines (living or deceased); a group of 99s; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee, or Trust. An individual recipient must be a current member, or have been a current member at the time of her death.
Award of Merit (for non-Ninety-Nines)	Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.	An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.
George Palmer Putnam Award (for non-Ninety-Nines)	Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.	An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

Who may submit nominations? A Ninety-Nines Chapter, Section, or Trust.

How to nominate: How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address, and telephone number of the nominee, or the nominee's next-of-kin, if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. One high resolution photo of the nominee must be included and local P.R. contact information. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline of Thursday, January 15, 2017. Note: Previous nominees may be resubmitted.

Questions? Contact Mae Marquet, International Awards Chairman, at skyqueen31r@yahoo.com, 337-344-3654.



Fit To Fly

Pilot's Bill of Rights II – Will it Make the Skies Safer?

BY DR. PETRA ILLIG
Alaska Chapter

As an aviation medical examiner for over 30 years and a pilot since before becoming a doctor, I am concerned about the Pilot's Bill of Rights II (PBR2). Signed into law on July 15, 2016, this legislation was snuck into a much larger, complex bipartisan bill (FAA Reauthorization Act of 2016) that provides short-term extension of FAA funding and programs for FY 2017. The intent of PBR2 was certainly not to improve aviation safety but rather to make it easier and cheaper to fly privately. It applies to operating an aircraft up to 6,000 pounds, 5 passengers, and 18,000 feet; VFR or IFR, day or night, but not for compensation.

Although assumed by some that this is the end of the Class III Medical Certificate, this is not the case at all, despite the sweeping changes to private pilot medical certification procedures contained in PBR2. The FAA has one year to figure out how to implement this legislation, and they, along with the NTSB, also have an obligation to report back to Congress regarding accident and fatality rates a year later. Until the dust settles, at least the following is clear in that, after July 2017, the private pilot will be required to:

- *Hold a valid U.S. driver's license*
- *Have held an FAA medical certificate within the last 10 years prior to July 15, 2016*
- *See a licensed physician every four years who can certify the pilot via an FAA-developed checklist*
- *Take a free FAA online course about aeromedical conditions every two years*
- *Ground herself if any known medical conditions arise that may compromise safety*

First-time student pilots and those whose medical lapsed more than 10 years ago must have a flight physical with an FAA-designated AME. Also, if a prior medical certificate has been denied, suspended or revoked, the pilot must obtain a new certificate from the FAA. If certain cardiac, neurological or mental health conditions develop, a one-time-only special issuance certificate must be obtained for each condition.

As an AME who has performed thousands of flight physicals – 99% of which are certified on the spot – I have some observations. Most issues regarding medical certification come from FAA delays and are due to a number of factors, including manpower shortage/administrative/accountability shortfalls. Also, most physicians have no experience in aerospace medicine and may be uncomfortable going outside the scope of their expertise. They usually do not know how to accurately assess individuals for safety-sensitive duties with medical conditions or while taking certain medications.

Insurance companies may demand that pilots obtain examinations more often than every four years, especially if they are older and/or have chronic medical conditions.

Pilots should remember they are still accountable under FAR 61.53 to not fly if they have a medical condition or are taking medications that could impair their ability to act as Pilot in Command. Having said that, PBR2 assumes that the affected pilot would be aware of her medical conditions and how they might affect flight safety, as well as to manage those conditions in ways that do not increase risk.

In addition to my own concerns, The Civil Aviation Medicine Association has also expressed concerns regarding PBR2. In the July 2016 Issue of their newsletter *Flight Physician*, it was pointed out that:

- *Covered aircraft are large and complex*
- *No definition exists regarding who determines if a pilot has a medical condition*
- *No requirement exists for physicians (who sign off on pilots) to have any aeromedical training, nor is there any tort protection for them*
- *Reviewing a pilot's medical data every four years is too infrequent*
- *AME shortages will become worse*
- *Insurance premiums for all pilots will likely increase*
- *Legislation does nothing to improve aviation safety*

Finally, two papers published in the July 2016 edition of *Aerospace Medicine and Human Performance* (the scientific journal of the Aerospace Medicine Association,) studied the effect of medical certification on aviation accidents and fatal crashes. After adjusting for age, one study showed that the risk of having a significant pre-existing medical hazard (found on autopsy) in fatal crashes was twice as high in Light Sport pilots who were not medically certified as compared to pilots who held medical certificates.

