

# 99 News



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

November/December 2016





99 News

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**The 99 News**

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## On The Cover

From the time she was five, Louise Thaden had a fascination with airplanes. Little could she imagine then that her future held not only becoming a pilot but the holder of three aviation records for women.

One of her most exciting achievements was in 1929, a year when the country was thrilled by death defying aerobatics and exciting races. Louise not only participated in the first National Women's Air Derby, she was the winner.

It was at the race's end that a group of the women pilots gathered and decided to form a club to support women in flying. Ninety-nine women responded to the invitation to join, and on November 2, 1929, The Ninety-Nines was born, with Louise as its Secretary.

# PERPETUAL CALENDAR

## 2016

### 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.
- 31 Professional Pilot Leadership Initiative application deadline. Fact sheets and applications can be found under the Pilot Careers Resource Center section at [ninety-nines.org](http://ninety-nines.org).

### 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.
- 31-April 1 New England Section Spring Meeting, North Conway, New Hampshire, hosted by the Katahdin Wings Chapter. Contact Glenna Blackwell at [blackwells@verizon.net](mailto:blackwells@verizon.net) for more information.

### APRIL

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

- 4-9 Sun 'n Fun Air Show, Lakeland, Florida. WASP and Tuskegee Airmen Luncheon on Thursday. Ninety-Nines Building open to all members.

- 21-23 North Central Spring Section Meeting, Indianapolis, Indiana.

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

- 27-30 Southwest Section Spring Meeting, Oakland County Airport Hilton, Wendy O'Malley, [wendydomalley@yahoo.com](mailto:wendydomalley@yahoo.com).

### MAY

- 6 South Central Section Spring Meeting, San Antonio, Texas, hosted by the South Central Section Board and the 2017 Conference Committee.

### JUNE

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

- 16-17 International Forest of Friendship, Atchison, Kansas. This year's theme, "Flying, Forest and Future." Visit [IFO.org](http://IFO.org).

- 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 [airraceclassic.org/race-information](http://airraceclassic.org/race-information).

### JULY

- 11-16 Ninety-Nines 2017 International Conference and Business Meeting, San Antonio, Texas. Visit [travelplannerstexas.com/99s2017](http://travelplannerstexas.com/99s2017).

*The Alamo at dusk.*

*Photo by Richard Nowitz.*



- 24-30 EAA AirVenture Air Show, Oshkosh, Wisconsin. Visit [eaa.org/en/airventure](http://eaa.org/en/airventure).

### AUGUST

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

### SEPTEMBER

- 14-17 Northwest Section Fall Meeting, Troutdale, Oregon.



April Dean, Fort Worth, Texas  
Steve Lindrooth, Perkasie, Pennsylvania  
Embry Riddle Aeronautical University  
Erin Mann, Prescott, Arizona  
Joretta Scott, North Hollywood, California  
Joshua Spencer, Danbury, Connecticut  
John Stoller, Marina Del Ray, California  
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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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# 99 News

*November/December 2016*



*Donna Miller takes in some sunshine after co-piloting the B-25 bomber.*



*Louise Thaden, one of the founding Ninety-Nines, was the winner of first National Women's Air Derby in 1929.*



*Thanks to members' contributions to the Endowment Fund, Headquarters received a variety of improvements, including a French drain, stairs, sidewalk and sod on the east side of the building.*

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# President's Page

BY JAN MCKENZIE, International President

**C**ommunication — texting, Instagram, Straight & Level, Facebook, email, teleconference, face to face...

I recently read in the newspaper, "Airline pilots and air traffic controllers are on schedule to switch to text communications at most of the nation's busiest airports by the end of the year, a milestone that holds the potential to reduce delays, prevent errors and save billions of dollars in fuel cost," says the Federal Aviation Administration. Controllers and pilots will still use their radios for quick exchanges such as clearance for takeoff and in emergencies and situations where time is critical. But the nation's air traffic system is gradually shifting to text messages for a majority of flying instructions."

WOW! The entire world is moving toward digital and electronic communication to help us be more productive and efficient in our busy lives. To stay pertinent and keep our members engaged, we, The 99s, must move forward with these technology and electronic changes. Speedy transmission, wide coverage, low cost, exchange of feedback and managing global operations are

are not receiving this monthly email. Huge thanks to Glenna Blackwell for the design of the logo and format.

Tune in to find out who follows The 99s on Twitter in the next 99 News.

With all of the above electronic communication, the best is still face to face, people to people. I love opportunities to visit other Section meetings and meet more of our awesome members. October took me to Fall Creek Falls State Park, Tennessee, for a gorgeous, colorful fall weekend. The Southeast Section tried something new and different. They held their Fall Section Meeting in a state park with only a \$25 registration fee. As a result, their attendance increased by over 50 percent! How did they do that? Back to Basics: Board meeting, Business meeting and group lunch with plenty of fun people-to-people time, and ending on a high note with an evening bonfire and s'mores.

My own South Central Section meeting was a delight with an evening reception, including a delicious catered dinner, at our corporate headquarters and very special Museum of Women Pilots. It was great to show off both of our gems to family and friends.

We are going to try something new! Instead of one International Membership Chairman, as we have done in the past, our organization deserves and needs a committee. Adding and retaining members is always a top priority. So please let me introduce Mignon Gery. Mignon has served as the Ventura County Ninety-Nines Membership Chairman for over three years. During her tenure, the Chapter grew by 10 percent. Mignon

looks forward to leading a committee that will work closely with the Chapter Chairmen and Chapter Membership Chairmen to enhance recruitment and retention of our members. Focusing on the recruitment of young women and getting them involved with The Ninety-Nines organization is one area that she feels is important to the future of The International Ninety-Nines. Mignon and the Membership Committee will strive to make new members feel welcome in our organization and assist in any way possible to make sure they feel connected to their local Chapter.

I look forward to continuing to meet more and more of you. And remember...

*Today is your day to Spread Wing and soar  
Choose to soar. Choose to fly your dreams.*

— J. O. Huie



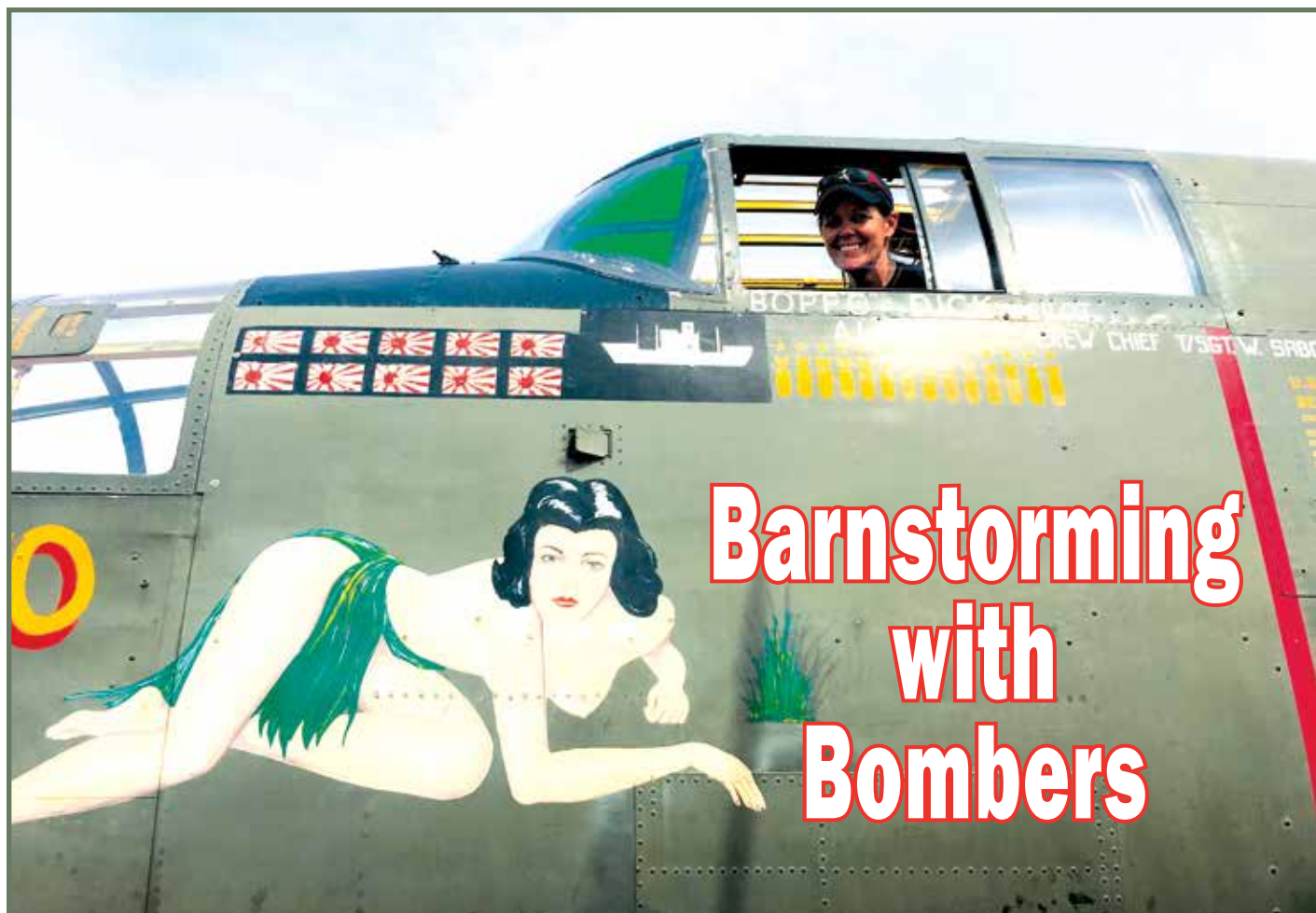
*Southeast Section Members enjoyed a unique Section Meeting that was held at a state park. The event was topped off with a bonfire and s'mores.*

the advantages The 99s will realize from using electronic communication in our daily operations.

