

99 News

The Official Magazine of the International Organization of Women Pilots

May/June 2017





99 News

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The 99 News

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On The Cover

Inspired by Singer Rihanna's photo shoot on top of the wing of a Stearman bi-plane, Ventura County Chapter member Michelle Carter discovered a new way to fly. Her boyfriend's family runs Mason Wing Walking Academy based in Sequim, Washington, but they were at Santa Paula Airport (SZP) for Rihanna's photo shoot. Michelle had never contemplated wing walking, but after two of her friends decided to take the walk, her adrenaline skyrocketed. Before she had a chance to reconsider, she was hooked up and soaring on the wing. "As a pilot, it was by far the most incredible flight I've ever had."



CALENDAR 2017

JUNE

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

JULY

11-16 Ninety-Nines 2017 International Conference and Business Meeting, San Antonio, Texas. Visit travelplannerstexas.com/99s2017.

24-30 EAA AirVenture Air Show, Oshkosh, Wisconsin. Visit 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, hosted by the Oregon Pines Chapter at the Edgefield Resort. Contact Debra Plymate, debra@nutsch.com.

24-28 Distinguished Flying Cross Society Biennial Convention, Dallas, Texas. Heroic women DFC recipients will be recognized. Visit www.dfcsociety.org.

25-27 North Central Fall Meeting, Minneapolis, Minnesota.

29-Oct.1 Southwest Section Fall Meeting, Redding, California.

OCTOBER

1 Due date for submissions to 99 News for the November/December issue.

5-8 South Central Section Fall Meeting, Shreveport, Louisiana.

6-10 Southeast Section Fall Meeting, Memphis, Tennessee.

27-28 New England Section Meeting, Lennox, Massachusetts.

27-30 Arabian Section Fall Meeting, Cairo, Egypt. Contact Alia Twal at twalalia@gmail.com.

DECEMBER

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

1-3 20th Anniversary of the German Section, Wiesbaden, Germany. Information will be updated at a later date, ninety-nines.de/events.

CORRECTION

In the March/April issue, it was incorrectly stated that Elizabeth 'Betty Wall' Strohfus was the first Woman Airforce Service Pilot to have an airport named after them (Minnesota's Faribault Municipal Airport – Liz Wall Strohfus Field.)

However, several other U.S. airports honor the WASP, including Dorothy Scott Airport (0S7) Oroville, Washington, and Corneilia Fort Airpark (M88), Nashville, Tennessee.

DEADLINE FOR CHANGES TO THE ANNUAL BUSINESS MEETING AGENDA

The Ninety-Nines utilizes a Reference Committee at the Annual Business Meeting as authorized in the Standing Rules. Any proposed changes to the Meeting Agenda in San Antonio, Texas, must be submitted to the Reference Committee no later than Friday, July 14, 2017, at noon local time (Central Daylight Time) for consideration.

With the Committee members' knowledge of the history and documents of The Ninety-Nines, they review all submissions for completeness, form, duplication and conflict with current corporate documents and determine the order of presentation in the Agenda.

You may contact Reference Committee Chairman Linda Mathias with any submissions or questions at lbmathias1@gmail.com or 757-268-1022. You may also contact the other Committee members: Kathy Fox at kathleen.fox@sympatico.ca or Elizabeth Frankowski at elizabethfrankowski@gmail.com

— Pat Prentiss

May/June 2017

Ninety-Nine News



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

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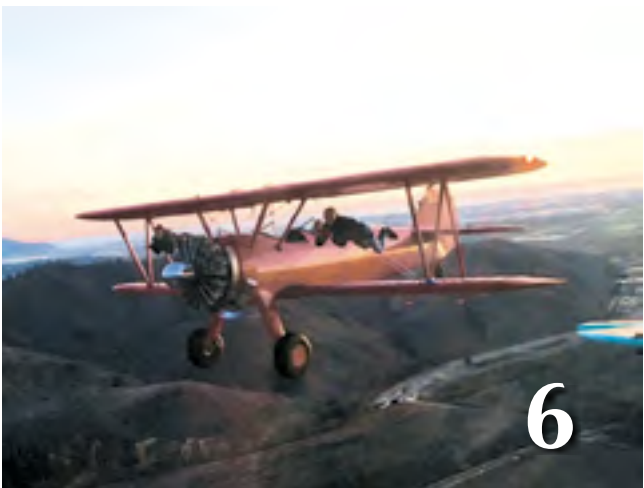
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In the fading daylight, Ventura County Chapter member Michelle Carter, right, experiences her first wing walk. Her friend Danielle "walks" on the left.



Ana Vindas' daughter Josana, center, inspired her to pursue a flight career. Josana wasn't expected to live past a year. With them are Ana's husband Harodys, center back, and her son José.



In the early 1990s, Bobbi Roe, 99 News Publisher, takes float plane lessons in Washington, enjoying landing on some of the state's beautiful lakes.

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President's Page

BY JAN MCKENZIE, International President

Is your Section growing? Are you adding new Chapters?

In June 2013, the Southeast Section had 471 members. In 2015, they had 546 and in March 2017, they grew to over 600. That is a 28 percent increase in membership in less than four years! How did they do it? I asked, and here are a few of their comments.

- Being inclusive: Asking people to join and participate and finding ways they can participate.
- Sections giving back to the Chapters: Section meetings offering a "take home" that Chapters can use to help with fundraising, membership, etc.
- Communication: Stating the vision and goals in various ways, including through conversation, in emails, newsletters, etc. Most people need to hear a message several times for it to have an impact.
- Cheerleading: The Governor should be the greatest cheerleader for the group and help everyone develop a positive attitude.
- Finding creative solutions to problems: We will find a way to make this work!



WASP Bea Haydu, Florence 'Shutsy' Reynolds and Kay Hilbrandt.

