

# 99 News

The Official Magazine of the International Organization of Women Pilots

March/April 2017





## 99 News

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

### The 99 News

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# CALENDAR 2017

## APRIL

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**, Hilton Oakland Airport, hosted by the Bay Cities Chapter. Wendy O'Malley, [wendydomalley@yahoo.com](mailto:wendydomalley@yahoo.com) or visit [ninety-nines.net/sws99sBC/index.asp](http://ninety-nines.net/sws99sBC/index.asp).

29 **Australian Section Spring Meeting**, Bendigo, Victoria. Contact [jgraham99@bigpond.com](mailto:jgraham99@bigpond.com).

## MAY

6 **South Central Section Spring Meeting**, San Antonio, Texas, hosted by the South Central Section Board and the 2017 Conference Committee. Contact Frances Luckhart at [canokie99@aol.com](mailto:canokie99@aol.com).

6 **New Jersey Chapter Poker Run**, Lincoln Park Airport, 325 Beaverbrook Rd, Lincoln Park, New Jersey. Terminus - KMMU - Morristown Municipal Airport, Morristown, Rain date: May 7. Contact Phyllis Kollar, 201-321-9350.

19-20 **New York-New Jersey Section Spring Meeting**, Canandaigua, New York.

27 **East Canada Section Annual Meeting**, hosted by the Maple Leaf Chapter at the Brantford Flying Club airport (CYFD) Brantford, Ontario. Event will include Grass Roots Style Fly-In event complete with Hangar Party. Contact Lisa Bishop, [delhipeople@sympatico.ca](mailto:delhipeople@sympatico.ca).

## 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).

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

## SEPTEMBER

14-17 **Northwest Section Fall Meeting**, Troutdale, Oregon, hosted by the Oregon Pines Chapter at the Edgefield Resort. Contact Debra Plymate, [debra@nutsch.com](mailto:debra@nutsch.com).

## OCTOBER

27-30 **Arabian Section Fall Meeting**, Cairo, Egypt. Contact Alia Twal at [twalia@gmail.com](mailto:twalia@gmail.com).

## DECEMBER

1-3 **20th Anniversary of the German Section**, Wiesbaden, Germany. Information will be updated at a later date, [ninety-nines.de/events/](http://ninety-nines.de/events/).



## New Friends of The 99s

Danielle Clarneaux, Bellevue, WA  
Matthew Kline, Cochran, GA  
M. Kraft, Tulsa, OK  
Mike Purpura, Glenview, IL  
Monique Sao, Lakewood, CA  
Valeta Weaver, Woodburn, OR

## On The Cover

As a flight check pilot in Brazil, Flavia Padilha da Silva has faced many challenges.

Airfields can be especially challenging. Flavia has experienced temperature ranges from 10 degrees Celsius in Paraná to a thermal sensation of 60 degrees Celsius in Manaus. Aerodromes operate everything from CAT II approaches to the short clay runways of Porto Seguro. Hawks and alligators also claim the runways, with jaguars sometimes hanging out in the hangars.

One of her many assignments was flight checks for a company carrying supplies to Catrimani Mission in an area difficult to access. The Mission is home to 27 indigenous tribes that depend on the supplies.



Photo by Paulo Rodrigues



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

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

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Flavia Padilha da Silva is the second woman to work as an airman check pilot for the Brazilian Civil Aviation and the only woman on their board of pilots.



At 44, Board member Terry Carbonell learned to fly at the request of her terminally ill husband. For three years, she flew him all over the U.S., Canada, Bahamas and Mexico before he died.



Rio Grande Norte Chapter member Jean Doddridge, who recently celebrated her 100th birthday, revived memories of her flying days during a flight with Past President Susan Larson. Jean's son, also a pilot, accompanied her on the flight.

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# President's Page

BY JAN MCKENZIE, International President

## Don't succumb to FOMO – Register now for the International Conference!

**FOMO** has been defined as “the fear of missing out on a rewarding experience that others might be having,” so you don’t want to miss out on The Ninety-Nines Conference! The deadline for regular on-time registration is May 31. A direct link to the Conference website is located at [ninety-nines.org/conference.htm](http://ninety-nines.org/conference.htm).

Why do you want to attend your Ninety-Nines Conference? Because it is an opportunity to:

- Meet members from all over the world
- Network with members representing all facets of aviation
- Update pilot knowledge
- Listen to an astronaut talk about life on the International Space Station
- Grow as a leader in The Ninety-Nines
- Make your voice heard (we are listening)
- Learn and contribute to the new and exciting initiatives happening in your organization
- Travel to one of the most famous destinations in the U.S. – San Antonio!

### Some fun facts about San Antonio:

– San Antonio is the 8th largest city in the United States. It is regularly named as a top tourist destination by travel groups such as Conde Nast and Lonely Planet.

– San Antonio draws in 30 million visitors annually. Charles Lindbergh received training at Brooks and Kelly Fields in San Antonio.

– Stinson Municipal Airport is the second-oldest general aviation airport in continuous operation in the U.S. (Katherine Stinson, one of its founders, was the fourth woman in the U.S. to obtain a pilot certificate, on July 24, 1912.)

– Theodore Roosevelt recruited his famous Rough Riders in the Menger Hotel, still located in downtown San Antonio.

– The Conference hotel, The Westin Riverwalk, is located directly on the Paseo del Rio, the number one tourist attraction in San Antonio.

And speaking of meeting and networking with members, The 99s provide the opportunity to meet some of the most amazing women in the world. When I had been a member for only a year or so, a more senior member said, “You need to meet this 99 in our adjacent Chapter. I will set up a joint Chapter meeting and ask her to talk.”

I had no idea who this 99 was. However, as I listened to her stories of flying in the 1920s and 1930s, I became fascinated and inspired that a woman I thought to be my grandmother’s age could have accomplished so much in a time when very few women flew. In 1929, Louise Thaden entered and won the first all-female transcontinental race, The National Women’s Air Derby, in a Travel Air 4000. Did you know that Louise’s winning airplane is displayed at the Oklahoma Science Museum?

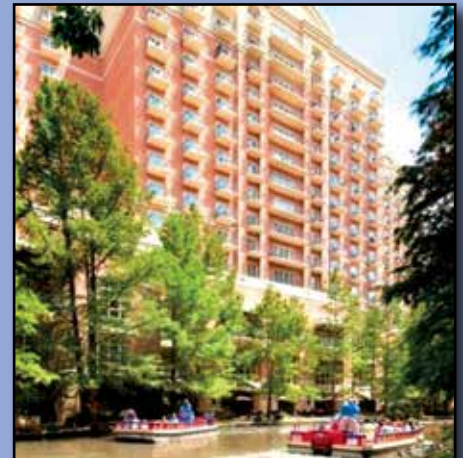
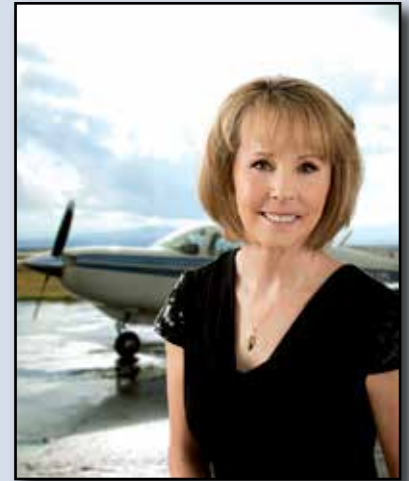
In 1936, women were allowed to compete in the famous Bendix air race for the first time. The organizers were even going to give a token trophy to the woman who scored the best amongst the other women. However, to their great shock, Louise Thaden won the air race, scoring better than all pilots, both men and women.

Even though I did not know who this incredible woman was, I did have the foresight to have her write in and autograph the book she had just published and to have a few pictures taken with her. I cherish this keepsake.

Does her name sound familiar? It should. Gene Nora Jessen, Past International President, wrote a great article with archived pictures of this famous woman and 99 in the November-December 2016 99 News.

So who are *you* going to meet at the upcoming 99 International Conference?