And speaking of Instagram, download the App on your smartphone. We have just expanded our media reach to Instagram. The direct link is [www.instagram.com/theninety-ninesinc](http://www.instagram.com/theninety-ninesinc). Our account can also be found by searching for The Ninety-Nines Inc. in the "people" search window in Instagram. You will enjoy reading the WCW! Postings (Women Crush Wednesday). I have already had compliments on our new Instagram postings.

Are you receiving our new Straight & Level in your email at the beginning of every month? All the latest and key activities in our corporation are presented in a concise communication. Straight & Level has a new look and replaces On The Centerline and The Dispatch. Please email me, [president@ninety-nines.org](mailto:president@ninety-nines.org), if you





# Barnstorming with Bombers

BY DONNA MILLER, Colorado Chapter

## Wings of Freedom Tour Brings History into Reality



In April of 1945, Jimmy Doolittle and his co-pilot Richard Cole took off from the aircraft carrier Hornet in their B-25, bound for Tokyo. The Doolittle Tokyo Raid would become one of the turning points of World War II.

As co-pilot, today I'm taking off with Kerry Bean from NAS Wildwood in Cape May, New Jersey, in our B-25 bound for a half hour tour of the shoreline. We are part of the annual 10-month Wings of Freedom Tour offered by the Collings Foundation.

We travel with a P-51 Mustang and two other bombers, a B-17 and a B-24, as part of living history. As Ride Coordinator Jamie Mitchell describes it, "Kids can read about WWII history all day long, but it's when they see and touch and watch the aircraft fly that they really start to learn."

Well into my first season as a pilot for the Collings Foundation, I've learned several things. First, these historic aircraft are

amazing and an honor to fly. I fly the B-24 and B-17, in addition to the B-25. I love working on and around them, and I feel history in my hands as I wipe the oil from the bottom side of the cowling after a flight.

What surprises me is that, as fascinating as these planes are, what is even more so are the stories that the veterans who come out tell when they get around them. I love listening to the elderly gentlemen tell their grandkids that THIS is the type of plane they flew over 70 years ago.

I see waist gunners hold the handle of the .50 cal machine gun with their weathered hands, and their eyes look off into some faraway place that only they know. I've gotten some great advice on how to land the B-17 from these guys, and the best way to tighten up a formation – broadcast "Enemy Aircraft! 12 O'clock!"

I've seen veterans cry as they touch the side of the plane, as if touching the cheek

of an old friend. Others sit quietly in the long shadow of the wing not saying a word. Family members often bring scrapbooks of their veteran and pass on stories that continue to amaze me. Veterans meet for the first time and compare their experiences in the shade of the bomb bay, and I just can't help but pause and listen as I swap out my oil-soaked rag from the hatch.

I first learned of the Collings Foundation several years ago as one of the organizations that maintain and fly WWII aircraft. The Commemorative Air Force (CAF) and the Experimental Aircraft Association (EAA) also fly warbirds. Three years ago, I purchased a 1942 Ryan PT-22. Built by the same company that gave us The Spirit Of St. Louis, it was a primary trainer during WWII. I was finally in the market for an airplane and loved the interesting characteristics of the PT-22: a slightly swept wing, a barely detectable dihedral, open cockpit and a five-cylinder radial engine. What's not to love about that combination?

It didn't even dawn on me at the time that I was joining the warbird community. When I flew it with my partner, Dick Keyt, to the nearby airport where the Collings Foundation staged their fleet for the weekend, the little Ryan fit right into the WWII themed fleet. It didn't take long for me to



Above, Donna with a D-Day paratrooper who shared his stories from Normandy during the stop in Millville, New Jersey.

become part of the traveling family of volunteers who keeps the history alive.

Pilots for the Foundation must meet the flight minimums, attend an annual ground school, take a written and oral exam, and maintain currency and training flights in order to give rides. The planes are over 70 years old and need to be operated with extreme care.

***"What surprises me is that, as fascinating as these planes are, what is even more so are the stories that the veterans who come out tell when they get around them."***

*"The joy of flying the B-25 is combined with a feeling of gratitude to the WASP who opened the door," says Donna, left.*







*Photo left: The view from a P-51 Mustang escorting the B-24 Liberator. "It's easy to imagine 1945 Germany below," says Donna.*

*Photo below, Donna and Jamie Mitchell do a happy flying dance in front of the B-17.*

The B-25 Tondalayo's 1700 hp Curtis-Wright 2600 engines, while very loud, are delicate and need to be treated gently. One of my duties is checking the fuel and oil quantities from the top of the wings (35 gallons of oil and 670 gallons of fuel). I enjoy this vantage point most when the other bombers take off and land.

In addition, since the volunteer cadre is small, everyone pitches in to do everything from setting up cones and ropes to taking tickets at the gate. We hand the mechanics tools and become gophers for whatever they might need. There are busy days in the hot sun, and slow days when we try to stay dry as a thunderstorm passes overhead.

As an airline pilot, I'm able to jump on

and off the tour as my schedule allows and as there are vacancies in the flying schedule for the bombers. It's a funny transition to go from my starched uniform and the modern, fly-by-wire Airbus with my rigid schedule to the antiquated radial engine aircraft and an oily rag in my pocket, waiting for the changing schedule to solidify long enough to give a flight. But it's an easy shift to make. I love the family of volunteers who are happy to hand me their duties as they transition back to their lives after a week or two, or a month out on tour. I always feel like I've been away longer than I have. I've missed the people and the planes, and the amazing veterans with their stories to tell.

The season is drawing to a close, and

I'm not sure how I'll get through the few months that the planes are in maintenance. It gets into your blood the way grease gets under your fingernails.

Luckily, I still have my little Ryan to fly through the winter. As the 73-year-old kid brother to the bombers, it needs just as much care and maintenance.

I will look forward to the new season with the old bombers. I already can't wait to start up the engines and be part of the traveling WWII experience again. In the meantime, I'll have to queue up the old movies: "Thirty Seconds Over Tokyo," anyone?

For more information on the Collings Foundation, visit [www.collingsfoundation.org](http://www.collingsfoundation.org).







## Pilot Careers:

# The Inevitable Life

BY DONNA MILLER  
International Careers Committee

*It is easy. Just once a day, imagine the life you dream of. Believe that it can be yours in this world of magic and miracles. Choose to live as if you know of its inevitable manifestation. Don't compromise. Don't worry. Don't look for results. And as surely as spirit crafts one moment after another, so too will it fuse together the life you now lead with the life of your dreams as if they were two pieces of a jigsaw puzzle, destined to become one. This alone determines what's "meant to be."*

— *The Universe (Mike Dooley)*

If someone had told me 18 years ago that I was going to sacrifice more than I ever had and work harder than I ever thought I could to get my dream job, only to have it taken away from me four months later, I would have certainly run in the other direction.

What good could possibly come of that? Thank goodness we don't have a crystal ball or we would miss all of the fun. What I continue to learn from this whole experience is that it really is about the journey.

Wherever you are on the aviation ladder, you are already having an amazing life. There are so few people in the world who

do what you do, and it's just going to get better. More doors will open and you will get to decide which ones to pass through on your way to the life of your dreams. Of course, no one said it was going to be easy. Few things worthwhile are.

As you reach each new milestone, take a look around at the view from your new vantage point. A new rating, a new job, a new jet, a new uniform. I recently spoke to a group of private pilots who are looking forward to airline careers. I remember the first time I put on a pilot shirt and slid the epaulettes into place. I looked in the mirror as I adjusted my tie and hardly recognized myself. "How in the world did I get here?"

Remember when you got out of the plane after your first solo? Little did you know that from that moment on, your life would never be the same. And so it is, after each milestone, our view changes, and new opportunities arise. We take what we have today and apply it to tomorrow.

The next thing we know, we are looking back on the series of decisions and choices that make up the life we have created for ourselves.

Of course, the big fun lies in the surprises we encounter along the way, all those funny things we never could have imagined coming into our spheres that make our stories much more interesting. That is the magic that we couldn't have dreamed up on our own.

And in the end, we have our lives, the ones that were "meant to be," as brilliant, as tragic and funny and magic as they are. It is inevitable.

## TRAINING MILESTONES

*Tammy Augustin* – Instrument  
Reno High Sierra Chapter

*Peg Ballou* – CFII  
All-Ohio Chapter

*Kay Bennett* – Remote Pilot, Small  
Unmanned Aircraft System,  
Reno High Sierra Chapter

*Veronika Bensova* – Commerical Multi-engine  
Florida Goldcoast Chapter

*Kayleigh Bordner* – Multi-engine  
Commercial, Indiana Chapter

*Sarah Denton* – Solo  
Colorado Chapter

*Rocio Duarte* – Commercial Multi-Engine  
Florida Goldcoast Chapter

*Bryli Friberg* – Rotorcraft Instrument  
Reno High Sierra Chapter

*Gina Marie Gasbarro* – Commercial  
North Jersey Chapter

*Eileen Gay* – Remote Pilot, Small Unmanned  
Aircraft System  
Reno High Sierra Chapter

*Robin Giguere* – Solo  
Minnesota Chapter

*Maria Ziadie-Haddad* – Captain B47-400/8  
Florida Goldcoast Chapter

*Erin Hambrick* – Instrument  
Antelope Valley Chapter

*Jodi Harskamp* – Captain B-737, Alaska  
Airlines, Alaska Chapter

*Erin Helgren* – Solo  
Colorado Chapter

*Michelle Hovey* – Airbus 320 Type Rating  
Fort Worth Chapter

*Joann Isaacs* – Private  
Florida Goldcoast Chapter

*Shelby King* – Certified Instructor Instrument  
Sedona Red Rockettes Chapter

*Desiree Kocis* – Private  
Eastern New England Chapter

*Sima Maleki* – Solo  
Reno High Sierra Chapter in completion of  
Fly Now Scholarship

*Jessica Marin* – Instrument  
Florida Goldcoast Chapter

*Donna Meyer* – ATP  
Alabama Chapter

*Angela Munoz* – Private  
Orange County Chapter

*Jody Prior* – Multi-engine Instructor  
Mid-Columbia Chapter

*Brittany Riser* – Seaplane  
Antelope Valley Chapter

*Keegan Schroeder* – Multi-engine Commercial  
Austin Hill Country Chapter

*Connie Smith* – Commercial  
Rio Grande Norte Chapter

*Morgan "Allie" Smith* – IFR  
New Orleans Chapter

*Trimbi Szabo* – Commercial ASEL  
Colorado Chapter

*Odany Velazquez* – Commercial  
Florida Goldcoast Chapter

*Jeanné Carole Willerth* – ATP, Master CFI  
Greater Kansas City Chapter

# 18 Award Winners Are Ready to FLY NOW!

By Shelley Ventura, Amelia Earhart Scholarship Fund Trustee

**T**he Fall 2016 Fly Now Awards continue to offer an exciting opportunity for financial assistance to The Ninety-Nines Student Pilot members. The AEMSFT Trustees were able to grant 18 Fly Now Awards worth \$87,000. These award winners will have the opportunity to offset up to \$6,000 of their flight training costs by completing specific milestones. If not completed at the time of application, the following milestones are eligible to be earned.