Chinese person to pilot an aircraft around-the-world solo and the first Chinese woman to circumnavigate the globe in an aircraft. I had read an article about her flight in *Pilots Digest* earlier this year. What a dynamic, engaging and courageous young woman! Stay tuned for an article about her in a future *99 News*.



Jan McKenzie with Julie Wang.

The Southeast Section is inspiring. And speaking of inspiring, why do you go to Sun 'n Fun, a 99 meeting or aviation event? To be inspired! I had the pleasure of attending Sun 'n Fun in April in Lakeland, Florida. My first inspiration started with the opportunity to be the master of ceremonies at the WASP luncheon sponsored by the Southeast Section. Listening to three WASP and one Tuskegee Airman was truly inspiring. The gender and racial prejudice they pushed through to become the first woman and African American pilot squadrons in World War II was compelling. I could have listened to their stories all day.

At the end of the luncheon, I was introduced to Julie Wang, a Ninety-Nine. She is the first

Chinese person to pilot an aircraft around-the-world solo and the first Chinese woman to circumnavigate the globe in an aircraft. I had read an article about her flight in *Pilots Digest* earlier this year. What a dynamic, engaging and courageous young woman! Stay tuned for an article about her in a future *99 News*.

Despite a serious squall line across Florida, several Canadian 99s flew south across the United States to learn, meet new pilots and be inspired. Their bold flight itself inspired me.

Being a 99 provides so many opportunities to be inspired. Reach out in your life as a 99 and be inspired and inspiring!



East Canada Section 99s at Sun 'n Fun Clubhouse. Front row: Lisa Bishop ECS Governor; Sharron Lutman, ECS Treasurer; Maureen Egan; Jocelyn Lecluse. Back Row: Cathy Boyko; Jan McKenzie, International President; Susan Begg, Immediate Past Governor; Janet Chesterfield.

Going to EAA AirVenture/Oshkosh? Then don't miss out on the Tuesday, July 25 dinner sponsored by The 99s. See the back cover of this issue for details. See you there!

On The Wing



Michelle Carter experiences her most incredible flight — on the wing.

If you had the chance to wing walk, would you take it? I started flying when I was 19, inspired by my dad who built a Challenger II kit plane in our garage when I was growing up. Now, five years later, I have completely immersed myself in the aviation world and have my very own little Cessna-150F.

Last year, I was awarded the International Amelia Earhart Memorial Scholarship as well as Ventura County Chapter's Advanced Rating Scholarship to be used towards my instrument rating. The support from the aviation community has been such a blessing.

I am currently based at Santa Paula Airport in California, flying and working at CP Aviation Flight School. This is where I met my boyfriend Sammy Mason and his amazing airport family. The Masons are a family of flyers, starting with Sammy's grandfather, Sammy

a safety belt. They taught her where to properly place her feet when climbing out of the cockpit and how to pull herself up top. She then slid her feet into metal sleeves and buckled in, leaning against the upright bar. Of course, she looked absolutely stunning throughout it all.

The magazine cover shot was completed with an air-to-air flight with the wing-walking Stearman in formation with a Cessna 205 as the photo ship.

The day had already seemed so surreal, but it was just the beginning. When the Hollywood crew finished with the Stearman, Sammy was hesitant to put it away. It was too nice a day to tuck a beautiful airplane back in its hangar. Our good friends Josh, Brandon and Danielle wandered over to join the fun, and almost instantly the two boys were plotting an epic wing walking flight.

Sammy walked them through the

practiced our steps on the wing, harnessed a five-foot safety line to the strut and prepared for the most thrilling flight yet.

Soon we were both cozy in the open cockpit, taking off on runway 22. After climbing to the appropriate altitude, Sammy throttled back and wagged the wings of the Stearman, signaling us to begin our walk to the javelin.

Both Danielle and I crawled out of the cockpit, she on the right wing, and I on the left. We made our way through the flying wires, placing our feet along small squares where the wing is supported beneath the fabric. We then swung our legs over the javelin, wrapping them around as if we were riding a broomstick.

When I looked out, all I could see was the vast landscape and sunset. There were no obstructions in front of me. With my legs tightly wrapped around

A Different Kind of Flying

By Michelle Carter, Ventura County Chapter

Mason, airshow pilot and Lockheed test pilot who taught his six children and grandson Mike Mason how to fly.

Mike struck a passion for wing walking at a young age and now runs Mason Wing Walking Academy with his wife Marilyn Mason, teaching in a red 1943 Stearman bi-plane. They currently hold the title as the only wing walking school in the world. They are based out of Sequim, Washington, but do travel down to Southern California for wing walking lessons and Hollywood gigs.

Rumor had it that an upcoming weekend at Santa Paula Airport was going to be special. Singer Rihanna was going to be shooting photos on top of the wing of the Stearman for the cover of *Harper's Bazaar*. I made sure to hang around that day to catch the whole crew in action and offer any assistance.

I watched as Rihanna learned to climb up and down the Stearman's top wing, where there is an upright bar with

steps and footing, from the cockpit through the flying wires to the javelin stick between the two wings. After practicing and perfecting the wing walk, they grabbed a pair of goggles and earplugs, crawled into the cockpit and took off.

As Danielle and I watched the Stearman's radial roar on takeoff, I felt a spark of adrenaline and wanted to be on that wing, too. I looked at Danielle and blurted out, "Do you want to wing walk with me?"

I couldn't believe what I was saying, and I was hoping she would instantly call me crazy. Instead, she paused with a blank stare and then nodded yes. We looked at each other in shock, and with big smiles, ran to the hangar to rummage for extra sweatshirts and gloves. We wanted to be prepared in case we had the chance to catch a flight.

When the boys landed, faces wind-blown and rosy, we had just enough daylight for Sammy to take us up. We

the javelin, I gained the courage to let go and spread my arms. I felt as if I were truly flying. I looked over past the engine and could see Danielle holding on tight, smiling as big as I was.