***Choose to fly your Dreams!***

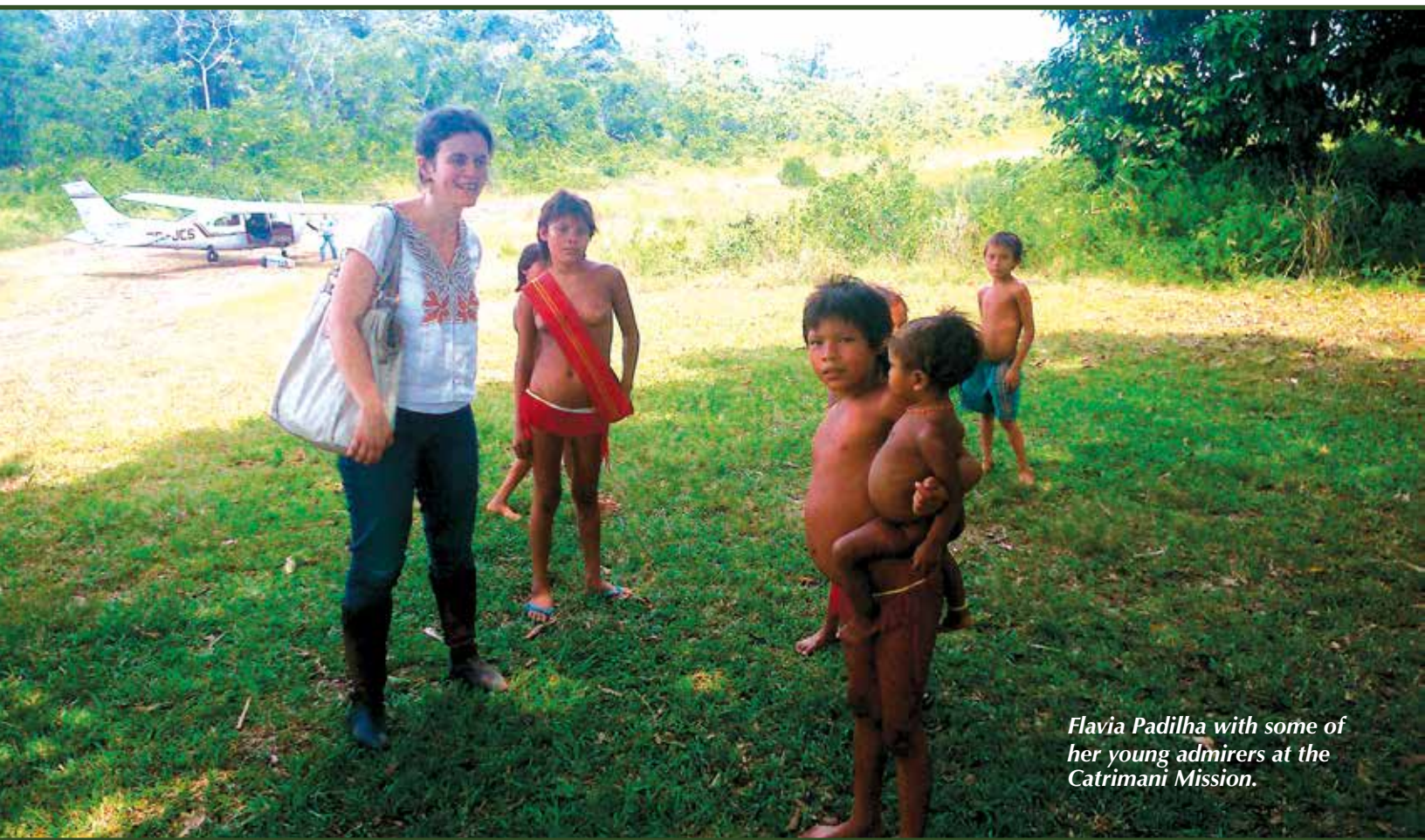


***2017 99s Conference Hotel, The Westin Riverwalk.***



***Jan McKenzie, left, with Louise Thaden, right. Woman in center unidentified.***





*Flavia Padilha with some of her young admirers at the Catrimani Mission.*

# Flavia Padilha da Silva

## Conquering the Challenges of Flying in Brazil

BY FLAVIA PADILHA DA SILVA, Brazilian Section  
WITH JANICE PELLETTI, Appalachian Aviatrices Chapter

I am the second woman to work as an airman check pilot for the Brazilian Civil Aviation Agency (ANAC). Captain Sylvia Freneda was the first, working for the previous agency, DAC. After six years of working for ANAC in positions such as developing RVSM, working in the Dangerous Goods Division and working in the Brazilian Rules of Civil Aviation (RBAC) 135 Section, I became the first and only woman on the board of pilots.

To prepare for the position and to honor my fellow Ninety-Nines as a pilot, I studied. I read absolutely everything about the Brazilian standards and air laws. I read the technical manuals of the main international agencies, especially FAA guides. I studied avionics, both analog and digital equipment. The ANAC librarians found that in all of Brazil, I was the employee who rented the most books and manuals, over 200.

Despite this research, was I truly ready to fly in a country of such continental dimensions? For starters, there is no uniformity in the fleet of aircraft I would fly. It's an older fleet, upgraded with the latest digital equipment. The challenge here is operating aircraft now equipped with bold glass cockpits in a country with mainly NDB procedures and only 70 GNSS procedures.





Left, Flavia at the 'alligator' restaurant located along the Cuiabá River. Wildlife such as alligators and hawks are often found on the airfields.

There are always visual charts. Can they really help me? Brazil is a country of rivers and perennial ponds. What I needed was a guide to airfields with hawks and alligators on them! Operating in the Pantanal, it's not uncommon for a hawk with a two-meter wingspan to decide to be number one for landing. In Porto Urucu, the airfield has giant spiders, snakes and sometimes oncas-pintadas (jaguars) appearing in the hangars.

I finally discovered I could operate the three distinct avionics installed in the fleet. I had a good crosscheck in the cockpit, and I used common memory items to my advantage.

As a flight check pilot, I've flown all over the south and north of Brazilian country. I've experienced temperature ranges from 10 degrees Celsius in Paraná to a thermal sensation of 60 degrees Celsius in Manaus. The reality is you have everything from aerodromes operating CAT II approaches to the short clay runways of Porto Seguro.

Flying in Brazil means many things. Facing hailstorms in the south, dealing with the largest air traffic area around São Paulo, to using camp tracks and supply points for guidance. You have to respect swarms of flamingos to avoid bird strikes, as well as the normal "air traffic" of toucans, macaws, gulls and hawks.

I found it was important to have humility and listen to experienced airmen. They know about the nuances of the climate changes not reported in METARS or TAFs. It's important to observe the sunlight changes and how this affects the visual references in the forest. There are beautiful places on the river deltas in hard landscapes, but the changing visual scene is not always apparent, making it impossible to plan.

One day I was seated close to the airport near the banks of the Cuiabá River having a light lunch. I wanted to get back to the flight checks quickly. While I was in the restaurant, I discovered 'gators were trying to get to my table while I ate. "A few alligators can climb," a waitress told me. I don't know if this good information or not.

One of my assignments was doing flight checks for a company that carries supplies to Catrimani Mission. Located 20 flight hours from my base in Rio de Janeiro, the Mission is in an area difficult to access. The only way to bring medical assistance and supplies into the area is by air to the Mission's landing strip.

Catrimani Mission is home to 27 indigenous tribes. They don't speak Portuguese in this area, only Yanomami. Because Indians in the area need the medical assistance of the closest



Difficult to access, the Catrimani Mission, left, is located 20 flight hours from Rio de Janeiro. Right, Flavia with some of the children at the Catrimani Mission.





From left, Flavia with her father Marcus Padilha, center, with her father and her mother, Marilza Fellipe da Silva, and right, with her colleagues at ANAC.

facilities in Boa Vista City, supporting the pilots was a high priority for me. I guaranteed I would complete all the flight checks. These flights can be critical to saving an Indian life. For me, it was a way to contribute to the marvelous job done by UNICEF.

Flying above the Rain Forest has many issues. The weather can be a complex problem, there are no clear areas for emergency landings, the trees are 30 meters high, not all airstrips have fuel, and big mountains like Monte Roraima can cause you to lose radio communication.

The pilots in this area have great experience in C206 operations. They compensate for the lack of resources with extreme aviation skills. They are always willing to teach as well as learn. First Captains Tito Walker, Jose Tarouco and some of the airline pilots in ANAC gave me good feedback on my performance. I loved doing this part of the job.

In 2013, I received an invitation to work in the Schools Division of ANAC by Coordinator Rafael Grossi Teixeira. I am always dedicated to contributing to pilot education, so I accepted. I worked in the Simulator Division to improve classes. We successfully used older pilots as instructors to share their knowledge with younger pilots.

I also contributed to specialty classes in avoiding flight in adverse meteorological conditions, and I worked with some military schools to improve their training. After three accident-

free years, I was invited to help develop a job with the military flight school division.

I've had the opportunity to do many different kinds of flight checks. These checks include RBAC 135 pilots, private and commercial pilots, instrument and multiengine ratings. It's a hard job because of the diverse nature of my country. Because of the different skills, airfields and meteorological conditions, you are obliged to conduct careful planning to avoid dangerous situations.

There are times when you can't approve a candidate, but it's always a pleasure to later find that same pilot having developed good skills. I've not had any pilot I checked lose their life or suffer any kind of accident. It is an honor to do this job, and I've had the pleasure of studying to fly 33 different models of aircraft.

I have always said that a good flight plan in your life depends on the efforts and support you receive. I am thankful for the support of my family. I am also thankful for the support and feedback from The 99s and the Professional Pilot Leadership Initiative (PPLI) program. I want to especially thank 99 Bobbi Roe, not only for her professional advice, but in the sharing of her own life with me. She is more than a pilot; she is an example to follow. I also give special thanks to my family and the strongest woman I know, my mother Marilza Fellipe. She gave me the courage to support my dreams. I'm proud to say I'm a Ninety-Nine!

*Editor's note: Flavia is a 2006 AEMSF Winner.*



Flavia at the Santos Dumont Airport in Rio de Janeiro, Brazil.

Photo by Paulo Rodrigues.