The other study showed that the personal flying accident and fatal accident rates were twice as high in non-medically certified pilots as in those who carried a medical certificate. Despite some limitations of these studies, they clearly show the protective effect of medical certification on aviation accidents and fatalities.

Having worked with pilots and the FAA for over 30 years, I believe it is more useful to look for solutions to FAA manpower/administrative/accountability shortfalls, which are the root causes of certification delays. Rather than tossing out decades of aeromedical expertise, it would be better to find alternative creative solutions to streamline the medical certification process without compromising flight safety. Of course, these are my personal views based on my experience and not those of the FAA or any other official agency.

As we are flying into uncharted skies with PBR2, I hope that all pilots, whether flying privately or commercially, do not short-change themselves regarding their health and fitness to fly. It is one thing to self-check "IMSAFE" before each flight; it is quite another to self-medicate or manage complex medical problems without understanding the aeromedical implications.

*To your health —
Petra Illig, M.D.*

The Sky Has No Limit for New Zealand Member Dee Bond

BY MARCIA K. GITELMAN
Spaceport Chapter

As The Ninety-Nines continually demonstrate, flying has no boundaries, including geographical. New Zealand is one of our smaller Sections, boasting all of eleven members. Its Governor, Dee Bond, a native New Zealander or “Kiwi,” is a multifaceted pilot. Rather than being content with “circuits,” or flying around the pattern, as it is called in the U.S., her endeavors eclipse many pilots.

Prior to learning to fly, Dee purchased a LA4-200 Lake Buccaneer to travel to her family’s holiday home in the Marlborough Sounds. It was reachable by water only. “It seemed like a good idea at the time.”

She learned to fly at Wellington Districts Aero Club in a PA-38 Tomahawk and earned her private pilot license in 1986 before getting her water wings.

Subsequently, she became a commercial pilot with multi-engine ratings, both land and sea, as well as instrument and instructor. She has flown 73 different aircraft with 32 certified ratings recorded on her New Zealand certificate. New Zealand



Dee in right seat of the PBY Catalina in 2012.

considers checkout on various model aircraft as a “rating” on the certificate, for example C-172 vs C-182.

To keep her aviation challenge going, she became a ferry pilot, participated in air races and international precision and rally

flying competitions. She even flew a safari in Africa and accepted invitations to fly in other Sections of The Ninety-Nines around the world – Australia, Canada, Jordan and the USA. These are just a few of the things that have made life interesting for Dee.

Dee started participating in the World Precision Flying Championships at Meacham Airport, Fort Worth, Texas, in 1996. Subsequently, she competed at the World Championships in Hamilton, New Zealand; Vasteras, Sweden; and in Skive, Denmark, in 2015. She represented New Zealand in Rally Flying at the first World Air Games in Antalya, Turkey, in 1997.

She was awarded a Fédération Aéronautique Internationale (FAI) World Speed Record in class C-1-c Group 1 for a 1999 flight from Nadi, Fiji to Auckland, New Zealand through Noumea, New Caledonia and Norfolk Island (Australian Territory) in a Cessna 177RG Cardinal.

In 2001, in conjunction with the London to Sydney Air Race, Dee ferried a Mooney M20C from New Zealand to England via Australia, Asia, India, the Middle East and Europe. Although not competing in this race, she rode as a passenger back to Australia in several different aircraft as a FAI Jury member for the event.

After the race, she helped participant Denise Waters, Central New York Chapter, bring her Twin Comanche across the Pacific Ocean from Australia via New Caledonia, Fiji, Samoa, Christmas Island and Hawaii to Oakland, California.