I looked back at Sammy, who pointed ahead to our good friend Jessica, flying in her Skybolt. Sammy formed close-up on her wing, and when she looked back to wave, I don't think she expected to see two girls hanging on the wings. We all laughed and waved at each other. It was absolutely ridiculous, and I was having the time of my life.

The feeling I had out on the wing is indescribable. As a pilot, it was by far the most incredible flight I've ever had. Since then, a fellow 99 took a wing walking flight with the Masons and had an amazing time both on the javelin and on the top of the wing with aerobatic maneuvers.

Take my word, if you have a chance to walk the wing, take it!

Need Financial Help? Try These Tips for Success

BY MELISSA HANTHORN, Greater St. Louis Chapter

One of the most difficult challenges with flight training and continuing aviation education is finding a way to pay for it. There are not many of us who decide to go to flight school and are able to pay for it outright with funds we have available. The Ninety-Nines recognize this need and have set up several ways to receive awards and scholarships for flight training and continuing education.

They provide support to student pilots through the Amelia Earhart Fly Now Award and continue that support through further flight training, technical training and education with the Amelia Earhart Memorial Scholarship Fund, as well as scholarships through individual Chapters. The Ninety-Nines is the only organization that allows applicants to “write their own ticket” with flight training, technical training and academic scholarships. It’s not restricted to one specific certificate, rating, aircraft, degree or school.

A few years ago, I decided to switch careers from an executive assistant in wealth management to a commercial

"Scholarship applications could be the first time the scholarship trustees interact with you. Treat it like you would a job application."

helicopter pilot. I am in flight training as a commercial student at Midwest Helicopter Academy and working on a BS in Aviation Administration at Utah Valley University.

As I progress through my training and degree, the support of The Ninety-Nines through scholarships and mentors has helped me immensely. I’m not sure I would still be in flight school without this support. I’ve received a Fly Now Award, an academic scholarship through

the AEMSF and other scholarships through two different Chapters of The Ninety-Nines.

Scholarship applications could be the first time the scholarship trustees interact with you. Treat it like you would a job application. Make it look professional, include all of the requested information, follow all of the directions, proofread it and have a fellow 99 or friend review the application for you.

Review the entire application first before filling it out; ask for any letters of recommendation or other items that may take time to obtain from others. Make sure you meet all the requirements of the scholarship. Fill out the application so it flows and creates a picture of who you are.

Allow yourself enough time to complete the application before the deadline. I nearly wasted hours filling out a scholarship application one time by waiting until the day it was due to submit it by email. The email inbox was full of other scholarship applications, and my email was rejected. Thankfully, I was able to

contact the organization and send it to an alternate email address.

Appearances matter. Your application should be typed whether turning in a hard copy or submitting it electronically. Also pay atten-

tion to font size and style. If able, pick a professional-looking font like Arial or Times New Roman. Do not use “fun” fonts like Comic Sans; they are distracting and hard to read. Make sure the font size is consistent and readable throughout the application and that the page breaks fall in places that make sense.

When making copies of logbooks and certificates, they should be legible and neat. Edit logbook page copies so you can stack both parts of the logbook



Melissa Hanthorn.

pages vertically on one page. Crop any scanned images so they are neat and straight. Edit your images so all pages in the application are oriented the same way. Do not include extra items not requested on the application.

Perhaps the most important part of your application is the essay. This is where you get to share your story and demonstrate your need for funds. Essays can be intimidating, but you are not writing a term paper. Include who you are, where you are in your training and where you want to go in aviation. Writing the essay is not a whole lot different than telling a friend your flying story. If writing is not your strong point, there are resources available that can help polish your essay and clearly tell your story.

Start with a basic essay format—use an intro, body and a conclusion. Include interesting information in the intro that makes the scholarship trustees want to keep reading about you. I like to write a rough draft and review it a day or two later to make sure I included all the information in the essay prompt.

For demonstrating financial need, be honest about your situation. Even if you earn a good salary, put it in the essay and include why you need money for your training or education. Also, tell how you plan to fund any financial shortfalls in your training and include

approximate costs for training. Borrowing money from friends or family or paying for training on a credit card are not the best funding plans.

If you plan on working three jobs and eating ramen noodles to be able to finish training or college, put it in your essay. The trustees are looking to see if you have a plan to pay for training outside of scholarships and how likely you will be to finish your training. They are making an investment in you and want to see it pay off. Talk about how you will give back to the aviation community—what does your future involvement look like?

If you have long breaks in your training, address them. If you have lots of hours and little progress, talk about it. Talk about handling any adversities you have faced in your training. I failed the flying portion of my instrument check ride my first attempt. I use it in my essays now.

Sticking with training through the tough times demonstrates perseverance.

Your letters of recommendation are another important piece of the application. The letters give the trustees a bigger picture of who you are and your

character. Give the letter writers the scholarship description and any information that they need to include in the letter. If someone writes a three-sentence letter of recommendation, do not use it. Ask for more letters than you need and use the best ones. This also gives you backup letters if someone doesn’t have time to write a letter or forgets to do it.

If filling out multiple applications, ask the letter writers if you can use their letter for more than one scholarship.

Finally, have someone look over the entire application for you. Give them the essay and letter of recommendation prompts and ask them to confirm that you included all of the requested information. Scholarship applications are too time consuming to have them passed over because of mistakes.

Follow the directions for turning in the scholarship application. If they request separate files for your certificates, logbook, essays, letters of recommendation and application, send separate files. Ability to follow instructions is often part of the selection process. They want to see that you are paying attention and

can successfully follow directions.

I am fairly certain that some of my scholarship applications got rejected because I sent in the wrong file types for my application. The following year I asked for clarification on what they wanted and earned a scholarship that year. If the application is not clear, ask the organization to clarify.

"Finally, have someone look over the entire application for you."

Do not get discouraged if you have applied for scholarships and are not chosen. Keep at it—rework your essay and ask for different letters of recommendation. Some organizations give preference to applicants who have been turned down for scholarships in the past.