## **Fly Over Down Under: Australian Adventures by Single-Engine Airplane**

**By Michele Morgan Cabot**

Tucson Chapter Ninety-Nine

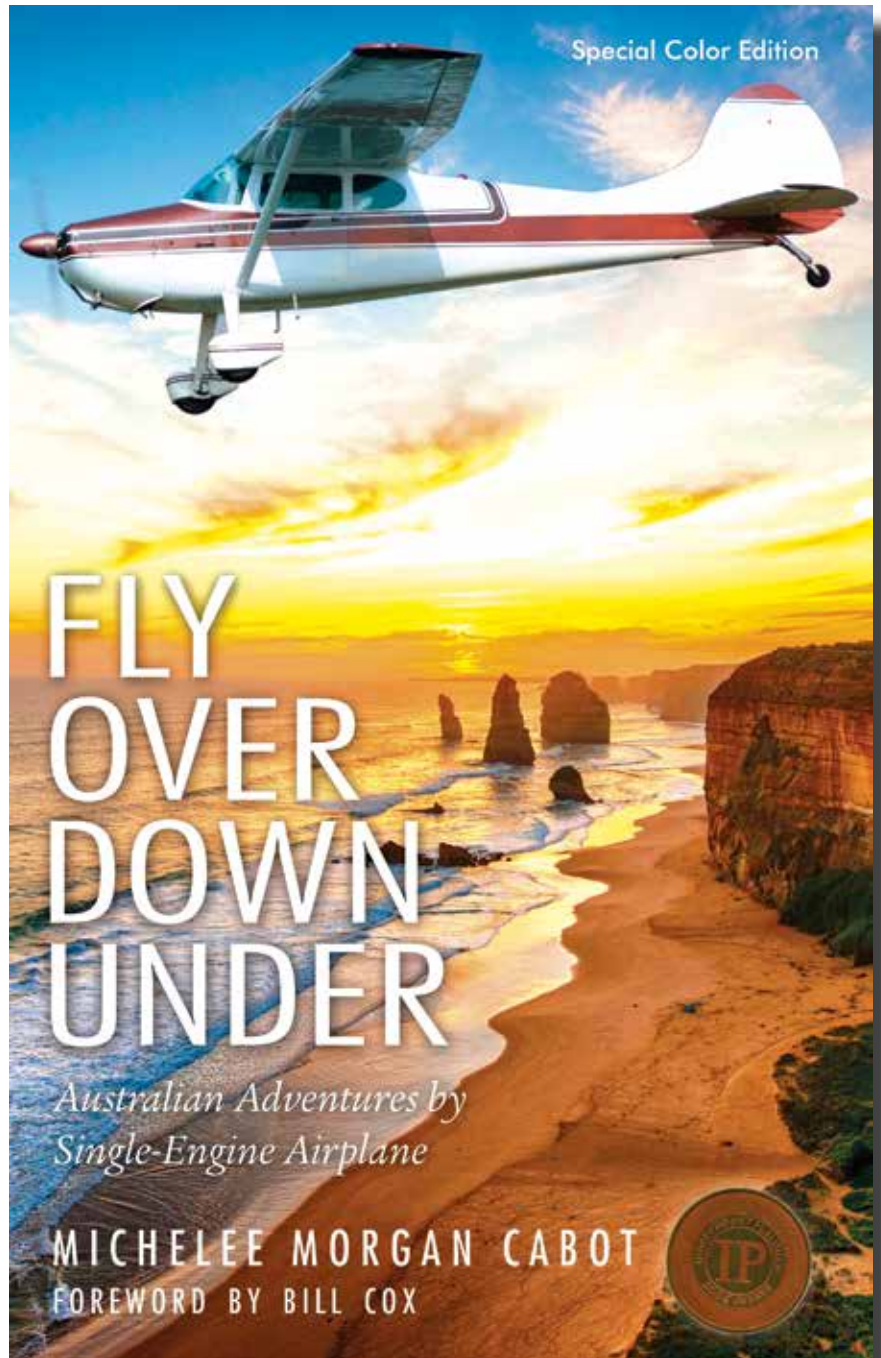
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*"Michelee grew up an Air Force brat, living all over the world — Philippines, Japan, Europe, and numerous U.S. bases. It was perhaps only natural that she would someday embrace aviation and fall in love with the sky. She writes with a breezy, casual style that encourages you to read the next chapter and the one after that, with engaging descriptions of the people and places that give Australia a certain mystical sense of adventure."*

*— Bill Cox, senior editor Plane&Pilot Magazine*



*The 2016 ARC Classic Racer 11 team, Ellen Herr and Terry Carbonell, with their Daytona, Florida, welcoming committee, the "No Limits Girls Aviation Club" participants from Mobile, Alabama.*

## Director Terry Carbonell

### *Passionate and Enthusiastic*

BY JACQUE BOYD, Rio Grande Norte Chapter

***When someone tells me, 'You can't do that,' my favorite reply is, 'Oh, yeah? Watch me!'***

**T**here are two words that immediately come to mind the first time you meet Terry Carbonell: passionate and enthusiastic. Oh, did I forget to mention a huge, wonderfully contagious smile?

I sent Terry the requisite questions that I send to every new International Board of Directors member when I get ready to write their profile for *99 News*. This time I was also fortunate enough to carve out a little time to talk with her during the Fall Board meeting in Oklahoma City. After our conversations, I was happy to be able to "see" her written answers in a different light and color them with the passion and enthusiasm she communicates in person.

Terry became a member of The Ninety-Nines in 2007. She joined the Paradise Coast Chapter at that same time and is still a member of the Chapter today. She holds the following ratings:



Single-Engine Land, Single-Engine Sea, Commercial, Instrument Airplane, Multi-Engine ATP, Certificated Flight Instructor-Instrument, Advanced Ground Instructor and Tailwheel Endorsement.

Terry owns her own airplane, a Cessna 182RG nicknamed "Wild Mama" that she likes to fly in speed and proficiency races.

She has held the Chapter offices of Vice-Chairman, Secretary, Nomination Committee and Scholarship Committee. At the Section level, she has served as Vice-Governor, Governor and Immediate Past-Governor of the Southeast Section.

When asked why she decided to run for an International Board position, she explained, "I love this organization and feel I can make a significant contribution to enhance and prolong the longevity of the organization. I wanted to be more active in the decision-making process and the direction of the organization. I wanted to continue to serve more members."

As for her path to flight, she said, "I learned to fly at the age of 44 at the request of my husband, Mario, who was dying from Alzheimer's disease. He loved airplanes and wanted to spend whatever time he had left on this earth in an airplane. From one day to the next, without any forethought of flying, I bought a 172 and started taking lessons. Forty-six days later I had my private certificate.

"Over the next three years and 1,000 hours, I flew him all over the U.S., Canada, Bahamas and Mexico until he died in November 2008. In 2009, I was lost and did not know what to do, having

***You always have to be  
happy with the person  
looking back at you in  
the mirror.***

*Below, Terry with the twin turbine Islander "bug smasher"  
that she flies for Florida Keys Mosquito Control District.*





*Aviation Adventures 2011 "No Limits Girls Aviation" program participants learn about the Airbus A320.*

***You have time to do  
what you want when  
you make it a priority.***

sold our businesses to take care of Mario. On the morning I was to fly over to “talk to him” at his grave site (because he was such a visionary and always knew what to do!), I got a call from a sister 99 asking me to meet her for breakfast.

“I did, and she offered me a job teaching aviation to kids at the high school level. I literally saw a black cloud lift and knew that was Mario guiding my way. Long-story-short: I got my CFI, taught school and then started Aviation Adventures. It’s a non-profit business working with kids from under-served communities, teaching them about aviation and encouraging them to remain in school to study and better their lives.”

Terry is one busy woman. She flies for the Florida Keys Mosquito Control, as she says, “killing bugs.” She graduated from Towson State University with a B.A.; the University of Miami Law School with a J.D. and L.L.M. and holds a State of Florida license to practice law. She is also a Florida Certified Building Contractor and Florida Certified Asbestos Abatement Contractor, and even has a scuba instructor’s license.



# Spring Rejuvenation Magazine Makeover!

We're in the process of updating 99 News, both in design and content, and we'd like your input on what you'd like to read in your magazine.

Here are some things to think about:

\* What type of articles are you interested in reading?

- **Personal**    Yes ☐    No ☐    Somewhat ☐
- **Technical**    Yes ☐    No ☐    Somewhat ☐
- **Careers**    Yes ☐    No ☐    Somewhat ☐
- **Historical**    Yes ☐    No ☐    Somewhat ☐
- **Ninety-Nines Headquarters, museums, etc.**  
                                 Yes ☐    No ☐    Somewhat ☐
- **Columnists**    Yes ☐    No ☐    Somewhat ☐

What topics?

- **Other?**

\* What, if anything, don't you read ?

\* **Comments:**

An easy-to-answer survey with these questions will be coming to your email inbox sometime in April. Just look for Survey Monkey, click to open and then provide your input to the questions above. Simple and easy. With your opinions in mind, we'll be redesigning 99 News, and you'll be seeing a new, exciting magazine this summer!



*Doris poses with her favorite plane, a Vultee Stinson L-5, that served in New Guinea in World War II.*

# SWAMP ANGEL

**Even with four small children, Doris Lockness knew she had to fly. And fly she did, earning ratings until she was 78.**

**At 87, Doris was the 100th pilot to fly into the Amelia Earhart Memorial Airport in Atchison, Kansas.**

BY NANCY ANN EARHART, Bay Cities Chapter

**J**ust a few days shy of her 107th birthday, Doris Ethel Lockness flew her last flight to New Horizons on January 30, 2017 at age 106.

A long-standing member of The Ninety-Nines, Doris was born on Ground Hog Day, February 2, 1910, in Bryant Pennsylvania. During the Great Depression, Doris moved to Wilmington, California, with her first husband and their four small children.

In 1938, Doris first noticed small airplanes flying close to her house. Between that and her fascination with the young Amelia Earhart, she knew she had to fly. She rode her bike to the airport after the kids went off to school and all the housework was done. Doris began as a 'Girl Friday' at the airport to earn the \$5-an-hour cost for flight training at the time.

After earning her certificate at age 29, Doris worked at



demonstrating light aircraft, illustrating “the ease and safety of flight” to the public. Doris also worked for Douglas Aircraft as a Liaison Engineer on the C-4.