She capped this trip off by racing in her first Air Race Classic in the Twin Comanche with Denise and passenger Shirley Hughes, San Joaquin Valley Chapter. The route was from San Diego, California, to Batavia, Ohio. She has participated in six Air Race Classic events with three Top-10 finishes. She selects her co-pilots in the U.S. by “advertising” through The 99s Inc.



Dee Bond, left, and Denise Waters, Central New York Chapter member, arrive in Oakland, California, after a ferry from Australia in 2001.

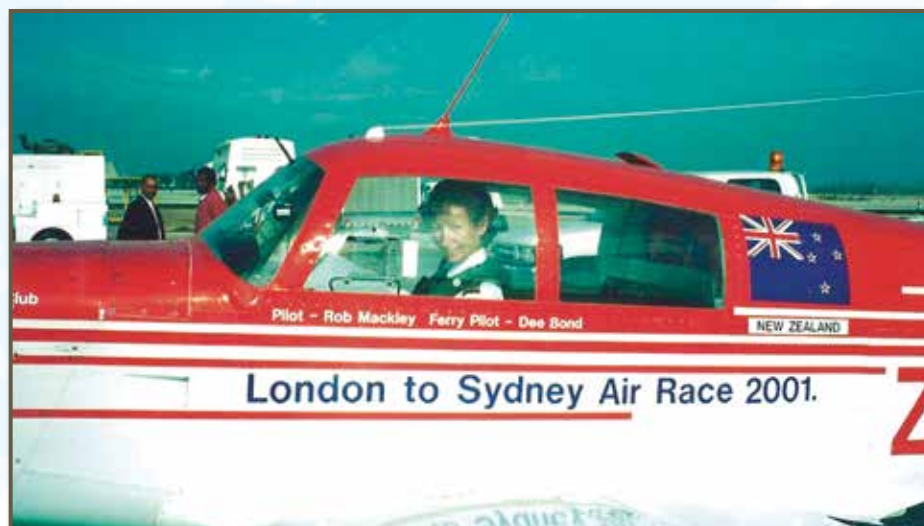
network of friends she has developed over the years. Qualifications: U.S. pilot to take advantage of American accent for radio communications and knowledge of local airspace and flight procedures.

Dee concentrates on the racing techniques. Generally speaking, she chooses newly-qualified, low-time pilots who want to learn more about cross-country flying at race speed yet know enough to “keep me out of trouble” with ATC.

Besides racing in the U.S., she has organized races, rallies and safaris in and around New Zealand.

One of Dee’s favorite flying activities is flying a PBY Catalina (WWII amphibian) that has been faithfully restored by the New Zealand Catalina Preservation Society Inc. She has been flying it for 19 years and has been captain since 2008. She is the only female captain on the PBY.

If this is not enough to keep her busy, she and her partner Neil Young own and operate Mercer Airport and the boutique country Tuakau Hotel in North Waikato, New Zealand. Based on the airfield, they have four Cessnas: C-152A, C-180, C-182



In 2001, Dee races from London to Sydney in a Mooney Bahrain4.

and C-185. They also run a hostel that can accommodate 30 guests. Ninety-Nines are all invited to either the hostel or the hotel, which are both a 40-minute drive south of Auckland International Airport. This makes for some good “Kiwi” fun and aviation adventures while touring the country and visiting with other New Zealand 99s.

Dee is a very accomplished 99. When you meet her, she is very modest about her success. She is contributing and supportive, and fun to be around. As for future aspirations, Dee’s wish list includes a helicopter license, a jet rating and to join the Earthrouters.

The sky for her has no limit!



The 2010 Airsafari Cat Crew-3. Dee stands under the yellow propeller tip, with 99 Gretchen Jahn to her immediate right and 99 Denise Waters in blue.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