**MILESTONE:** Passing the FAA or equivalent knowledge exam: \$1,000.

**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.

The success of the Fly Now Award is dependent upon the relationship between the student pilot and her 99s Chapter. It's

important that the Chapter know their applicant. We realize that it can sometimes be difficult considering there's only a month membership requirement before a student pilot can apply for the Fly Now. Chapters also need to know that they can work with the applicant in making certain the essay and information is written so the candidate presents her information in the very best way possible. We truly appreciate Chapter involvement in the process.

Each applicant is also required to have a formal 99 mentor. The mentor can be any 99, regardless of her location, who is willing to provide support, encouragement and guidance to the student throughout her primary training. The relationship between the mentor and the Fly Now recipient is very important and a significant indicator of success in completion of their Milestones.

The next Fly Now Award application submission deadline is March 15, 2017. Applicants must hold a student pilot certificate, demonstrate financial need and be officially registered as Student Pilot Members of The Ninety-Nines, Inc. by February 15, 2017 to be eligible to apply for the Spring 2017 Fly Now Award.

***Please join us in congratulating the recipients!***



**MEGAN ALABAUGH, FINGER LAKES CHAPTER**  
**New York-New Jersey, Mentor: Samantha Horne**

My love of flying has been exponential throughout my years of flying, and now I've been rewarded with the amazing opportunity to receive the Fly Now award. With this scholarship, I plan to continue my work in aviation. I'm getting my sport, and then I'm hopefully going to earn my private certificate. I am incredibly grateful to receive this award, and I plan to continue in The 99s even after my five-year commitment is fulfilled. I am so thankful to so many people, but mainly, Vet Thomas. Thank you so much.

**KIMBERLY CHAN, SAN FERNANDO VALLEY**  
**Southwest Section, Mentor: Jacqueline Harris**

I began flying only within the last year, and I can't imagine my future without it. Fly Now will help me earn my private pilot certificate, and I hope to incorporate my passion for flying with my desire to travel (air races, here I come!). I plan to support others in their aviation goals and introduce more people to flying – this is an amazing community we belong to and worth sharing. I'm honored and deeply grateful to be the recipient of the Fly Now Award, and I'm blessed that my loved ones and the San Fernando Valley 99s are so incredibly supportive.







**MIKELLE FEIK, UTAH CHAPTER**  
**Southwest Section, Mentor: Mary LaMoy**

My interest in aviation sparked from visiting my dad's workplace. He is a paramedic for Life Flight. Now my goal is to fly helicopters for Life Flight one day. I feel passion when I fly, and I'm eager to pursue this dream so I can use my passion to help others. Being in flight school is one of the most challenging, yet rewarding, things I've done. Chasing this dream is fulfilling my goal to live without regrets. I'm grateful for the opportunity to use this award to obtain my private certificate and continue on. Thank you 99s!

**AMELLIA FORMBY, AUSTRALIAN SECTION**  
**Mentor: Jacqueline Milroy**

I am a zoologist and artist with a passion for shorebirds, conservation and, more recently, aviation. I work in the School of Animal Biology at The University of Western Australia and volunteer for BirdLife Australia as Shorebirds 2020 Coordinator for south-west WA. Shorebirds, a group of wetland-dwelling species that fly from Australia to Siberia every year to breed, are facing serious population declines due to habitat loss. In response to this, I am learning to pilot a microlight so I can fly the shorebirds' migration route in several years time to promote urgent action for their conservation.



**TORI GANDIA, MONTANA CHAPTER**  
**Northwest Section, Mentor: Janine Schwahn**

I am originally from Ireland and have dreamed of becoming an airline pilot since I was 6 years old. I am fortunate enough to work within the industry for the airlines as I continue to pursue a degree in aviation and my lifelong goal of becoming a professional pilot. I fly at least four times a week, and every time I take to the skies, it feels just as exciting as the first. I cannot describe how meaningful it is to be awarded the Fly Now Award. My future is now set, and I can focus solely on the incredible journey toward becoming a pilot.

**SAMANTHA HANSEN, ALOHA CHAPTER**  
**Southwest Section, Mentor: Elizabeth L'Heureux**

I am incredibly honored to receive the Fly Now Award. I discovered my love for aviation after spending nearly a decade in the maritime industry. I am so grateful to The Ninety-Nines for their support on this journey. After my Helicopter private pilot certificate, I will complete my commercial through CFII certificates in Kona, Hawaii. I hope to work as a CFI for a few years and then fly aerial lava tours. I am also hoping to fly for the Hawaii National Guard. My husband and son have been strong supporters for me, and I am thankful for their love and encouragement.





**BRIANNA HARRIS, PALOMAR CHAPTER**  
**Southwest Section, Mentor: Krystene Zehnder**

I have been dreaming about flying since I was 13 years old. When the opportunity arose last year to finally pursue my dream, I could not pass it up. I am beyond honored and grateful for the opportunity to be a part of The 99s and to receive the Fly Now Award. As I continue to embark on this amazing journey, I hope to be an example and an inspiration to all future pilots. The sky is no longer the limit, but our playground. Let's fly!

**ERIN HIGHTOWER, MID-COLUMBIA CHAPTER**  
**Northwest Section, Mentor: Marjy Leggett**

Aviation is in my blood and my spirit! My grandfather taught Avionics Maintenance for the United States Navy in World War II and my mom earned her private pilot certificate in the 1960s. In January 2015, I began flight school, which led me to the Mid-Columbia 99s Chapter. I am honored and relieved to have received a Fly Now award to help me finish my private pilot certificate, specifically towards my cross-country and check ride. My goal afterwards is to use my connections with The 99s and the 4-H Program to inspire the next generation of aviation!



**MAGDALENA JARDA, PHOENIX CHAPTER**  
**Southwest Section, Mentor: Emily Johnson**

Flying gives me a fulfillment of peace and joy; being fearless gives me freedom! I am looking forward to completing my private pilot certificate with the Fly Now Award and continuing my training. My dream is to become an airline pilot. I cannot wait to share flying with others and inspire other women to pursue their dreams of flying. I am honored and excited to be part of the Phoenix Chapter of The Ninety-Nines. Thank you Ninety-Nines for your inspiration and support!

**BRETYN MARR, CAROLINAS CHAPTER**  
**Southeast Chapter, Mentor: Deborah Dennis**

It has been my dream to fly since watching the Blue Angels in action. I joined the Civil Air Patrol in 2013, and during my first observation flight, the colonel let go of his yoke and said, "Fly." It was an amazing feeling to be 14 years old, flying an airplane, and circling, coincidentally, Pilot Mountain, North Carolina. I am a high school senior with plans for college and have the pleasure of being a member of the Carolinas Chapter. I am grateful to my amazing mentors on both the East and West Coasts and look forward to the journey ahead.







**JADE NERIE, FORT WORTH CHAPTER**  
**South Central Section, Mentor: Dr. Monica Randolph-Graham**

Eighth grade is when I knew I wanted to fly for the U.S. Air Force. Thanks to my mentor Dr. Monica Randolph-Graham, the Fort Worth Ninety-Nines and the Fly Now Award, I can definitely pursue my goal of obtaining my private pilot certificate. I have applied to the University of Texas-Denton to earn my bachelor's degree in Mechanical and Energy Engineering and will join the U.S. Air Force ROTC. I will then aim for an officer rank and completion of the extensive flight training. I need to achieve my dream of becoming an Air Force pilot. Thanks 99s!

**LAURA O'BRIEN, GREATER ST. LOUIS CHAPTER**  
**North Central Section, Mentor: Libby Yunger**

My passion for aviation started as a flight attendant before I decided to make the move to the flight deck. I currently serve as the VP for Women with Wings (WAI - St. Louis), Education Co-Ambassador for Greater St. Louis Flight Instructors Association, Board Member at The Greater St. Louis Air and Space Museum, and volunteer for the Wings of Hope. I feel truly blessed by this opportunity from The 99s and look forward to giving back to future generations of aviators, including peers at Southwestern Illinois College.



**JACQULYN OTERO, EASTERN PENNSYLVANIA CHAPTER**  
**Mid-Atlantic Section, Mentor: Mary Wunder**

My love and talent for flying was not discovered until I started flying as a medic with the amazing KC-135 crew members of the New Jersey Air National Guard's 141st Air Refueling Squadron. One mission from the flight deck and I was hooked! I started student piloting light aircraft and was just accepted as a KC-135 pilot candidate. I cannot express the depth of my gratitude to the AEMSF Trustees, Mary and Teresa, members of the 141st ARS, and the awesome women of the Eastern Pennsylvania Chapter for all their mentorship and support.