When WWII broke out, she answered the call of Jacqueline Cochran to join the Women Airforce Service Pilots (WASP). Her husband never approved of her flying airplanes, which ultimately led to divorce before the war ended. Left alone with four children to raise, Doris would go on to marry Robert, who shared her passion for flight and helped raise her children. They were married for 52 years before he passed.

Doris earned her rotary-wing rating on April 20, 1963, in a Brantley B2. In 1988, at the age of 78, she became the second woman in the United States to obtain a commercial type rating in a constant speed propeller-driven gyroplane.

At age 87, Doris became the 100th pilot to fly into the Amelia Earhart Memorial Airport in Atchison, Kansas. She was given the honor of being the 'Spirit of Amelia Earhart' to celebrate the 100th anniversary of the Wright Brothers Wings Over Kansas Flight.

Doris is also honored in the Women in Aviation Pioneers Hall of Fame and the Smithsonian National Air and Space Museum. She held advanced ratings in aircraft, helicopters, balloons, gyroplanes and gliders.

Her contributions to the promotion and public acceptance



*Doris with 99 News Publications Chairman Donna Crane-Bailey in 2009 during a Southwest Section Meeting where Doris was a speaker.*



*Doris in 1940 with Howard Hughes' Sikorsky.*

*Wilmington Airport - Cal.  
Howard Hughes' Sikorsky  
1940  
Doris*



2017

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Christina Tindle  
Bush Pilot, Adventurer,  
Counselor, Author,  
Trainer, Growth  
Enthusiast



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<https://www.youtube.com/watch?v=7s3y8KnzGbY>



*Doris held advanced ratings in many aircraft, including helicopters, and was a member of the Whirly-Girls.*

of women as pilots in general aviation have been honored by The Ninety-Nines in the Forest of Friendship and by the Ox5 Aviation Pioneers, which recognized her with its Legion of Merit Award, Pioneer Women's Award and Pioneer Hall of Fame.

She was also honored with the Whirly-Girls' Livingston Award in 1995 and a certificate of honor from the National Aeronautic Association (NAA), as well as the organization's Elder Statesman of Aviation Award in 1991 and 1995. In 1997, Doris was honored again by the NAA, receiving its Katherine Wright Memorial Award.

Doris' aeronautical achievements have inspired many to set higher goals and stretch to reach them, encouraging countless women over more than seven decades to put on their wings and fly. In March 2010, at the age of 100, Doris, along with hundreds of her WASP sisters, was awarded the highest civilian honor bestowed by the United States Congress, the Congressional Gold Medal.

One of Doris' favorite planes was a Vultee Stinson L-5 with a 190 horsepower engine that served in New Guinea in World War II.

Besides flying, Doris had a love of foreign sports cars. During her years of flying, you could also catch her at car shows showing off her various sports cars. At the time of her passing, she was an honorary member of the Sacramento Jaguar Club. Doris could be seen driving her 1999 white Jaguar all over town in El Dorado Hills, California, until the age of 104.





# Fit To Fly

## Basic Med: Is It A Good Thing?

BY DR. PETRA ILLIG  
Alaska Chapter

**F**ollowing the passage of PBR2 last July, more details have emerged about the alternative to the Class III Medical Certificate. It is now called BasicMed, and it starts on May 1 of this year.

For a quick recap on this new legislation: Private pilots will no longer need to obtain Class III Medical Certificates if they also hold a valid U.S. driver's license; held an FAA medical certificate that did not expire before July 15, 2006; take a free FAA on-line course about aeromedical conditions every two years; ground themselves if any known medical conditions arise that may compromise safety; complete a Comprehensive Medical Exam Checklist (CMEC) and be examined by a state licensed healthcare provider every four years who is willing to sign a document attesting to their medical fitness to fly.

Pilots whose medical certificates expired before July 15, 2006, and new student pilots are not eligible for BasicMed and must get a standard flight physical examination from an AME.

From the pilot's perspective, it seems that BasicMed should be easier, cheaper and more efficient than a standard flight physical. From the health care provider's perspective, it should be simple to sign a statement stating the patient is safe to fly. So why shouldn't every private pilot flock to her own doctor to get signed off? And why should her doctor think carefully before signing such a statement?

Although some pilots do prefer having their personal physician also be their AME, there are good reasons to separate these two functions, most importantly to maintain a protected doctor-patient relationship. If your doctor is also acting as your AME and discovers something that may be an aeromedical issue, then there is a duty to disclose that information to the FAA.

This duty conflicts with the medical privacy principles of the doctor-patient relationship. To make matters worse, pilot-patients might be less willing to confide in their doctors for fear that disclosure would be reported to the FAA. Not good for the doctor-patient relationship!

The CMEC checklist that the pilot gives to her doctor is essentially the same as the FAA's 8500-8 questionnaire. The doctor is then instructed to perform a comprehensive medical examination, including all tests deemed necessary, and to discuss any pertinent medical conditions or medications with the pilot that could be aviation safety issues. If satisfied, the doctor then signs and dates a document stating that "the applicant does not present any medical evidence that the applicant is not safe for flight."

While this sounds straightforward, it also raises interesting liability issues. A doctor's standard malpractice insurance may not cover such actions since it is outside the bounds of "patient care." If the pilot injures or kills someone because of a possible medical or psychological event while flying, then the legal waters may become very muddy for the doctor. Aviation insurance companies are also interested in making sure that BasicMed does not increase their risk and are looking at it closely.

As you can surmise, I am not a great fan of this legislation as it will not enhance aviation safety. For most private pilots, it may be easier – and with less hassle and onerous legal implications – to simply keep getting their FAA Class III flight physical. As a doctor, a patient and a pilot myself, my best advice is to keep your relationship with your personal physician confidential and let your AME keep you flying!

## TOUCH & GO

### PENNY HAMILTON PENS CHILDREN'S BOOK



Colorado Chapter member Penny Hamilton has told the story of Grand County, Colorado, in a children's alphabetic history book featuring many historical photographs, stories and facts.

In *A to Z: Your Grand County Historical Alphabet*, of course "A" is for Airplanes and Airports," which includes a photograph of Captain Emily Warner in the Frontier jet cockpit. Also, Lone Eagle Peak, named for Charles Lindbergh, is explained on the "I Is for Indian Peaks" page. On the "Explore More History" page, The Emily Warner Field Aviation Museum is featured

This book groups photos and topics in alphabetical order offering fun facts and tidbits.

— Penny Hamilton

### AIRPORT NAMED IN HONOR OF LIZ WALL STROHFUS

The late Elizabeth 'Betty Wall' Strohfus, a former 99, has her name etched forever on the municipal airport in Faribault, Minnesota. Faribault's airport is now called Faribault Municipal Airport – Liz Wall Strohfus Field.

Members of the American Association of University Women in Faribault proposed the name change. Liz was an aviation pioneer, being one of the first women to fly in World War II and a member of the WASP. Among her achievements was her successful fight to get WASP recognized as veterans.

While she has garnered accolades from military and national organizations, Liz has yet to be officially honored by the city of Faribault. The re-name will also be another first. She would be the first WASP to have an airport named in their honor. In the spring, a dedication ceremony is planned.

— Karen Workman



## **“Our Stars Shine Bright . . . Deep in the Heart of Texas”**

**International Conference, July 11-16**

San Antonio, Texas - Westin Riverwalk Hotel

Registration, Schedule and Tour Information:

**[www.travelplannerstexas.com/99s2017](http://www.travelplannerstexas.com/99s2017)**

Deadline for On-Time Registration – May 31

### **Conference Highlights:**

- Networking with Ninety-Nines from all over the world
- Travel opportunities - Optional tours for all ages, including children
- Educational and inspirational seminars
- “Maximizing L.I.F.T” – “Leading Into the Future Together,” round-table conversations on a variety of topics related to aviation, leadership, membership, and scholarship
- First Time Attendees “Meet-and-Greet” – an opportunity for those attending their first conference to meet other newcomers and members of The 99s Membership Committee
- “Our Stars Shine Bright” – Awards Banquet honoring winners of Amelia Earhart Memorial Scholarships and Ninety-Nines’ International Awards





NINETY-NINES INTERNATIONAL CONFERENCE  
SAN ANTONIO 2017  
DEEP IN THE HEART OF TEXAS

# 2017 International Conference

Westin Riverwalk – San Antonio, Texas

July 11-16, 2017

## Preliminary Schedule

### **Tuesday, July 11**

8:30 a.m. – 5:30 p.m.

*Option: Tour of the Texas Hill Country – Fredericksburg, LBJ Ranch, and Winery*

### **Wednesday, July 12**

7:00 – 9:30 a.m.

*Option: Early Riser Walk Through the King William Historic District*

8:30 a.m. – 4:00 p.m.

Registration

8:30 a.m. – 12:30 p.m.

*Option: Tour of the UNESCO World Heritage San Antonio Missions*

9:00 – 11:00 a.m.

*Option: Visit to Lewis Air Legends*

11:00 a.m. – 5:00 p.m.

Hospitality – Networking and Hangar Flying

12:00 – 5:00 p.m.

“El Mercado” (Fly Market)

3:30 – 9:00 p.m.

*Option: Tour of Natural Bridge Caverns and Bracken Bat Cave (Family-Friendly!)*

5:15 – 6:45 p.m.

*Option: After-Hours Alamo Tour*

### **Thursday, July 13**

7:00 – 9:30 a.m.

*Option: Early Riser Walk Through the King William Historic District*

8:00 a.m. – 4:00 p.m.