Blevens, Robin, Kentucky Bluegrass
Blum, Dolores, Bakersfield
Chen, Jingxian, New Jersey
Coltharp, Linda, Austin
Coolidge, Mariette, Ventura County
Deaver, Jeanne, Western Washington
Diaz, Allison, Old Dominion
Donahue, Susan, Lake Erie
Dreiling, Lindsey, Kansas
Eastman, Patricia, Santa Clara Valley
Friddell, Abbie, Aux Plaines
Gagnon, Nicole, Connecticut
Hanley, Cherie, Florida Suncoast
Hasenfus, Heidi, Utah
Henry, Laureen, First Canadian
Kincaid, Brigitte, Wisconsin
Leone, Rosemary, South Central Section
Lockard, Lisa, Iowa
McCarville, Katherine, Iowa
Mendoza, Esmeralda (F), Santa Maria Valley
Meyers, Jill, Palomar
Miller, Janet, Mississippi
Milton, Jeanne, New York Capital Region
Moore, Aimee, Alaska
Moylan, Mary, Michigan
Prestidge, Corry, Eastern Pennsylvania
Prussian, Katherine, Alaska
Ross, Brittany, Las Vegas Valley
Ross, Debbie, Reno High Sierra
Slowey, Tami, Montana
Smith, Harriet, Wichita Falls
Soares Da Silva-Patterson, Thais, Florida Goldcoast
Solorio, Genevieve, Alameda County
Wells, Marjorie, Idaho

Welcome New Members

Alabaugh, Megan (F), Finger Lakes
Amoruso, Cindy (F), Sacramento Valley
Arias, Elizabeth (F), Fullerton
Arkwell, Kathy, Chicago Area
Atwood, Andrea (F), Alabama
Austin, Joslyn (F), Bay Cities
Avellar, Margaret (F), Shenandoah Valley
Barnhard, Kelly, Sugarloaf
Bateman, Sharon (F), Ventura County
Bayoumi, Magda, Arabian Section
Benjamin, Monica, Southeast Section
Berg, Patricia (F), Paradise Coast
Bishop, Contessa, Waterloo on the Grand
Blaom, Natasha (F), New Zealand Section
Borrego, Briana (F), Chicago Area
Broodryk, Jackie, Alaska
Brothers, Pauline, Intermountain
Brown, Georgine (F), Eastern Pennsylvania
Burch, Shanita (F), Washington DC
Carastro, Danielle (F), NOLA
Cason, Kelly (F), Alabama
Chan, Kimberly (F), San Fernando Valley
Charron, Jennifer, Pikes Peak
Chilson, Maura (F), Carolinas
Ciciora, Aimee, Central Oregon
Citorik, Alyssa (F), Eastern New England
Daigle, Marilyn, Eastern Ontario
Darryn, Allyson (F), Antelope Valley



Rochelle Smolinski, Colorado Chapter

Dorsey, Alyssa (F), Florida Suncoast
Drew, Joan (F), All-Ohio
Duffy, Stacy (F), Bay Cities
Dumke, Cassandra (F), Minnesota
Dumont, Betty, Michigan
Eldridge, Amanda (F), Fort Worth
Fanning, Katherine, Washington DC
Feik, Mikel (F), Utah
Felkowski, Kristi, Fort Worth
Fino, Marilyn, Michigan
Fleming, Rita (F), Oklahoma
Formby, Amellia (F), Australian Section
Foss-Cappelletti, Sarah, Connecticut
Fouquet, Ines (F), NOLA
Franklin, Brooke, Dallas
Frasca, Emily, Chicago Area
Gagnon, Holley (F), Hampton Roads
Gambon, Samantha (F), Emerald Angels of the Gulf Coast
Gandia, Tori (F), Montana
Garbus, Kathy, Eastern New England
Garrett, Julee (F), Mt. Shasta
Gillings, Diane (F), Pikes Peak
Gimmeson, Kelsi, Palomar
Grossglauser, Michelle (F), Intermountain
Gruba, Sheila, Minnesota
Gunn-Golkin, Anna, Pikes Peak
Hansen, Samantha (F), Aloha
Harris, Brianna (F), Palomar
Hoefig, Tara (F), Eastern Idaho
Holland-O'Brien, Laura (F), Greater St. Louis
Hoover, Zalak, Dallas
Hovey, Michelle, Sacramento Valley
Huldin, Jennifer, Michigan
Hunker, Carolyn (F), Sugarloaf
Hurst, Jenny, Scioto Valley
Johnson, Donnita (F), Ambassador
Jovanovich, Aleksandra (F), Austrian Section
Klinger, Ashley, Phoenix
Koch, Kaitlyn (F), New York Capital Region
Kolomay, Darci (F), British Columbia Coast
Kooi, Mari, Rio Grande Norte
Kopplin, Katrina (F), Greater St. Louis
Kornfield, Tamra, Alaska
Krueger, Sandra, Chicago Area
Ladyzhenskaya, Lina (F), Ventura County
Lascher, Wendy (F), Ventura County
Lecky-Hepburn, Kerry Ann, First Canadian
Leverknight, Jody, Arkansas
Lewis, Theresa (F), Eastern Pennsylvania
Lincoln, Amanda (F), New Jersey
Lindberg, Sarah (F), Wisconsin
Lisante, Mary, Greater St. Louis
Loga, Cristina (F), San Fernando Valley