**MONIQUE SHELTON, WASHINGTON DC CHAPTER**  
**Mid-Atlantic Section, Mentor: Pat Manos Kraemer**

Born and raised in Nashville, Tennessee, my commitment of service to The Ninety-Nines DC Chapter, as well as becoming a student pilot, are the two things I am proudest of. Special thanks to my mentor Pat Kraemer for helping me! I plan to apply for candidacy selection into the 130 Basic Officer Training Class as a Hurricane Hunter for the National Oceanic and Atmospheric Association Corps (NOAA). At 52.5 flight hours, I am certain to complete my training now with help from the Fly Now Award. The award comes just in time to strengthen my application to the NOAA Corps.





**CETEKIA SNOWDEN, FORT WORTH CHAPTER  
South Central Section, Mentor: Jo Ann McCorkle**

For years, I have held a dream close to my heart to one day become a pilot. My heart's desire is to eventually fly for the airlines. During the time I've worked for Spirit as a flight attendant, I believe I've gained a realistic understanding of what the job entails, and I believe it is a job that will be perfect for me! Traveling has always been a passion of mine since I was a kid. I'm excited that The Ninety-Nines has awarded me with the Fly Now Award. This allows me to be one step closer to my dream!

**NIA SPILLER, KENTUCKY BLUEGRASS CHAPTER  
North Central Section, Mentor: Christine Poelma**

I am a pilot, a Girl Scout, a ballerina and the oldest of four children. I have had an interest in aviation since I was a young child, but I didn't develop a true passion for it until I started high school. Soloing in July of 2015 at age 16 sealed my fate; I will obtain my private pilot certificate. With the help of my wonderfully supportive parents and organizations like The Ninety-Nines, I can make my dream of becoming a professional pilot a reality.



**JUNE STEWART, COLORADO CHAPTER  
South Central Section, Mentor: Babette Andre**

I grew up on a dairy farm in central New York with a grass airstrip and my dad's Aeronca Champ. Dad would take me up and bank the plane so I could see out the window. I was hooked. But life got in the way, and I wasn't able to pursue my dream until after 60. So, I took to the skies again, this time in the left seat. I am so honored to have been selected for a 99s Fly Now Award. I hope to inspire women that you can become a pilot at any age.

**WHITNEY SWARRINGIM, COLORADO Chapter  
South Central Section, Mentor: Stephanie Wells**

After moving to Denver and earning a bachelor's degree in Aviation Technology and being immersed in the aviation industry as an employee of Jeppesen, I started flight training in December 2015. My love for aviation has grown with each lesson. After I earn my private pilot certificate, I intend to seek a tailwheel endorsement and instrument rating so I can combine my love for mountaineering and aviation into one great adventure in the beautiful Rocky Mountains. I also aspire to attain a rotorcraft rating with the intent of landing my dream job as a search and rescue helicopter pilot.





# Plowing Through the Clutter

BY STEFANIE GATES SUN, Bay Cities Chapter

**M**y first winter flying the Canadair Regional Jet (CRJ), I was blessed with a front row seat to a ballet of delicate snowflakes. In awe of both their fury and splendor, I grew fascinated with the elaborate nature of cold weather operations in Denver (DEN), where I was based.

Trading the Pacific for the rugged Rocky Mountains, my operational experience greatly expanded beyond the head knowledge I had initially gained in training. I became very familiar with anti-icing procedures, braking action reports and heightened vigilance. In that process, my appreciation for the ground crews and airport support staff deepened.

On one blustery day, I looked out the CRJ window, while sitting at the gate, and noticed a parade of sorts in progress. The snow removal team had been tasked with clearing the ramp and a runway. This group included at least 10 trucks and vehicles. They moved swiftly and removed the frozen slush.

I find this parade offers some poignant lessons about facing setbacks. Nearly everyone in the aviation industry has experienced or will experience a career challenge, furloughs, base closures, failed check rides, or unsuccessful interviews. I've noticed there can also be other subtle types of obstacles more prone to go unnoticed. Just as snowy runways keep an airplane from taking off safely, we must address and remove the internal setbacks in order to move forward with our goals.

The quiet dangers of complacency, expectation bias and over-reliance on oneself pose serious threats if left unchecked. While many of us are aware these areas can be harmful, it truly takes dedication and commitment to recognize and avoid them.

Beginning with complacency, there can be a fine line between being "comfortable" in your airplane and becoming lax, especially with studying the Pilot Operating Handbook or company procedures/SOP/FOM. Of course, everyone reviews these materials for check rides and has, no doubt, invested countless hours maintaining their flying knowledge throughout the years. Even as essential as that foundation is, we can never stop learning.

From time to time, I have caught myself momentarily heading towards complacency. No one is immune. Especially with professional flying, we have to continually encourage ourselves to stay in the books. There really never is a convenient time to study. But, as we dedicate whatever amount of time we can squeeze in, we will likely find we've forgotten or confused details. As we fight against complacency by embracing the technique of being disciplined, we will find it to be a great benefit in the long run.

In addition to complacency, expectation bias has the potential to unpleasantly surprise us if we are not proactively watching for it. As explained by the FAA Safety Team, expectation bias involves the suggestion that we sometimes hear what we expect to

hear. Especially while flying a familiar route, we very much need to remain alert to ensure we are receiving the actual message spoken.

Asking questions provides an ideal avenue for clarifying, especially if done in a neutral tone. While it might feel more comfortable to be able to directly ask ATC while flying solo, this concept holds true even in a multi-crew environment. Most pilots will graciously respond with, "Let me ask" if any crew member hears an altitude or clearance differently.

Avoid accusatory statements like, "No, the controller said..." You may have misheard, but remember that verifying offers the safest option. Even simply saying, "Did she say heading three-three-zero or three-zero-zero? I don't think I heard it clearly. Would you mind asking again?" As you may have found already, double-checking that the clearance is correct takes a lot less time than filling out an Aviation Safety Advisory Panel (or NASA) report.

Although complacency and expectation bias can certainly cloud our perspective, isolation can also hinder our progress. Just like it would take one snowplow much too long to clear a runway by itself, we have to guard against the hazard of becoming overly self-reliant. While individual confidence remains necessary, we will thrive as we purposefully surround ourselves with encouraging people — like our 99s sisters.

I heard an African proverb recently that echoes this thought: "If you want to walk fast, walk alone; but if you want to walk far, walk together." Along those lines, I continually find myself inspired and supported by the women in The 99s Professional Pilot Leadership Initiative (PPLI) program.

As an example, I was recently updating my résumé. I thought I'd sufficiently proofed it until I received some feedback from one of the Coordination Team members that there was a typo. That small instance showed me the power of community and the necessity of including others.

The PPLI has likewise given me numerous opportunities to serve and encourage the women around me in my various roles on the Coordination Team. We are stronger together. I very much appreciate the symbiotic platform that the PPLI has provided for all of our growth and professional development.

Today, freshly fallen snow and cold weather conditions can be seen on the horizon. Remember the lesson of the 'snow parade' and stay on alert against complacency, expectation bias and over self-reliance. Together, we will strengthen ourselves and those around us to prevent the clutter from hindering our progress. Moving forward, we will become even more excellent pilots and better-equipped leaders both now and for our future flying endeavors.

*Stefanie Gates Sun.*



**T**he five-year-old girl begged her parents for \$5 to ride in a barnstormer's splendid airplane that had magically appeared in nearby Bentonville, Arkansas. That flight didn't happen, but at that moment her life's path was indelibly inscribed in little Louise McPhetridge's destiny.

After mastering college courses in high school, Louise actually entered college at 15 and then worked for the J.H. Turner Coal Company marketing coal and fuel oil in Wichita, Kansas. Providentially, Mr. Turner was a stockholder and director of Walter Beech's Travel Air factory, where, of course, Louise spent her weekends hanging out.

Her boss noticed and kindly introduced her to Walter Beech, who took a liking to this girl (girl!) airplane enthusiast. He offered her a job with his distributor in San Francisco, where she could not only learn the aviation business but also fly. When she broke the news to her family, only her young sister Alice thought it a grand idea. On April 2, 1927, Louise, age 22, rode in a Travel Air to her new life that included flying airplanes.

And fly she did. On May 16, 1928, Iris Louise McPhetridge was recognized by the Fédération Aéronautique Internationale #6850 to be an "Aviator Pilot." The document was signed by Orville Wright.

About that time, a young engineer named Herbert Von Thaden arrived in San Francisco to manufacture and design airplanes. Louise was immersed in planning an attempt to break the women's endurance record and hadn't much time for dating this attractive fellow. Louise was moving full speed into the "airplane record" business.

First was an endurance flight which turned out to be more boring than exciting, but Louise prevailed. Preparation then started on an airplane for an altitude record. The three engine failures on test flights didn't compare to constructing an oxygen apparatus



*A pastel painting of Louise Thaden.*



# Louise

***Endurance and Speed  
Winner of the First National  
and First Official Head***

BY GENE NORA JESSE





*Louise Thaden, Gladys O'Donnell and Ruth Nichols at the 1929 Air Derby.*

from a machine shop oxygen cylinder and a hospital's ether mask. In December of 1928, Louise started climbing. Her altimeter ultimately read 29,000 feet, which she didn't really comprehend since at that point she was unconscious, coming to around 16,000 feet as the airplane spiraled down of its own accord. The barograph calibration said 20,200 feet, which was higher than any woman had ever flown. Whew! Now, how about speed? She did that too at 156 MPH.

Louise McPhetridge became one of only three American women with transport licenses and the holder of three aviation world records for women, not to mention that Louise finally found time to marry the patient Herb Thaden.

In 1929, swashbuckling aviators thrilled crowds with death defying aerobatics and sensational air races, the men racing from various parts of the country, terminating in Ohio to perform for the crowds at the annual Cleveland Air Races. There were rumors of a proposed air derby for women in '29, each competitor to be accompanied by a mechanic.