Registration

8:30 a.m. – 12:30 p.m.

*Option: San Antonio Cultural Tour*

9:00 a.m. – 5:00 p.m.

*Option: Full Day at Schlitterbahn Waterpark in New Braunfels (Family-Friendly!)*

9:00 a.m. – 5:00 p.m.

“El Mercado”

11:00 a.m. – 3:30 p.m.

*Option: Shopping and Exploring Gruene, TX with Lunch*

11:00 a.m. – 4:00 p.m.

Hospitality – Networking and Hangar Flying

1:00 – 3:00 p.m.

Pre-Conference Board of Directors’ Meeting

3:30 – 4:30 p.m.

Meet-and-Greet for First Time Conference Attendees

3:30 – 5:00 p.m.

Trust Meetings

7:00 – 9:00 p.m.

Welcome Fiesta – “Night in Old San Antonio”

### **Friday, July 14**

8:30 a.m. – 12:30 p.m.

*Option: Tour of the UNESCO World Heritage San Antonio Missions*

8:00 a.m. – 4:00 p.m.

Registration, Credentials

9:00 – 11:00 a.m.

*Option: Visit to Lewis Air Legends*

9:00 a.m. – 5:00 p.m.

“El Mercado”

11:00 a.m. – 4:00 p.m.

Hospitality - Networking and Hangar Flying

1:00 – 2:00

Council of Governors Meeting

2:00 – 3:30

“Maximizing L.I.F.T.” - Leadership Seminar

4:00 – 5:00 p.m.

Pre-Conference Communication Session

5:00 – 7:00 p.m.

Reception for International Presidents and Section Governors

5:15 – 6:45 p.m.

*Option: After-Hours Alamo Tour*

### **Saturday, July 15**

7:00 – 8:15 a.m.

Registration, Credentials

7:00 – 8:15 a.m.

Buffet Breakfast

8:30 a.m. – 12:00 p.m.

Annual Business Meeting

9:00 – 11:00 a.m.

*Guest Option - Visit to Lewis Air Legends*

12:30 – 4:00 p.m.

“El Mercado”

1:00 – 4:00 p.m.

Hospitality - Networking and Hangar Flying

1:00 – 5:00 p.m.

Seminars

2:00 – 4:00 p.m.

Post-Conference Board of Directors’ Meeting

5:00 – 6:00 p.m.

No-host Cocktail Reception

6:00 – 9:30 p.m.

“Our Stars Shine Bright” – Awards Banquet honoring AE Scholarship & International Awards Winners

### **Sunday, July 16**

8:30 a.m. – 5:30 p.m.

*Option: Tour of the Texas Hill Country – Fredericksburg, LBJ Ranch, and Winery*



## Pilot Careers:

# Packing Our Bags

BY DONNA MILLER  
International Careers Committee

In our aviation careers, we get really good at packing, unpacking and repacking our bags for each trip. As the seasons change, we repack accordingly. Every once in a while, we do a big cleanout and realize that we've been carrying around things that we thought we might need and never, ever did. We've just been carrying around dead weight.

When I first began flying, my parents gave me a flight bag, and I packed everything I thought I might need in addition to the required necessities. I packed extra pens, extra paper, a backup flashlight, extra batteries, a small charger, an emergency rain poncho... Bring it on, I was ready for anything!

When I became an airline pilot, I packed my rollerboard the same way. I was ready for any occasion, in any weather, in any city. But what I learned along the way is that hauling all the extras wasn't making me any happier. The actual joy I got from having wardrobe options on a trip wasn't worth the burden of carrying them all.

I found myself spending energy hoping that on my commute home I could use the small closet instead of hoisting my heavy, overpacked bag into the overhead bin. I started to think about all that I was carrying and why. And not just on a three- or four-day trip, but in life. The physical burden became representative of the psychological burden of carrying too much.

I decided to minimize. I found joy in my creativity and realized that the less "stuff" I had, the less "stuff" I had to keep track of. The chance of leaving anything behind in a hotel room is reduced because I don't have to lay it all out. I know what I have. I rarely wish I had something in addition to the very basics that I bring.

There is a balance of carrying enough that you don't feel vulnerable and not so much that you feel weighed down. And in that physical lightening of my load, I feel happier.

My big indulgence in rollerboard real estate is my travel cup, an immersion heater and a small bag of assorted teas. (I'm saving the planet one cup at a time, saving money that I'm not spending at the coffee shop and saving calories that I'm not spending on sugary lattes.)

If you've moved recently, you know just how things accumulate. You start packing boxes and realize that what may have served you in the past isn't worth the effort it would take to bring it with you into your new future. Remember how refreshing it feels to take several boxes to the thrift store, passing along treasures to someone who will appreciate them as much as you did?

It's amazing how simply packing a rollerboard for a trip can change our whole outlook on life. Are you ready to repack your bags?

## TRAINING MILESTONES

**Diane Abela** – Helicopter  
Greater New York Chapter

**Liz Arias** – Private  
Fullerton Chapter

**Dima Al Saber** – Captain Royal  
Jordanian Airlines, Arabian Section

**Tessa Bodell** – PPL, Instrument, Private  
Multiengine, Commercial Multiengine  
and Commercial Single  
San Diego Chapter

**Kathleen Devlin** – Instrument, AEMS  
San Diego Chapter

**Betsy Jordan Donovan** – Captain at  
XOJet, San Joaquin Valley Chapter

**Lisa Erickson** – Unmanned Aircraft  
System, Fullerton Chapter

**Andrea Garcia** – Commercial Single  
Engine  
Fullerton Chapter

**Candyce Goudey** – Advanced Ground  
Instructor, Fundamentals of Ground  
Instructor  
Intermountain Chapter

**Katie Greenwood** – IFR Checkride  
Reno High Sierra

**Jennifer Guetterman** – DC3 type rating  
Fullerton Chapter

**Cameron LaFont** – Private  
Fullerton Chapter

**Olivia Loveless** – Solo  
Intermountain Chapter

**Jessica Mallory** – Private  
Fullerton Chapter

**Kirsten McCarthy** – Private  
San Diego Chapter

**Mary McEnroe** – Private  
Santa Clara Valley Chapter

**Stephanie Mertz** – Initial Multiengine  
Instructor  
Texas Dogwood Chapter

**Cherie Rhynard** – Private  
Fullerton Chapter

**Emily Salley** – Multiengine  
Colorado Chapter

**Sally Sieberts** – Tailwheel  
Sedona Red Rockettes Chapter

**Kathleen Smith** – Commercial SEL  
Memphis Chapter

**Morgan "Allie" Smith** – Multiengine  
Commercial, Multiengine Instructor,  
Single Engine Commercial, CFI, CFII  
NOLA Chapter

**Sandra Smith** – Commercial  
Marcia Keaton Scholarship  
Kitty Hawk Chapter





# Aerospace Education: A Cornerstone of The 99s

BY DENISE NEIL-BINION

In the summer of 1943, Alabama businessman Frank G. Brewer established a foundation in honor of his sons serving in World War II. One was a lead radio operator/navigator and the other a paratrooper, Brewer understood the value of aviation to America's war effort. As part of the foundation's efforts to recognize the importance of the aviation industry, Brewer's foundation established an annual award to be given for "exceptional service and dedication in the promotion of aerospace education on a national and international basis, and for building coalitions and programs that support educational objectives."

Awarded every year since the foundation's formation, the 2002 recipient of the Brewer Trophy was The Ninety-Nines. They were recognized "for their significant contributions of enduring value in the field of aviation and space education," as noted in a National Aeronautic Association (NAA) press release dated March 19, 2002.

The nominating committee was impressed with The Ninety-Nines' continued effort and dedication to aerospace education. Don Koranda, President of the NAA, specifically stated, "It is clear this organization, and its individual members, have made aerospace education one of their primary missions."

Throughout its history, The Ninety-Nines have made educational outreach a priority. One of their most valuable educational endeavors was the establishment of The Ninety-Nines Museum of Women Pilots. Without the dedication and hard work of many female aviators, the museum would not have come to fruition.

The museum strives to carry on the tradition established by The Ninety-Nines to educate the public on the important contributions made by female aviators. It is a history that is filled with stories of courageous women who continue to make meaningful contributions in the field of aviation.



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*Photo left: 100-year-old Jean Doddridge gives thumbs up to Susan Larson, who brought back memories of Jean's flying days during a flight over Santa Fe, New Mexico.*

*Photos below: Pages from Jean's logbook, including Jimmy Doolittle's signature on a back page.*

# Flying — Forever Remembered

BY SUSAN LARSON  
Rio Grande Norte Chapter

**Sharing the joy of flight is always heart-lifting.** The best sharing event of 2016 was definitely the November 15 flight I took with Jean Doddridge, 100-years-young and a pilot herself.

A friend and chaplain with Ambercare, a New Mexico-based home health care and hospice service, put me in touch with Jean, knowing of our mutual interest. Once we had a release from her son that I'd be permitted in her home, we met, her Corgi at her feet, trying to find a connection.

It wasn't a good day for Jean. I doubted she connected me with aviation, and she likely wondered what this woman was doing in her home, asking questions about her aviation history that she couldn't recall. However, the Ambercare chaplain with us that day saw a spark and asked whether I'd be willing to take Jean for a flight.

Jean and her entourage arrived at my Santa Fe, New Mexico, based FBO even before the agreed hour, she was so eager. The FBO staff had been apprised of the event, and help was available to lift her into Charlise, my Cessna 182RG.