Applying for scholarships is so worth the effort. You never know where your training will take you or whom you will meet along the way. They open doors to networking and possible jobs.

Maybe you’ll meet someone who will inspire you to a new career or training goal.



Melissa, a winner of multiple scholarships sponsored by The 99s, pre-flights at the Midwest Helicopter Academy.

Photos by Kelly Witherbee



Mommy Pilot

BY ANA VINDAS
Phoenix Chapter

With JANICE PELLETTI
Appalachian Aviatrixes Chapter

Allegiant Air Captain Ana Vindas found her journey to the left seat of an Airbus A319/A20 to be anything but direct. As a single mom with two children, one with special needs, she did what was necessary to provide for them and still have the career she wanted, on her terms.

“From the start, I was always drawn to aviation. Growing up, my lifetime dream was to become a flight attendant,” she recalls. This dream was put on hold when she became pregnant with her first child and was married. She was in high school. Her family, of Hispanic heritage, was living in Ensenada, Baja California, Mexico, at the time. Ana was born in San Diego. “To obtain a U.S. diploma,

I took a special course in San Diego for pregnant teenage girls and graduated right before my son José was born.”

Living in Cabo San Lucas after the birth of José, she worked two jobs. The first was selling resort timeshares and the second as a reservation agent for Aero California Airlines, a Mexican airline. “This was the start of my aviation career.” A year later, she transferred to Tijuana International Airport, continuing to work for the same airline as a ticket and gate agent.

“After finding some stability, I decided it was a time to follow my dream to become a flight attendant. I was extended offers to train with Southwest Airlines, American Airlines and United Airlines.

I decided to go with United because this was the best chance I would have to be based on the West Coast.”

In 1997, her world turned upside down. Ana was pregnant with her second child. During the pregnancy, doctors told her the child would be born with severe medical conditions. At 24, she was faced with the biggest decision she ever had to make. She decided to continue the pregnancy. “I knew this decision put my job at risk as well as a sense of ‘normal’ life.”

Josana was born with a rare condition, holoprosencephaly, where the forebrain of the embryo fails to develop into two hemispheres. “We were told she had only a 10 percent chance of living beyond six months and that most kids with this condition do not live past one year.” Today Josana is 20 years old, beating all the odds.

For Ana, “She has taught us the true meaning of life. Since the day of her birth, Josana has been my true motivation in life.”

Ana went back to her flight attendant career when Josana was just eight months old. Shortly after returning to work, she found herself on a flight with a female captain. “Becoming a pilot always intrigued me, so I besieged her with questions.”

Upon returning to San Diego, she



didn’t hesitate to sign up for a discovery flight. “My first flight took me over the San Diego harbor. I had discovered my passion.”

Ana took a six-month personal leave from United, found financial help with loans and her family, and enrolled at Pacific Western University to begin a bachelor’s degree in Business Administration.

“My daughter inspired me in a wonderful way. My thought was, and still is, if she has beaten all the odds and is making it through life, no obstacle is big enough to stop me from beating all the odds of having a successful pilot career.”

The stresses and changes in Ana’s life took a toll on her marriage. She ended up as a single mother, but with her usual determination, she completed her private, instrument, commercial, multi-engine, CFI, CFII, MEI and ground instructor certifications in six months. She rounded out her education with a BA in Business Administration, earning a 3.7 GPA.

Working as a ground and flight instructor at American Flyers, she also

“You may not always end up where you thought you were going, but you will always end up where you are meant to be.”

returned to work full time in her flight attendant position with United. She found a live-in nanny to help care for her children.

After two years of this demanding schedule, she was hired as an Air Vegas first officer for Grand Canyon tours, flying the BE-99 turboprop. She moved the family, nanny included, to Las Vegas.

The move was not easy. Leaving two great jobs to start in a new city raised serious financial issues. By day she flew for Air Vegas, and at night she was a waitress at a gentlemen’s club near the Las Vegas Strip.

“Despite the reputation of working at such an establishment, I was proud of myself for managing my time to have my life and to give my kids everything

Opposite page, top: Ana with her daughter Josana and husband Harody. Below: Ana's daughter, Josana, now 20, is Ana's inspiration. "If she has beaten all the odds and is making it through life, no obstacle is big enough to stop me from beating all the odds of having a successful pilot career."

Right: Ana, after overcoming many challenges in her life, now sits with pride in the left seat.



they needed. I was moving forward in my aviation career and had all my obligations met 100 percent of the time.”

One year later she was hired as a first officer on the DHC-8 at Mesa Airlines.

because I had much, much more than two carry-ons worth of baggage. My daughter will never grow up. She will never be independent.”

After eight years of being together, they married in 2010. “He has been a true blessing in my life and a tremendous help for my children.”

Allegiant Air hired Ana as a first officer on the MD-80 in 2006. After a year of commuting to Las Vegas, Allegiant opened a base in Phoenix. She transferred when the base opened and received an offer for a captain position. “I was based at home and worked for an airline that had me home every day. All aspects of my scattered life were finally piecing together.”

In 2014, Ana went to the Airbus 319/320. “I take immense pride in my duties as captain, my unique life, and everything I have endured to reach this point. The challenges in my career and my life have made me a better person and a stronger woman. I hope to one day sponsor a scholarship or foundation that inspires pregnant teens and young women in Latin America to get involved in aviation. I hope my experience would motivate them to not give up their studies and dreams and to be successful in life. I was there and I did it.”



Student pilot Ana McCabe (left) flew as copilot with charter pilot Alana Erickson (right). See the blue box opposite for more information.

Giving and Receiving

My Experience with The Ninety-Nines Professional Pilot Leadership Initiative

BY ALANA ERICKSON
Idaho Chapter

I recently switched careers from corporate America (healthcare consulting) to flying for a living. I don't have to tell any of you how challenging the aviation journey can be at whatever level. I thought my instrument rating was the hardest thing mentally and emotionally that I had accomplished with my flying. And then, the FAR Part 135 check ride.