*Louise waves from the D.C. Warren Travel-Air.*

# Thaden

*Speed Record Holder,  
1929 National Women's Air Derby,  
and one of The Ninety-Nines*

MEMBER, IDHAHO CHAPTER



*Louise is enveloped in a wreath of roses in celebration of winning the first national Women's Air Derby. She was quoted as saying the wreath really belonged on the nose of the airplane instead of on her—apparently the roses were full of thorns.*

**When Louise arrived at the start, she made an awful landing, came to rest down the runway, dismounted and passed out, the victim of carbon monoxide poisoning.**

*Crowds cheer as Louise becomes the first winner of the first Powder Puff Derby.*

The women would have none of that, suspecting the so-called mechanic would actually fly the airplane accompanied by a Hollywood starlet posing as a pilot. Nothing doing. Besides, the women were pretty good shade-tree mechanics themselves. The women got their way, and 20 arrived at the Clover Field lineup in Santa Monica August 18, 1929, for the first National Women's Air Derby.

Almost all racers flew open cockpit models, with Amelia Earhart in an enclosed Lockheed Vega (which today hangs in the Smithsonian), and five selected Walter Beech's Travel Air.

Walter decided to fly to the start to make sure Louise was okay. She was not. He waited and paced. When Louise arrived she made an awful landing, came to rest down the runway, dismounted and passed out, the victim of carbon monoxide poisoning. Walter was horrified. Though open cockpit, the pilot sits down low behind the engine out of the wind, and she was covered with black soot from exhaust fumes. That night, Walter ran a four-inch pipe back from the leading edge of the cowling into the cockpit to feed in fresh air, with which she flew the entire race.

Many families, spectators and Hollywood big names were at the start to see the racers off. Will Rogers noted that when the ladies were approached for interviews they invariably got out their compact to powder their nose. He allowed as how, "It looks like a Powder Puff Derby to me." In today's world, we have Powder Puff bowling leagues and Powder Puff car races – all dating from Will Rogers' quip at the first national Women's Air Derby.

There were neither aeronautical charts nor radios at the time, and navigational aids were road maps and a compass. The route followed along the southern border turning north passing Midland, Texas, with required timing and fueling stops along the way.

Landing at Pecos, Texas Blanche Noyes made a hard landing and jumped out of the airplane to put out a smoldering fire in her luggage, probably started by a careless mechanic's cigarette. Ruth Elder lost her map in the wind and landed to inquire of her location, but everyone spoke Spanish – woops, turn north – not the only racer to land unexpectedly in Mexico. Bobbi Trout suffered an engine failure near Yuma, landing her Golden Eagle across furrows, putting her airplane on its back. Bobbi became the race's darling as she waited for the factory to repair her airplane and crowds cheered her on – two days behind the pack.

The race turned ugly at the sleepy little town of Phoenix when Marvel Crosson failed to arrive. She had last been seen coming up on the wild Gila mountain country. Beauti-





first President. However, believing Amelia Earhart's fame would benefit The 99s, she deferred to Amelia.

Louise's appetite had just been whetted with the Women's Air Derby. When Walter mentioned that the strictly male Bendix Transcontinental Speed Race had been opened to women, he made available the new Staggerwing Beech for Louise and her co-pilot Blanche Noyes.

When Louise and Blanche won the Bendix, the flabbergasted race officials didn't quite know what to do. Well, of course they gave the girls the prize money and a magnificent trophy. Soon the Harmon Trophy was also awarded to Louise Thaden as The Champion Aviatrix of the United States for 1936. She became involved with many aviation organizations, jobs and projects in the following years, but especially flying search and rescue for the Civil Air Patrol (CAP), attaining the rank of Lt. Colonel.

Her proudest achievement was developing the CAP cadet program to teach and encourage the younger generation. Louise treasured time with Herb and their children Bill and Patsy, all four of them pilots. In fact, Bill gave his mother a ride in an Air Guard jet. Then one time when Louise was traveling on an airline, she thought the captain's announcement had a familiar ring. The flight attendant confirmed that the pilot was Capt. Bill Thaden.

The astonishing gift of Louise Thaden's Travel Air NC671H to The 99s was arranged with a contract contribution by Anita Lewis and then finalized by a generous bequest from our former President Thon Griffith's husband Bob DeLong. The historic airplane is presently displayed proudly at the Science Museum Oklahoma in Oklahoma City. Louise's cloth flying helmet was carried into space by astronaut and Ninety-Nines member Linda Godwin. It was then returned for display in The 99s Museum.

Louise had become a dear friend of Walter and Olive Ann Beech. In fact, in later years when Walter was gone and Olive Ann became the president of Beech Aircraft Corp., anyone walking by Mrs. Beech's office in Wichita would see Louise's portrait prominently displayed.

OAB, as she became known, was very sentimental about the Travel Air model which had initiated the take-off for Beech Aircraft Corp. in the twenties, so in the sixties she named a new light twin model "Travel Air." The Ninety-Nines and the Postal Service initiated an Amelia Earhart Stampflift in 1963, and Mrs. Beech provided a Beech Musketeer for Louise and her co-pilot daughter Pat to deliver first-day covers to the mayors of Memphis and Atlanta. The pilot genes were definitely passed along to the Thaden children.

Recently, the city of Bentonville, Arkansas, announced plans to build a new school to be named Thaden School, with Louise's childhood home to be positioned on adjacent school property. The story of one little girl's dreams of flying airplanes will influence many little girls and boys to chase their own dreams.



*Louise Thaden's Travel Air NC671H is captured in flight by Gene Nora Jessen. Thanks to the generosity and donations of many Ninety-Nines and friends, the Travel Air is back home in Oklahoma City.*

— Gene Nora Jessen is the author of  
"The Powder Puff Derby of 1929."

# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

**Ehrenfeld, Emily**, Eastern New England  
**Floyd, Audrey**, Kitty Hawk  
**Hasselbring, Cindy**, Sugarloaf  
**Hines, Karol**, Reno Area  
**Hivert, Amandine**, French Section  
**Jacks Wadas, Susan**, Aloha  
**Mitas, Kristin**, Washington DC  
**Moore, Patricia**, Lake Charles  
**Rosenthal, Sarah**, Colorado  
**Rowley, Ginger**, Phoenix  
**Sullivan, Robin**, Ventura County  
**Webb, Patricia**, Mid-Atlantic Section  
**Welsh, Barbara**, Tucson



*Courtney Garrett  
Colorado Chapter*

## Welcome New Members

**Anderson, Krislyn (F)**, Fort Worth  
**Andujar, Joan (F)**, Virginia  
**Baker Snavely, Deborah**, Florida Heartland  
**Bakhai, Shavonne**, British Columbia Coast  
**Benson, Julie**, Central Oregon  
**Bergquist, Carol**, Minnesota  
**Berry, Laura**, Fort Worth  
**Black, Moxie (F)**, Columbia Cascade  
**Boosmann, Sandra (F)**, New Jersey  
**Brousseau-Boyd, Trena**, Montana  
**Cain, Lisa**, Fort Worth  
**Campbell, Paula**, Carolinas  
**Carswell, Angela (F)**, Antelope Valley  
**Carter, Emma**, British Section  
**Casebere, Taylor**, Wichita Falls  
**Clader, Hannah (F)**, San Fernando Valley  
**Clough, Kathleen**, Emerald Angels of the Gulf Coast  
**Cochran, Gretchen (F)**, Sarasota Ladybugs  
**Colclasure, Marissa**, Kentucky Bluegrass  
**Coles, Sophie**, First Canadian  
**Cooperman, Lillian (F)**, Maryland  
**Dansereau, Lyn (F)**, Long Beach  
**Davis, Eileen (F)**, San Diego  
**Davis, Elizabeth**, Carolinas  
**Davis, Juliet**, Santa Barbara  
**Dawson, Cherileigh**, Sarasota Ladybugs  
**Dewar-Norosky, Marika**, Sleeping Giant  
**Donahue, Mary**, NOLA  
**Ellis, Sharmon (F)**, Intermountain  
**Emmett, Wanda (F)**, Oklahoma  
**Fenton, Sherrie (F)**, Fullerton  
**Fleet, Taryn**, Sarasota Ladybugs  
**Fowler, Emily**, Montreal  
**Frazier, Stephanie (F)**, Phoenix  
**Gardynik, Lydia (F)**, Fort Worth

**Garee, Anne**, Michigan  
**Garrett, Courtney**, Colorado  
**Goetschel, Jessica**, Sarasota Ladybugs  
**Good, Doris**, NOLA  
**Graham, April**, Indiana Dunes  
**Green, Kendria (F)**, Mississippi  
**Gualandri, Monica (F)**, Sarasota Ladybugs  
**Hardy, Kimberley**, Eastern New England  
**Hedman, Rachel**, Ventura County  
**Hilderbrand, Micaela (F)**, Coyote Country  
**Hodge-Pritchard, Heidi**, Blue Ridge  
**Horan, Sarah (F)**, Dallas  
**Hoyt, Allison**, Tulsa  
**Hursman, Helene (F)**, Orange County  
**Hutton, Stacey (F)**, British Columbia Coast  
**Iagatta, Lisa (F)**, Eastern New England  
**Jones, Tammie**, Old Dominion  
**Jones-Wesley, Patricia**, Chicago Area  
**Keegan, Cortney**, Eastern New England  
**Kelsey, Susan (F)**, Chicago Area  
**Kirchenbauer, Julia**, Colorado  
**Lauderdale, Maggie**, All-Ohio  
**Lawrence, Susan (F)**, Sarasota Ladybugs  
**Lloyd, Laura (F)**, Columbia Cascade  
**Longridge, Gretchen**, Greater Seattle  
**Mainelli-Poulton, Merleann**, Eastern New England  
**Maniere, Danielle**, Montana  
**Mayes, Stacey (F)**, Austin Hill Country  
**McClanahan, Geraldine (F)**, Indiana Dunes  
**McClelland, Victoria (F)**, Arkansas  
**McClure, Meghan (F)**, Ventura County  
**Mendez, Karla (F)**, Sarasota Ladybugs  
**Miller, Cindy**, Colorado  
**Miller, Katherine**, Purple Sage  
**Miller, Laura (F)**, Greater Pittsburgh