With a full load, Jean in the co-pilot seat, her son and a chaplain in the rear seat, we took off into a fairly stiff wind coming down the Rio Grande valley. Once Jean looked out the co-pilot's window, she never turned back toward me. The landscape up the arroyos, over Pojoaque and Espanola, then up the Chama River to Abiquiu Lake, the Jemez Mountains to our west, the Sangre de Christos to the east, had her totally mesmerized. We enjoyed the morning without so much as a single bump.

Jean learned to fly in Ohio in the early 1940s. Like the true pilot she is, she found and brought her logbook with her. While thumbing through her logbook, I noted that she flew under the names Jean Lyon and Jean Seymour of Ravenna, Ohio, and that she had flown Luscombes, Cubs, Taylorcraft, a Funk and a Porterfield.

I asked about her favorite aircraft, and without any hesitation, she told us it was the Porterfield with a 65 hp engine. I didn't see any entries after 1959, but I couldn't help but notice the signature of Jimmy Doolittle on a back page. She couldn't recall where they had met, but she definitely recalled the joy of flight that will always be imprinted in the soul of a pilot.

The FAA's online records show that Jean acquired her private pilot certificate in 1964, although documentation shows she acquired it in 1941. She joined the Rio Grande Norte 99s on December 2, 2016. Jean celebrated her 100<sup>th</sup> birthday in March, and it will be time to go flying together once again to celebrate that monumental event in her life.





# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

Berwyn, Cyndhi, Aloha  
Brewer, Angie, Colorado  
Brnovic, Branka, New Jersey  
Browne, Patti, Antelope Valley  
Carnie, Christine, Houston  
Dauscher, Jillian, Reno High Sierra  
Davidson, Ginger, Kentucky Bluegrass  
Dean, Carol, Georgia Flying Belles  
Duarte, Rocio, Florida Goldcoast  
Flesher, Pamela, Santa Clara Valley  
Folsom, Debra (F), Daytona Beachin Eagles  
Graff, Marcia, Florida Goldcoast  
Harrod, Dianah, Oklahoma  
Hejl, Janet, Texas Dogwood  
Henneberry, Debra, Greater New York  
Hertsch, Kaylyn, Rio Colorado  
Horne, Fiona, St Croix Island Paradise  
Israel, Genie, Florida Goldcoast  
Jove, Venus, Sacramento Valley  
Keller, Linda, Southwest Section  
Knoll, Michelle, New Jersey  
Lamar, Robin, Ventura County  
Leedy, Angela, Keystone  
Lucas, Jolie, San Luis Obispo County  
Mann, Erin (F), Ventura County  
Mann, Jill, Chicago Area  
Martin, Lisa, Intermountain  
McCullough, Carol, Tulsa  
Mensa-Wood, Ewurabena, Orange County  
Moses, Ila, Houston  
Mudd, Michal, Rio Grande Norte  
Muirhead, Anne, Phoenix  
Nichols, Johanna, Las Vegas Valley  
Parish, Barbara, Australian Section  
Patterson, Camille, Texas Dogwood  
Penson, Megan, Mississippi  
Powers, Barbara, Northwest Section  
Secrist, Mckenna, Greater Seattle  
Stephansen, Tiffany, Florida Goldcoast  
Sullivan, Shawn, Santa Barbara  
Switzer, Alison, Rio Colorado  
Tranum, Kathryn, Alaska  
Tribley, Lori, Houston  
Utko, Karolina, Manitoba  
Van Velzer, Mary, Orange County  
Wenk, Gail, Chicago Area  
Williams, Miriam, Emerald Angels of Gulf Coast  
Williams, Sheri, Minnesota  
Yan, Li, Arabian Section

## Welcome New Members

Abbey, Alyssa (F), Marin County  
Abrams, Ossie (F), Montana  
Aleman, Jacquelyn (F), Coachella Valley  
Alexander, Michela, Oklahoma  
Ames, Kathleen, Treasure Coast  
Anauo, Sherry (F), Finger Lakes  
Aron, Genevieve, Phoenix  
Arthur, Michelle (F), Arabian Section  
Auwae, Theodora (F), Aloha  
Bailey, Lisa, Austin Hill Country  
Belden, Sara (F), Mt. Shasta  
Billock, Jennifer (F), Colorado  
Bills, Lauren (F), Phoenix  
Bott-Gilbert, Christina (F), Middle Tennessee  
Brandstetter, Emily (F), Western New York  
Burnette, Marissa (F), Georgia Flying Belles  
Camacho, Jeludy (F), Keystone  
Cameron, Allison, Ventura County  
Campion, Nicole (F), Sacramento Valley  
Carter, Lorynn, Georgia Flying Belles  
Castonguay, Sophie (F), Manitoba  
Chadha, Anamika (F), Santa Clara Valley  
Coderre, Alysha, Manitoba  
Colbert, Kamille (F), Nebraska  
Concepcion, Griselda (F), Aloha  
Conover, Anne (F), Ambassador  
Contos, Emily, Manitoba  
Cox, Daisy (F), Georgia Flying Belles  
Cretella, Olivia (F), Connecticut  
Culver, Molly (F), Ventura County  
Curl, Kathrtn, Eastern Idaho  
Davidson, Janet, Sugarloaf  
Dawson, JoAnn, NOLA  
Day, Melissa, NOLA  
De Swaaf, Elizabeth, Sleeping Giant  
Delane, Maria (F), Middle Tennessee  
Devine, Nancy, Paradise Coast  
Dillard, Morgan (F), Shendoan Valley  
Dixon, Shanna, Ambassador  
Dockree, Jo-Anna, Fort Worth  
Donnelly-McLay, Deborah, Treasure Coast  
Doskow, Mariko, Chicago Area  
Dougherty, Audrey (F), Michigan  
Duff, Melissa, Florida Goldcoast  
Eastwood, Deborah, Arabian Section  
Eichmann, Sheri (F), Phoenix  
Evans, Kelsi (F), Alaska  
Fairbank, Cristalle, Canadian Rockies  
Fargo, Samantha (F), Indiana Dunes  
Filkins, Barbara, Ventura County  
French, Tiffany, Palomar  
Frost, Crystal, Alaska  
Fulmer, Kristen (F), Lake Erie  
Gillette, Erika (F), Reno High Sierra  
Goo, Elisha, Aloha  
Goza, Lauren, Alaska  
Haining, Victoria, Arabian Section  
Hall, Margaret (F), San Fernando Valley  
Hall, Margaret (F), San Fernando Valley  
Harbert, Karly, Greater Seattle  
Harr, Megan (F), Middle Tennessee  
Hill, Hannah (F), San Diego  
Hirshfield, Bridget, Fort Worth  
Honeycutt, Julie, Arkansas  
Hubinette, Annelie (F), San Fernando Valley  
Huybrechts, Leilani (F), Aloha  
Ifshan, Jaclyn, Greater Pittsburgh  
Inda, Karen (F), Reno High Sierra  
Inkster, Freya, British Columbia Coast  
Jackson, Danielle, Northwest Section  
Jackson, Joanna (F), Old Dominion  
Jenks, Caroline, Arabian Section  
Jepson, Sarah (F), Canadian Rockies  
Johnson, Danielle (F), Columbia Cascade  
Johnson, Lisa, Marin County  
Jolovich, Mattison (F), Wyoming  
Jones, Amanda (F), Indiana  
Jones, Maria (F), Kentucky Bluegrass  
Jordan, Melinda (F), Colorado  
Kaiser, Lori (F), Scioto Valley  
Kantorowicz, Tammy, Montana  
Kiely, Christina (F), Sacramento Valley  
Knurenko, Veronika, Washington DC  
Kolisetti, Sweta (F), Finger Lakes  
Konstantinou, Iris, Florida Suncoast  
Korff, Crystal, Kentucky Bluegrass  
Landau, Sharon, Coachella Valley  
Larson, Christina, Minnesota  
Linder, Marcia, Eastern Pennsylvania  
Mackenzie, Amber (F), Phoenix  
Madden, Katrina (F), Oklahoma  
Mair, Kristy (F), Waterloo on the Grand  
Manville, Rebecca (F), Colorado  
Martinez, Maggiejean (F), Rio Grande Norte  
Marx, Isabelle, Ventura County  
Marzougui, Sara (F), Long Island  
McCaffree, Andrea, Northwest Section