Lopiccolo-Kleine, Isa (F), Yavapai
Macdonald, Laurie, First Canadian
Malczewski, Meredith, Indiana Dunes
Mallman, Katharine, Santa Rosa
Marin, Jessica, Florida Goldcoast
Marr, Bretlyn (F), Carolinas
Marron, Julie (F), Eastern New England
Martin, Kaylan, Kansas
Maruyama Silva, Nadia, Columbia Cascade
McCullough, Ruth (F), Oregon Pines
McKenna, Lindsay, Columbia Cascade
McKissock, Nina, Eastern Pennsylvania
Mertz, Stephanie, Texas Dogwood
Mills, Natalie (F), Santa Barbara
Mitchell, Jamie (F), Ventura County
Moore, Jazzmine (F), San Joaquin Valley
Moragea Khalil, Fatma, Arabian Section
Morrison, Maria (F), Greater Seattle
Nerie, Jade (F), Fort Worth
Newcourt, Anita, Arabian Section
Otero, Jacquelyn (F), Eastern Pennsylvania
Overturf, Annelise, Hampton Roads
Park, Dealie, Ventura County
Pearson-Haas, Andrea (F), Dallas
Perreault, Elizabeth (F), Garden State
Petines, Maria (F), First Canadian
Potschadel, Julia (F), German Section
Query, Yuko, Aloha
Rempala, Jill (F), Greater St. Louis
Roberts, Tessa, Kansas
Robinson, Sara (F), Greater Seattle
San Miguel, Jacquelyn (F), Western Washington
Scarrow, Jodie, Waterloo on the Grand
Schaible, Luz (F), Ventura County
Scheurer-Thompson, Valerie (F), Eastern New England
Shoen, Royal (F), Phoenix
Signs, Shelly (F), Oregon Pines
Smith, Karla (F), Tennessee
Smolinski, Rochelle (F), Colorado
Spector, Rachelle, Long Beach
Stechschulte, Stephanie, Three Rivers
Stern, Deborah, Georgia
Stigler, Carolyn, Iowa
Stryker, Leticia (F), Central Oregon
Swenson, Erica (F), Dallas
Swortzel, April (F), Phoenix
Taylor, Chloe (F), Florida Heartland
Taylor-Home, Sophia (F), Monterey Bay
Thauer-Cronie, Monika (F), German Section
Thayer, Kimberly, Michigan
Torell, Pamela, Spaceport
Torres Rodriguez, Kary Ann (F), Ambassador
Torres, Lucy (F), San Diego
Vincent, Kritika, Florida Firstcoast
Voltin, Rebecca, Oregon Pines
VonBokel, Madeline, Greater St. Louis
Walker, Laura, San Gabriel Valley
Warde, Sandra, Eastern New England
Warren, Elisa (F), Aloha
Weatherford, Charli, Oklahoma
Whaley, Linda (F), Fort Worth
Wherry, J Helene (F), Eastern New England
Wilson, Callie, Rio Grande Norte
Wilson, Teresa (F), Columbia Cascade
Workman, Grace (F), Greater St. Louis
Xu, Yingying, Waterloo on the Grand
Zeidler, Sinje, Finnish Section

NEW JERSEY MEMBER UNDERTAKES A 24,000-MILE AROUND-THE-WORLD FLIGHT

New Jersey Chapter member Jingxian ‘Saki’ Chen launched an historic 24,000-mile, round-the-world journey, departing from Cleveland, Ohio, on August 1, 2016. She hopes to be the first female Chinese pilot, and the youngest at age 31, to complete this trip.