Does this sound at all familiar? No plane, no instructor, no examiner, now the weather is junk. Whoops! I guess I DON'T have enough night cross country hours for this rating; the performance standards/expectations have changed or are unclear; you get deathly ill on the day of your stage check...the list goes on.

Now take this context and overlay it on top of making this happen to pay

your mortgage. So many times, I almost threw in the towel. I am very persistent, but at some point the circus just wears you down.

Operator #1 asked me to ground school for five days, THEN decided I didn't have enough back country experience. Operator #2 had so overhired pilots that we were literally sorting mail and loading cargo. Many times, there would be nine or ten pilots in the lounge with only five available aircraft. Operator #3 had such discombobulation and, at times, such unsafe practices in their operations and training that it's a miracle any of their passengers got to their destination. Now, Operator #4 seems to be working out just fine, except I am in another state half the time.

If I had been out there floating

around on my own, I would have quit and just gone back to my old career and hope I could talk someone into reimbursing my flight to their office. At least that would subsidize my habit a little. But then, this last fall I was accepted into the Professional Pilot Leadership Initiative (PPLI) program. It has been an epiphany.

Basically, this 99s program supports the advancement of female professional pilots and, additionally, teaches leadership skills so that women can advance into leadership positions in the industry.

The founders and coordinators of this program do this out of pure passion and generosity – there is no compensation. Applicants must at least hold a commercial certificate. The program has three phases.

PHASE 1: Captain – In this phase you are literally the captain of your destiny/career, however you are assigned a “Navigator” or mentor to help sort out your end goals, your strengths and weakness and to share her lessons learned. She and the “Mentoring Coordinator” are a wealth of knowledge as well as provide networking/connections for your particular challenges or questions.

PHASE 2: Captain's Circle: In this phase you've got a “flight plan” for your career advancement, have learned skills such as building confidence, overcoming setbacks, life balance and are ready to share ideas with your peers. You will learn how to mentor someone else. Probably you have achieved some substantial personal growth and confidence by now, and most have obtained a flying job (or a better flying job).

PHASE 3: Navigator: This is the fun part – giving back. Now YOU are helping another budding professional pilot in the beginnings of her journey. By now you have met many amazing women, been inspired and challenged along the way and can give a good deal of knowledge and insight to your Captain. And being humble, as all the women I've met in this program are, you probably know you can learn something from her as well.

Each phase is three months. I've just started my Captain's Circle segment. This is a formal structured program, not a go-at-your-own-pace program. It can be challenging, but truthfully it's necessary to ensure positive progression in your career. One of the main things I've learned, which I wouldn't have otherwise, is awareness of my lack of confidence. I've been told I come across



Among Alana's passengers on an amazing Grand Canyon/Monument Valley tour was (second from the left) her PPLI mentoring coordinator, Connie Batuhan.

very assertive and confident in my other career, but as each flying setback occurred, I grew less and less confident and unsure if I should continue trying to be a professional pilot. This program, and especially my mentoring coordinator in the Captain's phase, was always there for me, pointing out my strengths and telling me “you've got this!”

Going forward, my goals are to obtain my multi-engine rating and my CFI – more to qualify at some point to be a company check “airwoman” than instructing, but who knows? I very much want to pass on with gratitude that which has been given to me through not just this program but from women (and men) in our aviation community who have helped me. I couldn't recommend a program more highly. It's extremely

organized, the content is relevant and fresh, and I'm inspired by these women daily. A program like this would cost thousands of dollars in the corporate business world.

As Madeline Albright said, “There's a special place in hell for women who don't help other women.” That's a little dramatic but as the FAA's recent census of female pilots shows a decline, it's programs like this that will keep us shattering the glass ceiling/cockpit and showing the boys how it's done.

By the way, I was chosen to do my most recent 135 check ride with the FAA over three male candidates based on “my professionalism, confidence (thanks PPLI!), work ethic and mastery of the aircraft.” Our female check airman was being evaluated that day also. We crushed it.

Here's a link to the program, and feel free to call or email me if you want to know more.

Alana Erickson, Idaho 99s/NW Section. 208-315-4141, alana@ppli.org; ninety-nines.org/professional-pilot-leadership-initiative-ppli.htm

Postscript: After I wrote this article for the NW Section, I had the good fortune to have a 19-year-old co-pilot on one of my charters. Her name is Ana McCabe. She's at school in St. Louis and is doing her private pilot cross countries. Yes, she's a Ninety-Nine! She wants to be either an airline pilot or work ATC. Her dad is a retired mechanic for American Airlines. He booked this charter while they were vacationing in Arizona and asked that she sit up front as she's a pilot. Not sure if it was by design or not, but I was on the line that day and got to fly with this extraordinary young woman. So far it has been my favorite flight as a commercial pilot. It just keeps getting better – so everyone, just stick with it!



Pilot Careers: Enough

BY DONNA MILLER
International Careers Committee

“You’ve got to want it enough.” I heard that statement continuously when I first started thinking about an airline career. I didn’t really appreciate what that meant until I had spent several years on the journey to have one.

Now that I’m relatively comfortable in my job, I talk to a lot of aspiring pilots who say they, too, want a career in aviation. That’s easy. Everyone wants something, and it’s a matter of deciding what it is you want and, more importantly, what you want “enough.” You’ve probably heard the term “cost/benefit analysis.”

If you want the benefit of something, say, an aviation career, you must also want the cost. You must want to commit the time and effort, expense and energy it takes to get through the ratings, the first job at low pay, the commuting, the constant check-rides. All of it. All of the grief, the stress, the uncertainty...

A friend of mine put it like this:

“How do you choose to suffer?” Excuse me? He says that it tells him more about people than asking, “What do you want in life?” Joy is easy. Everyone wants the great beach body, an amazing relationship, a successful career, and world peace. But in your 24 hours each day, what are you willing to do to achieve all of that?