McDonald, Lisa Marie (F), Fullerton  
McInvalle, Kellie (F), Mississippi  
McLay, Therese (F), Treasure Coast  
McRoberts, Jan, Reno High Sierra  
Mevey, Sarah (F), Greater St. Louis  
Mead, Susan (F), Connecticut  
Mehra, Aparajita (F), First Canadian  
Meier, Ariel (F), Maryland  
Messmer, Ashley, Greater Seattle  
Miller, Erin (F), Sugarloaf  
Miller, Margaret (F), Minnesota  
Morin, Sherri (F), Sugarloaf  
Mulhall, Sue, Austin Hill Country  
Murphy, Leah, Phoenix  
Nason, Josie, Michigan  
Niewadomski, Neryah (F), Kentucky Bluegrass  
Olcott, Klara (F), Phoenix  
Paczuski, Anna (F), Santa Clara Valley  
Pasley, Kendall (F), Tennessee  
Payne, Michelle, Florida Goldcoast  
Perdue, Emma (F), Middle Tennessee  
Perkins, Maria (F), San Antonio  
Phillips, Elizabeth, Georgia Flying Belles  
Phillips, Pamela (F), Middle Tennessee  
Pompeii, Alexandria, San Luis Obispo County  
Pritts, Stacy (F), Alaska  
Prouty, Jennifer, Washington DC  
Quiram, Kathryn (F), Utah  
Reed, Kathleen, Paradise Coast  
Robson, Courtney, Kitty Hawk  
Rodriguez, Giovanna (F), Florida Goldcoast  
Rohan, Karon, Bay Cities  
Romero, Rachel (F), Mount Tahoma  
Schelvis, Madelief (F), Bay Cities  
Schifferdecker, Bethany (F), Northeast Kansas  
Seifer, Rebekah, Florida Goldcoast  
Settles, Lauren (F), Kentucky Bluegrass  
Sharma, Karuna (F), Manitoba  
Shenkman, Annabell, Kentucky Bluegrass  
Sherland, Barbara, Coachella Valley  
Shi, Lu (F), Orange County  
Shoemaker, Kristin, Kitty Hawk  
Signore, Beth (F), Keystone  
Silence, Jasmin, Kansas  
Smith, Adrienne (F), Middle Tennessee  
Smith, Chelsea (F), Kentucky Bluegrass  
Sonier, Michele, NOLA  
Sowers, Mackenzie, Reno Area  
Stahlke, Sarah (F), Alberta  
Sutherland, Fana (F), Greater New York  
Toth, Alexis (F), Western New York  
Traynor, Meghan, Treasure Coast  
Tribley, Brooke (F), Houston  
Tueller-Jensen, Autumn (F), Phoenix  
Turpin, Mary, Middle Tennessee  
Valentin, Shanice, Ambassador  
Vindas, Ana, Phoenix  
Vysoky, Jessica (F), Greater St. Louis  
Waddington, Rebecca, Florida Suncoast  
Wade, Jennifer, Mid-Columbia  
Wagner, Chelsea, Northwest Section  
Walker-Mendoza, Laura (F), Colorado  
Walston, Maria, Michigan  
Watkins, Lisa, Florida Heartland  
Westen, Valerie (F), Marin County  
White Ortega, Gema (F), Arabian Section  
Wiik, Anna-Lena, Finnish Section  
Willey, Lauren (F), Eastern New England  
Williams, Shona (F), Chicago Area  
Willis, Shelia, Mississippi  
Wilson, Holly, Greater St. Louis  
Wooden, Mary, Chicago Area  
Yatin, Servet (F), Eastern New England  
Yturralde, Emily, Sacramento Valley  
Zeller, Grace, Bay Cities



*Angelika's family gathers for the dedication of the street named in their daughter's honor.*



# The City of Frankfurt am Main Honors the Late 99 Angelika Machinek with a Street in her Name

BY URSULA HAMMER, German Section

Angelika Machinek was a passionate pilot. She was one of five women pilots who founded The Ninety-Nines' German Section in 1997.

Angelika was born in 1956. At only 14 years of age, she began her flight training with gliders. From then on, this extraordinary pilot's life was dedicated to flying. In the following years, she earned licenses for acrobatic flight, single engine, ultra-light, as well as various flight instructor certificates.

Gliding was always in the center of her flying interests. In this discipline she achieved many successes, among them a speed record with an average ground-speed of 153.8 km/h (close to 100 mph) for a 300 km cross country triangle-flight in Namibia in 2002.

In 2006 Angelika lost her life in a crash with an ultra-light airplane.

Her accomplishments are now being immortalized. The city of Frankfurt am Main named a street after her in the western part of the city. There, she keeps illustrious company next to Lindberghplatz (Lindbergh Plaza) and Felix-Kracht-Straße (Felix-Kracht-Street, honoring an aviation engineer).

Around the corner, one finds Melli-Beese Straße (Melli-Beese-Street, named for the first German women earning a private pilot license), Gebrüder-Wright-Straße (Wright-Brothers-Street), Wilhelmine-Reichard-Weg (Wilhelmine-Reichard-Lane, the first German female balloonist) and Montgolfier-Allee (Montgolfier-Avenue, inventors of the hot air balloon).

The 99s are proud of this charter member of the German Section, and like Angelika's family, we are thrilled about the honor she received.

Angelika's face is recognized by 99s in the U.S. and worldwide. Photos of Angelika and other German Section co-founders appeared on a 99s poster used for several years at Oshkosh.

The German Section of The 99s celebrate the 20<sup>th</sup> anniversary of its revitalization this December. The Section had been established earlier in the 1970s by Elly Beinhorn, one of Germany's women aviation pioneers, born 1907 and personally acquainted with Amelia Earhart. However, the Section was on hold until 1997.



*The new street sign honors Angelika Machinek, founder of the German Section who died in a plane crash in 2006.*



*Angelika, second from left, was one of the German 99s featured on a poster used for several years to promote The 99s.*



*Celebrating the dedication are family, friends, people from the neighborhood and members of the Angelika Machinek Friends Association, a group founded to commemorate Angelika and to promote female glider pilots.*

### RIO COLORADO CHAPTER

The Rio Colorado Chapter awarded the first Hensley Memorial Scholarship in honor and memory of Don and Tookie Hensley. We were proud to award the \$1,500 scholarship to Mackenzie Mollohan of Bullhead City, Arizona.

At 14, Mackenzie joined the Civil Air Patrol with the goal to become a private pilot. Since then, she has advanced in rank, received numerous awards, attended a CAP encampment, taken on the job of instructing new cadets at Mohave Accelerated Learning Center, graduated from high school and is about to receive her AA degree. In the middle of all this, she continued flight lessons towards her goal of becoming a private pilot.

Mackenzie tells us, “In January 2015, I had the privilege of meeting Don and Tookie Hensley. At the time, I didn’t realize how they would impact my life in such a positive way. A few months later, I went on my first introductory flight with a different CFI. I had been flying before, but not with an instructor.

“I was hooked, and now I needed a logbook. Unbeknown to me at the time, Tookie gave the instructor a logbook to log my first lesson in. I was so excited when he pulled it out and showed me I had 0.5 flight hours to my name. I was only 15 years old at the time and was a little too young to start flight lessons.

“Fast forward to September 2015, a few days before my 16th birthday. I dusted off my logbook, and my mother drove me to the airport to take my first official flight lesson, since I was too young to drive myself! I continued to take flight lessons, enjoying every opportunity to escape the bonds of the earth.



From left, Rio Colorado Chairman Frances Irwin presents a scholarship to MacKenzie Mollohan, center. Vice Chairman Shannon Hicks Hankins, right, is Mackenzie's CFI.

“Although I never had the opportunity to take a flight lesson with Tookie, I got to know her during multiple Rio Colorado 99s outings and when hanging out at her hangar. She always had a compliment to give and a positive word to say. I found out after her passing that she had given me my logbook. It is great that I can remember her in every page of my first logbook and that my first solo was in her Cessna 172 on May 26, 2016.

“My flight training continued throughout 2016, and at the end of the year, I was informed that I was a candidate for the Don and Tookie Hensley Memorial Scholarship. On January 10, I was honored to be awarded a \$1,500 scholarship in their honor. The scholarship helped pay the remaining expenses of my training and my checkride, which I passed on January 28!

“I certainly wish that Don and Tookie would have been there to watch me being awarded my Private Pilot Certificate, but they were in everyone’s thoughts that day, and we all knew they would be proud.”

Money was raised for the scholarship by holding our inaugural Havasu 600/Hensley Memorial Air Race in March, 2016. The Havasu 600 is loosely modeled on Claire Walters' Palms to Pines Air Race that was established in 1970 and ran for 40 years. Each year, the race will start at a different location with a course of approximately 600 nm. The race will terminate each year in Lake Havasu, Arizona.

Tookie Hensley was a charter member of the Rio Colorado 99s and our original Race Coordinator. Racing was a passion for Tookie and her husband Don. We continue to race each year, in their honor and memory, the Don and Tookie Hensley Memorial Race. Tentative dates for this year’s race will be the first or second weekend in November 2017. Check our webpage for more details, [havasu600.com](http://havasu600.com).

— Pam Rudolph



Tookie and Don Hensley with Shannon Hicks Hankins, center.



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

### ALASKA CHAPTER

The Alaska Chapter celebrated Dr. Nancy Sydnam's 88<sup>th</sup> birthday by asking her to share her flying and medical career experiences at the January 99s meeting.

Nancy was inducted into the Alaska Women's Hall of Fame in 2016. Her many interests include medicine, flying, dog training, poetry writing, music and woodworking.

From a very early age, Nancy wanted to be a pilot like Amelia Earhart, and she was heartbroken at eight when Earhart went missing. Nancy confirmed her love of flying at 15 when she bought a \$75 war bond and received a free flying lesson.

Nancy received her private pilot certificate in 1958 in Anchorage, followed by her float plane rating in 1965. She took her dogs duck hunting in her Piper Super Cub for many years.

Nancy practiced Family Medicine in Anchorage from 1955-1987. In 1979, she volunteered in Kenya, East Africa, at a Quaker hospital in a small village near Kisumu.

She was a part-time doctor from 1988-1995 at Iliuliuk Clinic, Unalaska. From 1995 to 2010, she worked in Dutch Harbor, St. Paul, St. George, Atka, Adak, and Umnak Island, Alaska. Nancy's book, *Sideways Rain*, is about her experiences as a traveling Alaska Doctor.

In her 50s, Nancy decided to learn how to play the cello. She became quite accomplished and joined the Anchorage Civic Orchestra.



*Celebrating her 88th birthday, Dr. Nancy Sydnam, right, chats with Dr. Petra Illig at the January Alaska Chapter meeting.*

She took up woodworking, creating many high quality pieces of furniture, and in 1993 she won first place in the Fur Rendezvous contest for her shoji screen.