She is flying a Bonanza A36 with the owner Richard Rohl and his father Lawrence Rohl, both pilots. They generously loaned her the plane and will participate in this historic trip as both safety pilots and passengers.

Saki plans to take the eastbound route and land in her motherland, China, halfway around the world.

The flight departed from Cuyahoga County Airport (CGF) and will make stops in other U.S. cities before heading to countries including Canada, Iceland, the United Kingdom, Italy, Egypt, China, Russia, and then back to the United States. Travel time will be 140 hours, barring any unforeseen mechanical or weather delays.

Saki began dreaming of an around-the-world flight when she first started her student pilot training, although she realized it would not be an easy task to undertake. Not able to afford her own aircraft, she contacted over 20 aircraft rental agencies before she connected with Richard Rohl, the owner of the Bonanza.

It took her almost a year to conduct research and compute the flight route, as it is especially difficult to find 100 LL in most places in the world other than America.

Saki will share her around-the-world flight with 99 News when she returns.

— Saki Chen



Saki Chen hopes to be the first Chinese woman, and the youngest, to make a 24,000-mile, round-the-world flight.



Jennifer Guetterman is sworn into the California Air National Guard.

JENNIFER GUETTERMAN IS SELECTED TO FLY THE C-130J SUPER HERCULES FOR THE U.S. AIR FORCE

It has been a long time coming! I have dreamt of becoming an Air Force officer since I was a little girl. Recently, I sworn into the California Air National Guard, a component of the United States Air Force and have been accepted for a pilot slot to fly the C-130J Super Hercules.

I was accepted into the 115th Airlift Squadron at Point Mugu Naval Air Station in Ventura County. I start training on weekends at the squadron in June. The timeline is a little fuzzy, but I do know the order. Sometime in January or thereafter I will leave for eight weeks of officer school at Maxwell AFB in Montgomery, Alabama.

I will likely have a couple of weeks at home before I leave for 13 months of Undergraduate Pilot Training to fly the T-6 and the T-1. This will be followed by about four months of C-130J school and survival training before I return to my squadron in Point Mugu.

My rough estimate as to when I will return for good is early 2019. The Air National Guard is part-time, so when I return, I will have the freedom to instruct, go airlines, and/or fulfill another of my life goals of having a family.

The future is looking bright, and I thank you all so much for your support these past five years I have been a 99.

— Jennifer Guetterman

LETTERS

THANKS TO LINDA CIOFFI AND SUSAN LARSON FOR SHARING THEIR EXPERIENCES

Thanks to Linda M. Cioffi for sharing her experiences flying into Cuba. That was a great write-up. I particularly appreciated Linda's willingness to explore her decision-making process when she experienced the battery failure.

Along those lines, congratulations to Susan Larson for her successful emergency landing during the 2016 Air Race Classic. We were all concerned (to say the least) when news reports started popping up. I hope that Susan will revisit the event in a future issue of the 99 News so we can learn more about what happened and how she handled the off-airport landing.

*Jill W. Tallman
Sugarloaf Chapter*

MORE KUDOS FOR LINDA CIOFFI'S ARTICLE

I just read the article in the July/August issue that Linda Cioffi wrote, and I love the pictures and the story.

As usual, you did a great job editing and publishing the magazine.

*Mary Build
Katahdin Wings Chapter*

Just in time for Christmas!

A new ABC book for the young.

**A IS FOR
AIRPLANE**

*Written by a Ninety-Nine,
Vikki Greenleaf.
Great stocking stuffer.*

**\$10.00 a book
with \$3.50 S&H.**



*Send all inquiries to pilotvikki@gmail.com.
All books will be signed by the author!*

GRASS ROOTS



Participating in the Concrete Fly-In are, above from left, June Moore, Theresa White, Marty Vale, Vanessa Nelson (Oregon Pines) and Susan Ford. Beverly Franklet also stopped by to say hello.