We have to choose carefully how we spend our time and really examine what we are willing to struggle for. How much pain are we willing to devote to what we say we want? How much energy are we willing to commit, at the cost of everything else, to achieve it?

He says the answer to that question will start to get you somewhere. It’s the question that will ultimately change your life. If you don’t ask yourself, it’s easy to settle. And settling turns the “What if...” question into “Was that it?”

What we get out of life is not determined by the great things we desire but

by the sacrifice we are willing to make to get us there. That great beach body is the byproduct of hours a day in the gym and choosing food carefully. It’s sacrificing the chocolate cake for an apple and a latte for a cup of green tea. It’s feeling hungry and having sore muscles and foregoing happy hour with the gang. Day after day after day. Month after month and year after year. The same can be said for flight training.

I’m amazed by astronauts. None of them got to NASA by accident. If you look at an astronaut bio, it screams commitment. I love that Canadian Chris Hadfield started training to become an astronaut before Canadians were even allowed to apply to NASA. But he knew that if he waited for NASA’s nod to begin learning everything he needed to know, it would be too late for him to start. Now *that* is wanting it enough.

What do you want enough?



New Friends of The 99s

- **Stanley Brassington**, Schuylkill Haven, Pennsylvania
- **Marlene Cox**, Dover, Delaware
- **Performance Dashboard**, Dr. Cappy Leland, Edmond, Oklahoma
- **Birche Meese**, Pinehurst, North Carolina
- **Joan Moss**, Troy, New York

Bobbi Roe Wraps Up 15 Years as 99 News Publisher

Since 2003, I have had the honor of being your Editor-in-Chief and Publisher, and I am most appreciative of the opportunity to work with all of you for the past 15 years. I remember the day Past President Jody McCarrell called and asked me to take on the job.

It’s been a pleasure to work with many of you who submitted articles, Grass Roots, New Horizons, Touch & Go and Milestones. I hope more members will share their inspiring stories in 99 News.

In 2012, the Amelia Earhart Trustees awarded me a research scholarship grant to digitize 85 years (1929 to current issues) of 99 News for the website. Due to the generosity of The 99s, these issues are all available globally for research. We are currently trying to locate a few missing issues to complete the project.

Being a member of The Ninety-Nines has changed my life. I have been a member of the Iowa, Finger Lakes, Greater Seattle and Houston Chapters. I have enjoyed the camaraderie and support of members from all over the world. My hope is that the current and future members will experience the inclusiveness of the women pilots in our organization.

Danielle Clarneaux, who started with me in 2003 as Assistant Editor, has been selected Editor-in-Chief and is already on short final for the July/August issue. Photographer Lilian Holt will be at the International Conference in San Antonio to photograph for 99 News. Please support your new editor and send your inspiring stories to news@ninety-nines.org.

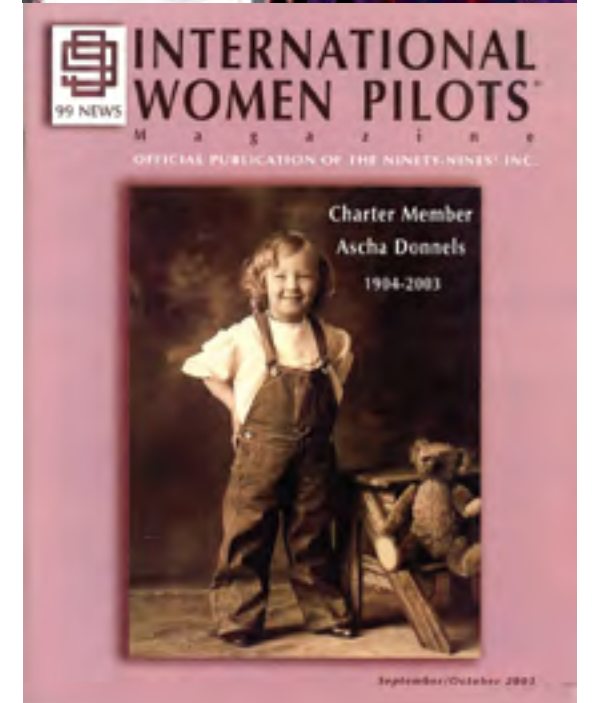
Thank you for a wonderful opportunity to be a part of our membership organization. It has been my honor.

— Bobbi

Top photo: Bobbi will continue to enjoy her love of travel.

Center: Bobbi receives the Amelia Earhart Scholarship grant from Jacque Boyd, Permanent Trustee of the Amelia Earhart Scholarship Fund. Trustees and awardees wore tiaras to celebrate AEMSF's 75 years of awarding scholarships.

Bottom: One of the early issues of 99 News published shortly after Bobbi became Publisher.



NEW MEMBERS

Welcome Back Members

Bartels, Tammy, (F) Northeast Kansas
Bopp, Susan, New Jersey
Caswell, Paulette, Long Beach
Conatser, Jessica, Phoenix
Connell, Christina, Santa Clara Valley
Crase, Nancy, Phoenix
Dale, Brenda, Alaska
Davis, Luana, Northwest Section
Eastman, Carol, Orange County
Fey, Jeannette, Santa Clara Valley
Flanigan, Marie, Western New York
Galus, Evelyn, Treasure Coast
Harris, Crystal, Antelope Valley
Hawkes, Erin, San Luis Obispo County
Hosein, Shantel, Kentucky Bluegrass
Kirschner, Maggie, San Diego
Liebeler-Michael, Jennifer, Bay Cities
Louis, Rachel, British Columbia Coast
Martinovich, Vera, Greater Seattle
McSheffrey, Anna, Maple Leaf
Patterson, Louise, Ventura County
Platts, Tobie, Mid-Columbia
Salley, Emily, Colorado
Schafer, Julie, Orange County
Scherffius, Teresa, Kentucky Bluegrass
Schu, Mary, Greater Seattle
Sliffe, Melissa, Palomar
Snyder, Nancy, North Central Section
Vail, Janna, Utah
Valasco, Dawn, Scioto Valley
Van Berg, Sheree, Greater Seattle