**MoulaZem, Maroua**, Arabian Section  
**Mulayi, Mercy (F)**, Ambassador  
**Nanfuka, Patience (F)**, Ambassador  
**Nazareth, Kathleen**, First Canadian  
**Oloya, Bettina (F)**, Ambassador  
**Peckham, Erika**, Wyoming  
**Perusquia, Karla**, Sarasota Ladybugs  
**Pheanis, Suzanne (F)**, Indiana Dunes  
**Pineda, Ileana (F)**, Florida Firstcoast  
**Poland, Juanita**, Lake Charles  
**Popish, Tracy**, Santa Clara Valley  
**Ramirez, Anna**, Santa Barbara  
**Reed, Courtney**, Sarasota Ladybugs  
**Roth, Janice (F)**, Michigan  
**San Giacomo, Haley (F)**, New Jersey  
**Sanders, Sarah (F)**, Palomar  
**Sanders-Ingram, Maria (F)**, Alabama  
**Santilli, Andrea**, Sarasota Ladybugs  
**Schrama, Kymberley (F)**, Greater St. Louis  
**Scott, Joretta (F)**, San Fernando Valley  
**Sharma, Isha**, First Canadian  
**Shepherd, Keisha (F)**, Sugarloaf  
**Sherpa, Banda**, Nepal Section  
**Shokrani, Nadia (F)**, Florida Suncoast  
**Shooshtari, Armindokht (F)**, Arabian Section  
**Sirko, Rose**, Indiana Dunes  
**Sisson, Michelle (F)**, Alabama  
**Skalla, Lorraine**, Central Oregon  
**Sobczyk, Barbara (F)**, New Jersey  
**Soleimani, Neusha (F)**, Palomar  
**Stevens, Lena (F)**, Alaska  
**Stevens, Megan (F)**, Katahdin Wings  
**Surette, Rosemarie**, Chicago Area  
**Swanson, Cathie**, High Country  
**Taymour M Loffy, Hasnaa**, Arabian Section  
**Thompson-Holley, Melissa (F)**, NOLA  
**Thornton, Ashley (F)**, Michigan  
**Thornton, Jean (F)**, Daytona Beachin Eagles  
**Thorpe, Morgan (F)**, Orange County  
**Torres, Carmen (F)**, Daytona Beachin Eagles  
**Tucker, Karolyn**, Florida Suncoast  
**Underhill, Noelle (F)**, Indiana  
**Valdez, Pamela**, Central Oregon  
**Van Scoy, Molly**, Eastern Pennsylvania  
**Vasiloff, Stephanie (F)**, Greater Seattle  
**Wahrer, Sarah**, Montana  
**Watkins, Ann**, Oregon Pines  
**Welsh-Becker, Trista**, Idaho  
**Whitney, Heather**, Chicago Area  
**Williams, Sandra**, Daytona Beachin Eagles  
**Williamson, Stacy (F)**, Connecticut  
**Wilson, Alyssa (F)**, Dallas



Upgrades include new stairs, elevator shaft wall repair, rock flowerbed/shrubs removed and new sod/sidewalk after drainage construction.



Kris Irvin Herron, left, presents a check to President Jan McKenzie for building maintenance. Photo by Kelsey Hoogendoorn



## Endowment Fund Helps Upgrade Headquarters

By Mary Wunder, Eastern Pennsylvania Chapter

Your 99s Endowment Fund continues to reach new milestones. In July 2014, the Fund finally reached its \$1,000,000 goal. In July 2016, the value of the Endowment Fund surpassed the \$2,000,000 mark.

In September 2016 the Fund made its first withdrawal of the accrued interest and dividends to help pay for improvements to the Headquarters building.

Thanks to your contributions (and the contractors, of course), your 99s Headquarters building is beautiful, safe and functional.

Included in the improvements: perimeter drains were installed, elevator shaft stucco was repaired, new stairs and treads were installed, flower beds were elevated so water would drain off the sidewalk, new disabled and reserved parking signs were added, and a bollard was installed to prevent vehicles from driving on the sidewalk.

We are grateful for everyone's continued support and are excited to be able to support our great organization.

Shrubs were removed and drainage and sod were installed on the west side of the building.



On the northwest side, new stairs and railing were installed, and elevator shaft wall was repaired.



The check was presented at the South Central Business Meeting.



## LETTERS



Cheryl Cooney pilots her Piper Cherokee.

### CALLING PILOTS FOR 'CHEROKEES TO OSHKOSH'

Attention all women Cherokee drivers. For the past two summers I have participated with "Cherokees to Oshkosh," Piper pilots who train to fly a mass arrival into Oshkosh (which is much easier than going it alone on the FiskArrival).

Initially I was apprehensive. Formation flying with a bunch of unknown pilots is not for the faint of heart. I was very incorrect in my assessment. The pilots who participate in "Cherokees to Oshkosh" are highly motivated, very professional, and the entire adventure is geared toward safety and skill building.

Each summer, "Cherokees to Oshkosh" meet in Waupaca, Wisconsin, (30 miles northwest of Oshkosh), for formation flying training the week before the scheduled mass arrival into Oshkosh. In addition to excellent skill building under the tutelage of a very qualified CFI, who is also retired military and retired airline pilot, the friendships that develop have the potential to last a lifetime.

For the past two summers, I have been the lone woman pilot. I would love to have other lady Cherokee drivers join the group. This year's International Conference is in San Antonio (July 11 to July 16). The Sunday after, consider heading northeast to Waupaca to join up with "Cherokees to Oshkosh" on Tuesday, July 18.

Check the "Cherokees to Oshkosh" website, [cherokees2osh.com](http://cherokees2osh.com), for particulars on mini-clinics and the overall experience, and/or contact me at [skyqueenn@yahoo.com](mailto:skyqueenn@yahoo.com) and I will be happy to share what information I have.

Skills are built, friends are made. Hope to have you join us in Waupaca.

— Cheryl Cooney  
San Luis Obispo Chapter

### ELECTRAS NOT IDENTICAL

I really enjoyed the article about the Electra 10E that is AE's sister airplane. However, the article states it is identical, which is not true.

Amelia's 10E had only one window on each side until she had another window cut on the starboard side aft of the original window. While she was in Miami getting ready to start her second attempt to circumnavigate the world, she had an aluminum patch fabricated to cover up that same window.

You can Google "Amelia Earhart's airplane" to see numerous photos that show the windows. I was also a little dismayed to see the AE Birthplace Museum referred to as "Amelia Earhart's childhood home" without any mention of the ownership by The Ninety-Nines.

I loved the photos and the story and thought it was very well done, as usual. Thanks for all you do for The 99s.

Jerry Anne Jurenka  
Texas Dogwood Chapter



Muriel, AE's sister airplane, is in her new home in Atchison, Kansas. Photo by Grace McGuire

## CORRECTIONS

### CORRECTION TO STUDENT PILOT CERTIFICATES REQUIRED FOR 99 MEMBERSHIP

In the past, the medical certificate and student pilot certificate were two different documents; however, it could have been issued on a single piece of paper by the medical examiner IF the applicant requested a student pilot certificate. In that case, the document title would include both names. They could also have been issued as two separate pieces of paper.

After April 1, 2016, AMEs can no longer issue student pilot certificates. Student pilot certificates issued prior to April 1 may or may not have an expiration date depending on how they were issued; the plastic ones issued now contain no expiration date.

### ARTICLE CORRECTIONS:

In the October/November article, *Original Sister-Ship to Amelia's Plane Travels by Road to New Home in Atchison, Kansas*, the sentence on page 7, "A Wichita-based trucking company transported the plane," should include that it was transported by Landstar and DG & Co., Inc.

In the October/November 2016 article, *The Sky has No Limit for Australian Dee Bond*, the caption on the top photo on page 25 should read, "Dee ferries the Mooney to London for another racer."





# **Ninety-Nines International Conference 2017**

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# Christmas with Amelia

*By Jeannine Wyatt, Amelia Earhart Birthplace Museum Trustee*

Preparation for the Christmas season began even before Thanksgiving had arrived at Amelia Earhart's grandparent's home. Lilly Belle, Grandmother Otis's wonderful cook, began making delicacies of the season the first part of November when she prepared the fruitcakes. Next began the cookie baking, and that lasted for weeks. Amelia always loved to help Lilly Belle make the assortment of Christmas cookies that were carefully packed away in tins until the big day when all the guests arrived.

On Christmas Eve, Amelia and her sister Muriel shared the same bed in Amelia's room. It was customary for the two little girls to stay in bed until their father came upstairs to wish them a Merry Christmas. He always had a very special small gift to give each of them at that time. Then the girls got dressed in their best dresses and waited for their father to return for them. They had to follow him



down the stairs and straight to the dining room, where the rest of the family waited for them to begin Christmas breakfast. All doors were shut so the girls could not peek at the tree.

Once breakfast was about finished, Grandfather Otis would steal away to the front parlor to light the candles on the Christmas tree. He would then open the doors wide and announce the entire family could come in. With shouts of excitement, the little girls would run to the parlor to see what Santa had brought.

Later in the morning, Amelia's aunt, uncle and cousins from next door would join the rest of the family. The Challiss family would walk over carrying gifts with shouts of Merry Christmas! Mrs. Challiss and Grandmother Otis were sisters. The celebration grew once the Challiss family arrived.

Following the opening of gifts and family visiting, Lilly Belle would let everyone know Christmas dinner was ready to serve. The family gathered in the dining room where Grandfather Otis carved the turkey and led the family in a prayer of Thanksgiving for all those gathered together. The rest of the day and into early evening found the children playing, the adults singing Christmas carols, and sometimes watching the plays presented by the children.

Christmas at Amelia's home was always filled with family, fun, and laughter.