GREATER SEATTLE CHAPTER

There was a great turnout at the Concrete Fly-In in June. Wiley Moore gave The 99s a warm welcome at their hangar at Mears Field (3W5) with food and drink and other amenities.

Thanks very much to June and Wiley for their hospitality!

— Theresa White



June and Wiley Moore in front of their hangar welcoming 99s guests.

GRASS ROOTS — Section and Chapter reporters share their recent activities

BAY CITIES CHAPTER

Bay Cities Chapter has had a brilliant spring and summer. A Chapter scholarship of \$1,000 was awarded in April, and a Girl Scout event was hosted in May at the Oakland Aviation Museum with 33 girls and 11 Chapter members participating.

Additionally, Bay Cities supported the WASP AIR Act Victory Party in June. On May 20, President Obama signed the Women Airforce Service Pilot Arlington Inurnment Restoration Act, allowing WASP to be eligible for burial in Arlington National Cemetery with military honors.

We're excited for winging parties this summer and open airport booths.

— Wendy O'Malley



Girls Scouts had fun discovering aviation at the Oakland Aviation Museum.



Olga Mitchell from the Eastern New England Chapter helped out by giving intro flights during the fly-in sponsored by the Katahdin Wings Chapter and the Auburn-Lewiston Airport.

KATAHDIN WINGS CHAPTER

On May 14, Auburn-Lewiston Airport and the Katahdin Wings Chapter welcomed the community to an airport open house and fly in. The theme of the day was "Women Interested in Aviation," with special focus on introducing girls and women to aviation and STEM-related careers.

Many aviation and STEM exhibitors joined in for the day to make a fun, well-rounded and interesting experience for all. The Chapter donated "99s Aviation" patches for all those who took part in a Log Book Scavenger Hunt.

The Katahdin Wings Chapter featured information tables about The 99s and Women in Aviation History, and the Maine Air Museum loaned their "Amelia in Maine" exhibit. Other exhibits featured information about general aviation, air racing and the WASP program. Youth aviation programs such as Civil Air Patrol and the ACE Academy and two local university aviation program reps were on hand as well. An airport engineer and a TV meteorologist rounded out the STEM-related careers.

A hands-on UAS (unmanned aircraft systems) demonstration kept everyone enthralled, and "aircraft and rocket engineering" made sure no one left empty-handed. A Portland Jetport air traffic controller took part to put a face to the voice local pilots hear when flying into Portland.

Volunteer pilots from The 99s, EAA and Patient Airlift Services (PALS) rounded out the day by generously "sharing their wings" and giving free intro flights. Cirrus Aircraft lent their latest model for static display. LifeFlight of Maine made the 20-minute flight from Bangor to show off their new King Air outfitted for emergency medical transport.

Civil Air Patrol also had their newest model Cessna 172 featuring a glass panel. Nine aircraft flew in to enjoy the day and partake in the delicious pancake breakfast and hot dog luncheon hosted by local Boys & Girls Club Keystone members. They used this event as a fundraiser to help the local nonprofit organization, Lots to Garden. It was a fun, informative and exciting day for the whole family.

— Lorena Plourd



Brenda Thibodeau and Jenny Jorgensen helped with "aircraft engineering."



Treasure Coast Chapter members and friends celebrate receiving a Ninety-Nines Charter, presented to Chapter Chairman Ruth Jacobs (holding Charter), by Southeast Section Governor Myra Bugbee.

TREASURE COAST CHAPTER

On August 11, the charter for the new Treasure Coast Ninety-Nines was presented by Southeast Section Governor Myra Bugbee to Ruth Jacobs, Chapter Chairman, at a party at the Stuart Jet Center, Witham Field, Stuart Airport (SUA).

Also attending the celebration were eight of the charter members, fellow members from the Southeast section, Ginger Adelstone, Chairman of the Florida Heartland Chapter, Jen Toplak, Chairman of the Florida Goldcoast Chapter, plus friends and family of the charter members.