She is also a poet, having a number of her poems published not only in her book but also in a number of literary journals.

Reflecting on her career, Nancy says, "Life is what you make it. Be a participant, not an observer!"

— Denise Saigh



### TREASURE COAST CHAPTER

Members of the Treasure Coast 99s toured the Palm Beach International Airport (KPBI) Control Tower, followed by a tour of the PBI NetJets FBO and learned some history about NetJets.

Our apologies, we were asked not to post our pics at the tower, and NetJets did not allow photos, so you'll have to trust us that it was cool!

— Marcy Lannon

*From left, Treasure Coast 99s Michelle Rudolph, Mackenzie Shepherd, Marcy Lannon, Rose Carpenter, Ruth Jacobs, Jean Howell and Jody Smith.*



*Attendees at the Southwest Section Winter Workshop hosted by the Orange County Chapter.*

### **ORANGE COUNTY CHAPTER**

The Southwest Section held its 2017 Winter Workshop in Costa Mesa, California, on January 28, hosted by the Orange County Chapter. Thirty-eight women attended, representing Chapters from all areas of the Section.

The focus for this workshop was “Awards.” A detailed handout described awards presented each year at the International Conference and their criteria. Chapter representatives listed the awards given by their individual Chapters.

We then learned about the awards offered at the two Southwest Section meetings each year. In the spring, Airmarking, Air & Space, and individual Wings awards may be presented. At the Fall meeting, Woman Pilot of the Year, Chapter Wings, and Public Relations awards may be given. Information on these awards is available on the Section website, [www.sws99s.org/awards](http://www.sws99s.org/awards).

Breakout sessions allowed attendees to learn more about each of the Section awards, including how to format nominations so the candidate looks her best and how submissions are evaluated. Some Section award requirements are being modified due to advances and changes in technology, especially social media.

Each of us learned many new things and will be able to take valuable information back to our own Chapters. Kudos to Becky Valdez and Irene Engard for the time and effort they gave to make this Workshop a success.

— Shirley McFall

### **MONTEREY BAY CHAPTER**

The Monterey Bay Chapter participated in the Lyceum program for middle-school girls held in November at Hartnell College in Salinas, California. Lyceum, a non-profit, organizes enrichment programs for children.

Sophia Taylor-Home, student pilot, supported by Theresa Levandoski-Byers and Joanne Nissen, expressed the fun and fascination of flying. The program introduces girls to a variety of careers available to them, especially nontraditional ones such as aviation. When we mentioned flying, it was satisfying to hear many girls respond with, “Amelia Earhart!”

The room was crowded with career presentations, but many girls left with aviation handouts and small Styrofoam gliders in their bags. The Chapter plans to participate again next year.

— Joanne Nissen



*Student pilot Sophia Taylor-Homes chats with a middle school student.*



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

### 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. It will allow her to work for her instrument rating at her FBO in Opalocka, Florida.

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.

Next: our June meeting will be an exciting day at the McDill Air Force Base, Tampa, Florida.

— Sophia M. Payton



Top photo: Ninety-Nines attend the WASP Luncheon at Sun 'n Fun 2016.



Right: Jessica Marin was the winner of the Florida Suncoast Chapter's 2016 scholarship for \$1,500.



Bottom left: Florida Suncoast Chapter members and guests attend the Chapter meeting at Sun 'n Fun 2016.

### CHICAGO AREA CHAPTER

The Chicago Area Chapter, along with the Illinois Department of Transportation (DOT) Division of Aeronautics and FAA Team hosted our annual IFR/VFR Safety Seminar and Aviation Expo in January. Between 250 and 300 attended, and more than 20 vendors spent the day exhibiting their wonders and wares. The VFR pilots were refreshed, the IFR pilots were reminded and the Flying Companions were relaxed.

The Interim Director of the Division of Aeronautics, Steve Young, joined us for the event, along with Bureau Chief Linda Schum, Carol Para and Roger Finnell from the IDOT Division of Aviation. FAA Team manager Lee Stenson also attended.

There were many 99s working and attending the Safety Seminar. Thank you to all who helped make this a successful event.

In other Chapter news, Chicago Area 99 Tammy Duckworth became the second female U.S. senator to represent Illinois after being sworn in recently in Washington, D.C. Tammy is one of seven new senators taking office in the 115th Congress.

— Madeleine Monaco



Ninety-Nines at the Registration Table.



*Minnesota 99s Annual Business Meeting and Holiday Party, December 10, 2016, at the Key Air FBO, Anoka County Airport (KANE). From left, back row: Jan Trover, Elaine Morrow, Carly Gallman, Chris Kocinski, Robyn Stoller, Deb Thompson, Robin Giguere, Patti Sandusky, Cheryl Daml, Sheila Gruba, Thuy Pieper. Front row: Renee Bowman, Natasha Stenbock Kawalek, Melissa Aho, and visiting Girl Scouts Iris McCarthy and Sophie Bowman.*

### MINNESOTA CHAPTER

The Minnesota 99s held their Annual Business Meeting and Holiday Party on December 10, 2016, at the Key Air FBO at the Anoka County Airport (KANE).

Besides the business meeting and sampling of many fabulous foods, we enjoyed a talk by two local Girl Scouts,

Sophie Bowman and Iris McCarthy, who are working on two projects based on the Minnesota 99s. One is a website honoring WASP and Minnesota 99 Liz Strohufus, and the other project is digitizing our Chapter scrapbooks.

Congratulations to Chris Kocinski, who won the Minnesota 99s' "Most

Airports" award with her 10 different Minnesota airport visits in 2016, and to Robyn Stoller, who won the Minnesota 99s' award for attending the most Chapter activities in 2016.

Finally, please welcome new members Aura Austin, Margaret Miller, and Kennedy Raap.

— Melissa Aho

## Shop 99s Style!



**Visit the Ninety-Nines  
Logo Wear Store**  
[ninetynines.qbstores.com](http://ninetynines.qbstores.com)

### Available logo options:

- 99s logo with airplane swoosh
- Classic intertwined 99s
- Compass Rose

### SAN DIEGO CHAPTER

The San Diego Chapter awarded the Darlene Kelly Advanced Certificate/Rating scholarship of \$2,000 to Amy Mitchell of the Tucson Chapter for her instrument rating.

The Kelly scholarship is given annually and is open to any Southwest Section 99.

The \$1,500 Marian Delano Memorial Scholarship is another award open to any Southwest Section 99 and is due March 31. For information, visit [www.SD99s.org](http://www.SD99s.org).

— Dorothy Norkus



## NEW HORIZONS

### PHYLLIS J KRAMER High Country Chapter



Phyllis Kramer.

Phyllis Kramer, born in 1928 in Windsor, Colorado, flew to New Horizons on November 4, 2016. Phyllis was the founder and a charter member of the High Country Chapter (western Colorado), South Central Section. She had previously been active in the Colorado Chapter.

'PJ' served as our first Chapter Chairman and mentored several High Country members to carry on the business of The 99s.

— Judy Allerheilgen

### DORIS ESTELLA (RHOADS) LOCKNESS San Fernando Valley Chapter



Doris Lockness.

Aviation pioneer Doris E. Lockness flew to New Horizons on January 30, 2017, at the age of 106 in Folsom, California. She was a former member of the San Fernando Valley Chapter. She died peacefully just a few days before her 107th birthday. She was born on February 2, 1910.

Doris trained with the WASP and flew for many, many years, achieving her CFI, balloon and helicopter ratings. She owned several airplanes, one an L-bird painted in military colors that she took to many air shows.

Doris was awarded numerous citations, including WAI Pioneer Hall of Fame.

She lived in Southern California for many years, moved to Orlando, and after her husband Bob died, she moved to Folsom. Most recently she lived in an independent living/assisted care home near her daughter.

— Ceci Stratford

*Editor's note: A feature article on Doris appears on page 14 of this issue.*

### BETTY WALSH Greater St Louis Chapter

With a heavy heart, it is sad to say that my mom, Betty Walsh, passed away peacefully on January 27, 2017. By her side were her two most trusted caregivers and myself.

She was born on November 11, 1931. We talked of Kylie and Susie skiing down the beautiful white mountains and how today was a bright sunny day. We will always remember mom's beautiful smile. This picture was taken the night before she flew to new horizons.

Thank you being her friends all these years.

— Sandy Malin



Betty Walsh.

### ELLEN 'JEAN' WHITE Alaska Chapter

Ellen 'Jean' White, an active Alaska Chapter 99 member, passed away January 16, 2017, after a short illness. She was 95.

Jean became interested in flying at age 13. She earned her private pilot certificate as a college sophomore and learned to fly for free through the civilian pilot training program at Morningside College in Sioux City, Iowa. Colleges were given a quota of 10, and she was the only female.

She had hoped to join the WASP but was rejected because she was a quarter-inch too short. Instead, she became an aircraft mechanic in the then Army Air Corps. She was stationed at Elmendorf AFB, Alaska, from 1954–1958, and again from 1964–1968.

She retired from the Air Force in 1970, having progressed from buck private to the rank of Lt. Colonel. She remained at Langley AFB, Virginia, to complete her master's degree and then returned to Alaska in 1971, where she worked for 20 years at Elmendorf AFB as a guidance counselor.

— Denise Saigh and Milo Johnson



Jean White.

## Final Flights for Our 49½s

### Don MacLeod

Husband of Martha MacLeod  
Michigan Chapter





**Learn, Explore, Enjoy**

**2017 International Conference  
San Antonio, Texas  
July 11-16, 2017**

*Photo by Neon Light*