*The home is part of the Amelia Earhart Birthplace Museum in Atchison, Kansas, and is owned by The Ninety-Nines.*





## TOUCH & GO

### NELDA LEE NAMED AUBURN UNIVERSITY ALUMNI ASSOCIATION LIFETIME ACHIEVER

The Auburn Alumni Association has named Greater St. Louis Chapter member Nelda Lee one of four recipients to receive its highest honor, the Lifetime Achievement Award. She will be recognized March 4, 2017, at The Hotel at Auburn University and Dixon Conference Center.

Nelda, Class of 1969, is a pioneer in women's aviation history, responsible for flight and ground test engineering for the four military aircraft manufactured by Boeing, including the F-15 Eagle, AV-8 Harrier, T-45 Goshawk and F/A-18 Hornet. She is the level-two manager for test and evaluation personnel located in St. Louis and at the military test sites at China Lake, California, Patuxent River, Maryland, and Eglin Air Force Base in Florida.

Nelda has been an employee with McDonnell Douglas Corp., now Boeing, for 44 years. A highlight of her career with McDonnell Douglas was being the first woman to log 1.5 hours of flight time in the F-15 Eagle.

Nelda is a commercial pilot with instrument, multi-engine and helicopter ratings. She flew in the Air Race Classic twice. She has been a member of the Greater St. Louis Chapter since 1971, having held all office positions. She was the North Central Section Governor, an Amelia Earhart Birthplace Museum trustee and an International Forest of Friendship inductee.

She previously served as International President of Whirly-

Girls Inc. and was recipient of the 10th annual Doris Mullen Whirly-Girls Scholarship.

She is Founding Board Member #15 of Women in Aviation International and is currently an Emeritus Board Member.

Nelda was inducted into the International Women in Aviation Pioneer Half of Fame in 2004, received the Whirly-Girls

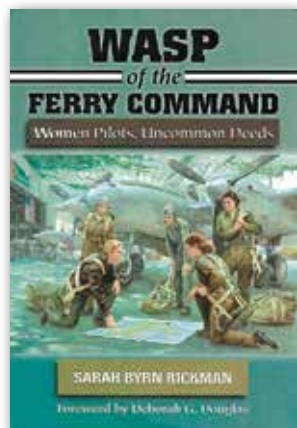
Livingston Award in 2001 and was awarded the 2010 Katherine and Marjorie Stinson Trophy by the National Aeronautic Association.



Nelda Lee in front of an F-15 Eagle.

— Auburn University

## BOOK REVIEW



### **WASP of the Ferry Command: Women Pilots, Uncommon Deeds**

**Author: Sarah Byrn Rickman**  
(Pikes Peak Chapter, South Central Section)

ISBN: 978-1-57441-4 cloth  
\$29.95

ISBN: 978-1-57441-642-8  
ebook \$23.96

University of North Texas Press

BY JACQUE BOYD, Rio Grande Norte Chapter

This is the third book in Rickman's WWII trilogy that began with *The Originals: The Women's Auxiliary Ferrying Squadron of World War II* and includes *Nancy Love and the WASP Ferry Pilots of World War II*.

This is the story of the Ferry Command that included the original WAFS – the first 28 experienced women pilots who were

recruited by the Ferrying Division and were led by Nancy Harkness Love. It then adds the stories of the additional women members of the first six WASP classes who were graduates of the Army flight training school established by Jackie Cochran and Commanding General of the Army Air Forces, H.H. 'Hap' Arnold.

Rickman is one of the first authors who really tackles the sometimes contentious relationship between Love and Cochran. She chronicles the events that unfolded, marking "the ongoing power struggle between the two women leaders, their respective military supporters, and their divergent philosophies of how to deal with women pilots in the military – all of this uncharted territory."

Rickman makes good use of the WASP archives at Texas Women's University. Much of the story is told by the WASP themselves, with extensive "in their own words" passages. That in itself makes the story come alive.

Aside from the fact that I am a firm fan of Sarah Rickman's writing, I have the book on my bookshelf because it's also a terrific resource. The book is published by the University of North Texas Press, and because of this affiliation, the End Notes, the Bibliography and the Index are a dream for other writers. Add it to your collection!

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

### OLD DOMINION CHAPTER

2016 is the fourth year for the collaboration of The Ninety-Nines and the Virginia Department of Aviation (DOAV), along with Liberty University, Freedom Aviation and all of the participating airports, to provide an opportunity for women and girls to experience flight.



*Discovering the world of flight.*

Shenandoah Valley Chapter joined Old Dominion and Hampton Roads Chapters participation in the event.

From June 11th to July 16th, events were held at these airports: Roanoke Regional, Hampton Roads Executive, Warrenton-Fauquier, Shenandoah Valley Regional and Lynchburg Regional. Volunteers at these locations provided over 620 aircraft rides, both fixed wing and helicopter.

At the Shenandoah Re-

This year Roanoke Regional Airport and Shenandoah Valley Regional Airport contacted the DOAV to be included in the program.



*A proud first flyer.*

gional Airport, where they kept track, there were 164 rides and an estimated public attendance of over 300. In addition to the aircraft rides, all participants had a preflight safety briefing that usually included introduction to principles of flight, aircraft structure, instrumentation and air traffic, as well as ramp and flight safety.

Static aircraft displays and educational vendors were at all events. Other features, according to location, included simulators, tower tours, unmanned aircraft demonstrations and guest speakers. At Shenandoah Regional, some of the rides were in a restored DC-3.

This has been a very successful program. Several new pilots started at these events, some of whom are now active 99s and both Fly Now and AE scholarship winners. We are already planning for the 2017 season.

— Barbara Wilper



*99s Elise Wheelock (left at table), Sue Passmore (blue hat), and Peggy Doyle (right) coordinate flights.*



*Cheryl Daml and Patti Sandusky at the North Central Section meeting. They are standing in front of the compass rose quilt created by the Montana Chapter that is traveling around to Section Meetings.*

### MINNESOTA CHAPTER

We completed our last compass rose painting of the summer on August 13-14 at the Mankato Airport (KMKT). The local *Mankato Times* covered the event with a feature story about the compass rose painting. Also, a photo of our compass rose (painted in July 2016) at South St. Paul (Fleming Field) can be found on the airport's website. On August 20, we held our summer Chapter business meeting at the Key Air facility at the Anoka Airport (KANE).

Congratulations to Robin Giguere for completing her solo cross country and to Natasha Stenbock who had a news story on AOPA Live covering 'Women Soar You Soar' during EAA's Air Venture in Oshkosh.

Also, NCS Secretary Patti Sandusky and Director Cheryl Daml had a great time attending the fall North Central Section meeting in Dubuque, Iowa in September.

Lastly we would like to welcome new members Sheila Gruba, Carol Bergquist, and Cassandra Dumke.

— Melissa Aho



### ORANGE COUNTY CHAPTER

*As with many Chapters, the Orange County Chapter of the Southwest Section solicits applications for the annual Chapter award of "Pilot of the Year." This year, the committee evaluating submissions decided not to confer that honor but rather to present a "Rookie of the Year" award. One of our younger members, Sarah Hufnagel, has found that her road to flight has been longer than planned and filled with unexpected setbacks. Sarah is the Chapter's liaison with local Girl Scout groups and has also volunteered to assist with broadening the Southwest Section's presence on social media. Below, Sara shares some of her challenges.*

I read a book once that changed my life. One of the chapters discussed the challenges that prevent you from achieving your dreams, the "brick walls" in life: "The brick walls are there to stop the other people who don't want it badly enough. They give us a chance to show how badly we want something." It's such a striking sentiment that it inspires me to work toward a goal no matter how many roadblocks or "brick walls" stand in my way.

I began the pursuit of my private pilot certificate quite some time ago, and despite having the entire sum of my certification saved, I wasn't able to complete my training as I had hoped. I went through a handful of instructors and lost several of my CFIs to positions that offered more pay and complex aircraft. Every time I met a new instructor, I had to "review the basics" and my savings dwindled. When my logbook was stolen in 2015, I looked through my receipts and tried to create a timeline of my flight hours. I was horrified to learn that the total cost of my training had been far more than if I had gone to an intensive two to three-week course.

I took a step back and decided to create a new plan. I would earn my Airframe and Powerplant certification and, after some time in the industry honing my skills, I would develop a relationship with a CFI who could commit to staying with me while I finished my private pilot certificate. My plan is on track, and I will be a fully certificated A&P at the end of 2017. I plan to re-start my flight lessons shortly thereafter.

I wish I could say that the challenges stopped there, but my new venture only exposed a different set of issues. My A&P classes were far more intense and time consuming than I had anticipated, and the only way I could support myself and go to school was by

working a graveyard shift. Day after day, I would attend classes from 7 a.m. to 3 p.m. and work from 6 p.m. to 5 a.m. There were days when I functioned on less than 20 minutes of sleep, and I was dizzy with exhaustion.

Just before Christmas 2015, I was informed that the graveyard shift was no longer available, and I was forced to resign. It was a decision that weighed heavily on me. I knew that financially, things would be hard and I would have to sacrifice a lot to be able

to complete the maintenance program. I spoke with many Ninety-Nines and was reassured that this detour would eventually get me back on the path to the left seat. I am so grateful for their words of wisdom. Focusing on school was, by far, the best decision I've ever made.

I've overcome a lot of adversity to get where I am today, but none of these issues in my life have loomed as large as my hearing loss. I sometimes struggle to follow conversations in loud rooms or in groups, but I have never shared the depth of my hearing loss. I am profoundly deaf in my left ear and have severe hearing loss in my right. Most of what I hear in everyday life is muffled or washed out. I rely very heavily on reading lips and communication can be difficult for me.

There was a time in my life where I thought that my dreams of becoming a pilot were impossible, but after some research and a long conversation with an AME, I was relieved to learn that with hearing aids and noise canceling headphones, I can fly. Imagine my joy! When my name was announced as the "Rookie of the Year," I was so overwhelmed with emotion that I was unable to express how much the honor meant to me. All the memories of my hardships, sacrifices, and times of doubt came back to me. And as I looked out at that room full of people who have so lovingly supported me over the years, I knew, without a doubt, that no "brick wall" would ever stand in my way.