All 13 of the charter members were bestowed with gifts from fellow Ninety-Nine Anita Mixon and from other Friends of The Ninety-Nines.

The Treasure Coast Chapter's mascot is the pirate, and our Membership Chairman, Anita Mixon, dressed as a pirate for the party.

Now that the party has ended, the new members of the Treasure Coast Chapter have started to work on scheduling meetings, training and events for our pilots.

— Marcy Lannon

MEMPHIS CHAPTER

On July 16, members of the Memphis and Alabama Chapters toured the Wings of Honor Museum at the Walnut Ridge Airport (KARG), Walnut Ridge, Arkansas. After the tour, we had lunch at the Parachute Inn, a 737 that was converted into a restaurant.

On April 15 and 16, members of the Memphis Chapter, along with other volunteers, painted a compass rose at McKellar Sipes Airport (MKL), Jackson, Tennessee.

— Linda Richards

GOT NEWS?

Mark your calendars:
Submissions for the
Nov./Dec. issue of 99 News
is October 1.

Running behind?
Send us your material —
we may have space available.

news@ninety-nines.org



MINNESOTA CHAPTER

On June 12, the Minnesota 99s visited Surfside Seaplane Base (8Y4), the largest seaplane base in the lower 48 states, for our Spring Chapter business meeting.

In July, we had two compass rose paintings. The first was at the South St. Paul Airport (KSGS) on July 1-3, and the second was at the Grand Rapids Airport (KGRR) on July 16-17.

Congratulations go out to Robin Stoller who completed her solo cross country! Finally, we would like to welcome new members Robin Giguere and Jill Berge.

— Melissa Aho

Participating in the South St. Paul Airport (KSGS) compass rose painting in July were, from left, Marcy Drescher, Robin Giguere, Robyn Stoller, Deb Thompson, Patti Sandusky, Cheryl Daml and Tracy Davenport.

OREGON PINES

On July 24, Oregon Pines 99s celebrated achievement at a gala in honor of Amelia Earhart's birthday. Our first 99s president was passionate about aviation and encouraging achievement, saying, "Every person, man or woman, should strive to achieve full potential." She would be very proud to acknowledge our accomplishments during the past year: Ashley Collins, A&P Mechanic; Jeanne Wildman, Instrument CFI; Malia Johnson, Private Pilot; Stella Brunner, Tailwheel Endorsement & Seaplane Rating; and Vanessa Nelson, Ski Plane Training.

The grand finale of the event was a Wright Brothers Master Pilot Award to Sherry Sisson for 50 years of pilot experience with an excellent safety record. FAA Inspector Dee Rice from Portland FSDO, also a 99, was on hand to review Sherry's flying history and make the presentation, after which we celebrated with an Amelia Earhart birthday cake.

Our Amelia Earhart fly-in took place in the Skyport designed by the architect of Independence Airport, Glenn Plymate. The fabulous hangar addition was the last project completed by Debra's father before he went west last year.

At our June Chapter meeting, we watched, "The Pilots and Airplanes of Bernard Field in the 1930s," about the home-built airplane industry that once thrived where the present-day Beaverton Mall is today.

— Debra Plymate



FAA Inspector Dee Rice, left, presents the Wright Brothers Master Pilot Award to Sherry Sisson, right, whose airplane was on display at the Amelia Earhart Birthday BBQ.



Waiting to board for the Thousand Island Cruise are, from left, Dee Bond, New Zealand Section, with Susan Larson and Pat Prentiss, Past Presidents.

Farewell Ottawa...



Ninety-Nines enjoy the colorful drills and music at the Changing of the Guard on Parliament Hill. Photo by Sue Ramsey.



Janet and Warren Clark enjoying the Thousand Island Cruise.



Guided by Kathy Fox, Transportation Safety Board Chairman, the tour group arrives at the TSB of Canada facilities.

Hello San Antonio 2017!

Southeast Section members invite attendees to the 2017 International Conference next summer in San Antonio, Texas.