Welcome New Members

Abraham, Dea, (F) Houston
Alford, Delilian, (F) Delaware
Anderson, Susan, Delaware
Archer, Lindsey, (F) Sugarloaf
Ashey, Ineke, Idaho
Attaway, Juanita, (F) Dallas
Bandel, Lisa, Long Island
Bascom, Lynnette, Dallas
Becker, Nicole, Arabian Section
Benson, Kathryn, Greater Seattle
Berke, Emily, (F) Shreveport
Binkley, Camile, Reno High Sierra
Blinzler, Brina, (F) Antelope Valley
Bogart, Ronda, Colorado
Bolek-Lapinska, Aleksandra, Colorado
Burnham, Laura, Northeast Kansas
Burns, Julie, Texas Dogwood
Burns, Katherine, (F) Texas Dogwood
Burton, Nancy, (F) Wisconsin
Bush, Robin, (F) Georgia Flying Belles
Cabrera, Victoria, Ventura County
Campbell, Patricia, (F) Long Beach
Carlsen, Carolyn, (F) Long Island
Cary, Shannon, Florida Goldcoast
Childs, Claudia, Western New York
Cordes, Hannah, (F) Greater Seattle
Cozik, Angela, Three Rivers
Danz, Terri, (F) Greater Seattle
Daidsen, Dana, Bay Cities
Davis, Cynthia, New Jersey



*Kathleen M. Ames
Treasure Island Chapter*

Defeo, Liesel, (F) Eastern New England
Dennis, Molly, Georgia Flying Belles
Diffenderfer, Brenda, Georgia Flying Belles
DiSabatino, Arla, (F) Ventura County
England, Kathleen, Phoenix
Ferguson, Dianna, (F) Big Sky
Flanagan, Bernadette, Treasure Coast
Gallman, Lora, Oklahoma
Garner, Jordan, Alabama
Garrett, Donna, Ventura County
Giessel, Allison, Garden State
Gorth, Deborah, (F) Eastern Pennsylvania
Graham, Kayla, (F) First Canadian
Grebenc, Emily, Mississippi
Gruenitz, Nayerreh, Greater Seattle
Gutina, Shaunna, (F) Aloha
Hachana, Zina, (F) Arabian Section
Hall, Brandy, (F) Connecticut
Hall, Emma, (F) Long Beach
Harrison, Ashley, (F) Austin Hill Country
Hart, Serena, (F) San Diego
Hatch, Amy, (F) Tucson
Hatton, Heather, Eastern Pennsylvania
Hena, Tala, Arabian Section
Hill Diller, Rebecca, Colorado
Holliday, Mijin, Indiana
Hopkins, Tina, Long Beach
Horton, Stefanie, Big Sky
Hotsko, Jennifer, (F) Eastern Pennsylvania
Hudgens, Myra, Memphis
Huntley, Wanda, (F) Carolinas
Hutson, Sierra, (F) Florida Suncoast
Ireland, Brooke, (F) Waterloo on the Grand
Jarrett, Shelby, (F) Delaware
Jones, Laken, (F) Sarasota Ladybugs
Jones, Shavana, Delaware
Jordan, Heather, Treasure Coast
Kah, Gretchen, (F) Marin County
Kalousek, Katelyn, Delaware
Keenan, Wendy, Kentucky Bluegrass
Kelly, Amber, (F) Sarasota Ladybugs
Kernan, Katherine, Houston
Kilcoyne, Claire, (F) Greater Seattle
Kretschmar, Hannah, (F) Colorado
Kwan, Sandra, Bay Cities
Lang, Maddie, (F) Austin Hill Country
Lessard, Megan, (F) Florida Heartland
Lestan, Laurane, Montreal
Liscom, Kendra, Phoenix
Livengood Junker, Susan, Carolinas
Ludlow, Sarah, (F) Mt. Shasta

Marinas, Karena, Ventura County
Martin, Justine, (F) Long Beach
Martinez, Isvet, (F) Fort Worth
Martinez, Vicki, Marin County
Mateos, Louise, Santa Clara Valley
Matheson, Laura, Eastern Ontario
McGuinness, Kristin, Chicago Area
McLean, Chelsea, Long Island
Miller, Elyse, Columbia Cascade
Monroe, Jennifer, (F) Montana
Munch-Collins, Natascha, German Section
Nelson, Laura, (F) Orange County
Neustel, Raye Ann, Alaska
Newman, Lyzzie Sofia, (F) Aloha
O'Neil, Meaghan, (F) Eastern New England
Pacheco, Valeria, (F) Delaware
Panchal, Hiral, Waterloo on the Grand
Parsons, Elizabeth, Long Beach
Petitt, Holly, Arabian Section
Petitt, Keely, Arabian Section
Pinkowski, Jennifer, Virginia
Popov, Shea, (F) Austin Hill Country
Prins, Jennifer, (F) Reno Area
Reaves, Janice, (F) New Jersey
Reeb, Jenny, (F) Old Dominion
Richards, Frances, Georgia Flying Belles
Robertson, Katelyn, New Jersey
Rodio, Candy, Ventura County
Rogers, Jessica, (F) Alabama
Rojas, Gladys, (F) Orange County
Rosendall, Hadley, (F) Florida Goldcoast
Roshdy Zakaria, Sara, Arabian Section
Rueter, Jessica, (F) Fort Worth
Runner, Rachel, Kansas
Salazar, Anna, (F) Mid-Columbia
Sambucci, Olena, Sacramento Valley
Sander, Kathleen, San Gabriel Valley
Seals, Maybell, (F) Long Beach
Sexton, Roslyn, Australian Section
Sickman Simms, Cynthia, Santa Clara Valley
Slater, Kristy, Oklahoma
Snyder, Heather, San Diego
Sontheimer, Antoaneta, German Section
Spears, Clarissa, Sacramento Valley
St Julian, Naomi, Scioto Valley
Sweeney, Kasheba, (F) Delaware
Szewczyk, Megan, Pikes Peak
Thickstun, Elizabeth, (F) Mat-Su Valley
Thompson, Tracy, (F) Rio Colorado
Tran, Kim, (F) Orange County
Urquijo, Paola, Arabian Section
Vileisis, Catherine, Monterey Bay
Vinton, Jacqueline, Georgia Flying Belles
Vitale, Serafina, (F) Long Island
Volkova, Ekaterina, Greater Seattle
Wang, Zheng, Treasure Coast
Weatherman, Jennifer, (F) Greater Seattle
Webb, Emmary, Old Dominion
Werth, Jill, Finger Lakes
Yang, Zizhao, China Section
Youtsey, Taylor, Kansas
Zahn, Felecia, (F) Phoenix
Zanger, Katrina, (F) Monterey Bay
Zeffer, Marie, Michigan
Zhang, Xin-Xia, (F) Florida Goldcoast