When Irene Engard gave me the award, she said it represented a mountain and all the hardships I had overcome. The comparison fit perfectly, because when I am fighting an uphill battle, you all help me imagine the view from the top.

*(Sarah, a first year airframe student and one of only a few females in the Aviation Maintenance Program, was honored with the 2016 Alpha Max Award, selected by the entire faculty of the Air Transportation Department at Orange Coast College.)*

— Shirley McFall





## FORT WORTH CHAPTER

With science, technology, engineering and math (STEM) near the forefront of today's educational endeavors, the Fort Worth 99s are keeping pace and holding altitude.

In late August, Fort Worth Chapter members provided a two-day Aviation STEM program for girls. Twenty-two girls, ages 12 to 15, mostly from Fort Worth area Girl Scout troops, participated in the event.

Early the first day, they experienced ground school training that included weather, aerodynamics, instruments, basic science and math.

Sunday morning continued with flight planning that prepared the girls for their discovery flights.

Monica Graham, Chairman of the Fort Worth Chapter and coordinator of the event, lined up five area pilots and their planes to allow each participant front seat experience. The pilots gathered at Meacham Airport for preflight inspection, completion of check

lists and receipt of any special instruction.

The four Cessnas and one Mooney then flew the young avia-trices to different airports within a 40-mile radius. Each plane and pilot made three round trips. Everyone seemed eager and excited, with the exception of one tower controller who dryly inquired, "How many more?"

After lunch, the girls were given a tour of the Meacham control tower. Each participant received a log book and a commemorative certificate. With new practical experience, it is hoped that these girls have a desire to consider flying in their careers.

A special thanks goes to the Fort Worth Aviation Museum and members of the Civil Air Patrol for their partnership with The 99s in hosting this event.

The Fort Worth Chapter looks forward to assisting in more events like this.

— Jane Crowder



## TREASURE COAST CHAPTER

On September 17, the newly formed Treasure Coast 99s had their first "Fly-In" meeting.

The Treasure Coast 99s joined the Florida Goldcoast Chapter for their traditional September Fly-In Meeting at the Ocean Reef Club in Key Largo, Florida. As a members-only club, with a private airport on the edge of Miami Class B airspace in the Florida Keys, it is always an exciting day for both pilots and guests.

— Marcy Lannon

*From left, Marcy Lannon, Anita Treasure, MacKenzie Shephard, Ruth Jacobs, Paige Attaway and Ailsa Cutting.*



### SANTA CLARA VALLEY CHAPTER

Our annual Flying Companion Seminar was held at Reid Hillview Airport on Saturday, August 13 and was attended by 15 flying companions and one pilot spouse.

Laura Del Favero, Pat Gregory, Marcie Smith, Penny Blake and Carol Munch were the instructors along with one of the RHV controllers.

Thanks to Val Suberg of the Marin Chapter, we were treated to a tour of an MD-10 that has been outfitted as a flying ophthalmology operating room and teaching facility by Orbis, allowing the latest technological advances in eye care to be brought to ophthalmologists in remote parts of the world.

We were all impressed with the facility and Val's support as the flight mechanic on this amazing aircraft.

— Carol Munch



*Penny Blake instructs FCS students about instruments.*



the years the airport has been a Marine Corps Air Facility, Temporary POW camp, RFC disposal and salvage facility for 10,000 WWII airplanes and 725th Aircraft Control and Warning Squadron. Lots of history is available for review at the museum, including about the WASP and other women who served during wartime.

On April 15-16, members of the Memphis Chapter, along with volunteers, painted a compass rose at MKL, McKellar-Sipes Regional Airport in Jackson, Tennessee.

— Linda Richards

*Left, Chapter members paint a compass rose at McKellar-Sipes Airport. Below, they visit the Wings of Honor Museum in Walnut Ridge, Arkansas, and enjoy lunch in a Boeing 737.*

### MEMPHIS CHAPTER

Memphis 99s are combining aviation promotion within the community – compass rose painting and pancake breakfast – with the classic \$100 hamburger flying fun. We held a joint flying outing to Walnut Ridge, Arkansas, with Alabama 99s to visit the Wings of Honor Museum and have lunch in a Boeing 737! You just don't get this kind of leg room in your airline seat anymore. Plenty of space to enjoy the fixin's too. Already looking like an annual outing event for the Memphis Chapter.

Walnut Ridge was an Army Flying School between 1942 and 1944 that hosted 5,300 cadets and graduated 4,641. Through



### **GREATER SEATTLE CHAPTER**

Our Northwest Section Fall Meeting has come and gone. Judging by the comments I received, it was a success! We explored Paine Field and had a truly unique experience at the Boeing 787 Dreamliner Gallery, plus several of the museums on the field.

I had a great team supporting me and give special thanks to my steering committee: Toni Reinhard, Carolyn Carpp, Sherry Grindeland, Beth Chapple, Fran Postma, Joan Knapp, Theresa White, Marilyn Emery and Eva Parks.

— *Andrea Chay*



*Greater Seattle Chapter members at the Northwest Fall Section Meeting.*



*Ninety-nines attended the WASP Luncheon at Sun 'n Fun 2016.*



*Jessica Marin, winner of the Chapter's \$1,500 scholarship.*

### **FLORIDA SUNCOAST CHAPTER**

Our Chapter has been busy handing out our scholarships to deserving young girls. Jessica Marin, a private pilot from the Goldcoast Chapter, was awarded the \$1,500 scholarship to be paid to her FBO in Opalocka, Florida, as she works for her instrument rating.

Maria Dach, a 6th grader from St. Martha Catholic School in Sarasota, Florida, was awarded the Jessie Woods Space Camp

Scholarship at our Chapter meeting during Sun 'n Fun. Marcia will attend one of the sessions offered in Huntsville, Alabama, in this coming year. Congratulations, Jessica and Maria!

Many of our Chapter members helped at The Ninety-Nines' cottage on Clubhouse Row, attended the WASP luncheon and our Chapter meeting during Sun 'n Fun in Lakeland, Florida.

— *Sophia M. Payton*



## NEW HORIZONS

### JEAN S. CROMMELIN NY-NJ Section Member

Jean S. Crommelin of Hawthorne, New Jersey, flew to New Horizons on April 25, 2016.

Born in Paterson, New Jersey, Jean lived most of her life in Hawthorne. She worked as a teacher for the Fair Lawn Board of Education for 32 years.

In addition to being a member of The 99s, she was involved with the Passaic County Human Services Advisory Council and the Arc of Bergen and Passaic Counties. Jean was the beloved wife of Frank G. Crommelin.

— Frank J. Crommelin, son

### GEORGEANN GARMS Finger Lakes Chapter

GeorgeAnn Garms passed away on October 30, 2015, only one day shy of her ninety-first birthday. She had belonged to both the San Joaquin Valley and Finger Lakes Chapters.

GeorgeAnn's 49½, Mickey, started taking flying lessons in 1960 in California where they resided. After a few trips to the airport and observing young men who called themselves pilots, GeorgeAnn declared that she "was just as smart as they were and that she could learn to fly, too." She obtained her private certificate in 1960. GeorgeAnn was an accomplished artist. She also excelled in sewing, jewelry-making and music.

In 1967, the Garms transitioned to Nyack, New York, and, in 1972, they moved to Rochester, New York. GeorgeAnn and Mickey were adventuresome pilots. In the 1980s, they flew their C182 to Finland, across the North Atlantic. A few years later they flew around the perimeter of South America. This was before GPS. They always alternated as PIC. GeorgeAnn's sketchpad was her camera. While in Rochester they hosted several local events, the Empire State 300 and then a fun rally, The Vampire State 300.

In 1988, they moved back to Berkeley, California. Mickey passed away shortly after. GeorgeAnn was not one to give up flying. In 1993, she and Mary Lee McCune flew to Russia and Mongolia across the Bering Strait. She also helped out a friend from New York by flying him around the U.S. to research several books.

GeorgeAnn stopped flying at the age of 80 and sold her Cessna.

—Marcia K. Gitelman



GeorgeAnn Garms.

### SWAANTJE GEYER German Section

Swaantje Geyer died in April, 2016 at the age of 59 after suffering from cancer. Swaantje was a passionate glider pilot and member of the German National Women's Gliding Team for 20 years. She spent every free minute in her plane and won several awards, her greatest achievement being a silver medal at the 2005 Women's Glider World Championship in Klix, Bosnia and Herzegovina. She would also win several distance and speed records in her glider.

Swaantje, whose second homeland was Australia, has been a member of the German Section since it was reestablished 19 years ago. She will be remembered as an upright and straightforward person who was always ready to help when she was needed.

— Ursula Hammer



Swaantje Geyer.

### MARY SLOAN L'HERRISON Shreveport Chapter

Mary Sloan L'Herisson flew to New Horizons September 1, 2016, at the age of 91.

Mary was born in Taft, Lincoln County, Tennessee in 1925. She graduated from Huntsville High School in Huntsville, Alabama, and the University of Tennessee in Knoxville. Soon after arriving in Louisiana for her dietetics internship at New Orleans Charity Hospital, Mary met and married Lawrence Edward L'Herisson. Mary and Larry settled in Coushatta, Red River Parish, where they built a 23-bed hospital and clinic, and raised their children.

In the late 1960s, Mary and her son were the first mother-son pair to get private pilot certificates at their flight school. In the early 1970s, Mary designed and directed the new Brentwood Hospital kitchen in Shreveport where she worked as a registered dietician for several years. In the mid-1980s, they permanently moved to Shreveport.

Mary was a private pilot and a lifetime member of The 99s. She made many dear friends with other 99s that endured her whole life.

— Jennifer Crum

*Final Flights for Our 49½s*

**Duane Franklet** — Bev Franklet,  
Greater Seattle Chapter



*All 99s welcome!*

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