How do you know you don't know?

BY NELDA LEE
Greater St. Louis Chapter

Good question. How do you know you don't know? Well, I guess we assume we don't know because we have never tried, or we tried and failed, or we said, "Oh, that is beyond my capabilities or expectations." What? That all is subject to change.

I have a family story that made this question a key learning experience for me and my family. It is our all-time favorite story, and we tell it often.

I have two younger brothers, and when Horace was 11 years old and Roger was 8, dad took them with him to the pasture to fix a piece of farm equipment. They went in the old '49 Ford manual-shift truck.

Shortly after they started repairing the piece of equipment, Dad realized he left a tool at the house. He needed Horace to stay and help him, but he told 8-year-old Roger to go get the tool.

Dad said to Roger, "Get in the truck and go to the house and get us the tool." Roger replied, "Dad I don't know how to drive the truck." At that point, dad stopped what he was doing, looked at Roger and said, "How do you know you don't know how to drive the truck?" Then he repeated, "Get in the truck, go to the house, and get us the tool."

So Roger got in the truck, and dad likely put the manual shift in second gear and Roger sat so that he could look over the huge steering wheel and see where he was going. They were only



about 400 to 500 yards from the house, and the pasture was wide open. Roger bounced across the pasture and pulled up in the yard.

I'm not sure how mother reacted to seeing Roger come around the house driving the truck, but she had seen all of us start driving at young ages, so she knew this was going to happen sometime. Roger made the trip back safely, and with the tool.

After they worked for a while, Roger said, "Hey dad, send me to the house for something else!" He was hooked; driving the truck was no longer on his "I don't know how list!" By the time he was 11, he was permitted to drive five

were going. The unknown of what flying was like and the dream of adventure and learning created in me a desire to enroll in aerospace engineering at Auburn University. That was dad's alma mater, so naturally we would go there, too. He said he would pay for it!

Again, the "truck story" came to mind. I thought, "I don't know how to be an aerospace engineer, I don't know how to fly an airplane or a helicopter, and I don't know how to be a mentor, and on and on...I don't know how!" And then I thought, "Of course I don't know until I try."

Try I did, and what a wonderful world has come my way. I am so blessed.

I encourage everyone to "get in the truck, go to the house and get the tool."

miles to town for things. That's how it was for us growing up on our farm in the country.

I've lived this lesson from dad all my life. I was about 17 years old at the time, and it was meaningful when I made choices for my college education and my future career. On the farm, I'd be picking beans and an airplane would fly over. I always stopped and looked up, wondered what it would be like to be up there one day, and wondered where they

First there are so many wonderful people who have helped and mentored me along the way, in so many ways. Aviation organizations and community bonding, along with Auburn and Boeing career experiences, have molded my life. Now I am blessed to be able to give back and share with others who are jumping on their career bandwagon.

I encourage everyone to "get in the truck, go to the house and get the tool." You can do it!

Fly Now Awards Reach New Heights

By Shelley Ventura, Amelia Earhart Scholarship Fund Trustee

The Ninety-Nines Student Pilot membership numbers are climbing – and so is the number of Fly Now Award winners! The AEMSF Trustees are impressed by the enthusiastic response to this program. Of the 66 applicants for the Spring 2017 Fly Now Award, 20 were selected to receive awards worth \$84,500. 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.

Fun Facts

The 99s Directory shows that 181 new Student Pilot members joined during the last round's eligibility dates of 8/16/2016 to 2/15/2017.

Every Fly Now Award winner has a formal mentor who provides support, encouragement and guidance to the student throughout her primary training. The mentor can be any 99, regardless of location.

Fly Now is available for any initial certificate in any aircraft, including balloons, light sport and gliders.

The next Fly Now Award application submission deadline is September 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 August 15, 2017 to be eligible to apply for the Fall 2017 Fly Now Award. Visit ninety-nines.org/fly-now.htm for information.



LAUREN BILLS, PHOENIX CHAPTER
Southwest Section, Mentor: Courtney Smith

I am so grateful to be one of the Fly Now Award recipients and am honored to be a part of this supportive and dynamic group of women. I joined the Phoenix Chapter 99s in February 2017, just two months after my discovery flight. I am currently a middle school teacher and beginning a new journey toward becoming an airline pilot. Not only do I love adventure and travel, I also enjoy new challenges and accomplishing set goals. The Fly Now Award will help me obtain my private pilot certification as a step forward to becoming a commercial pilot.

JUDITH BURLESON, ALABAMA CHAPTER
Southeast Section, Mentor: Nancy Swanner

My first solo flight was thrilling beyond belief. Later, during a flight away from the airport, the realization that the right seat was empty gave me confidence I could do this! Learning to fly is the best decision I ever made. I intend to fly it forward by teaching my granddaughters and other women to reach for the skies. Receiving the Fly Now Award is an honor. It will enable me to move forward. I'm grateful to The 99s, my mentor Nancy, and John, my flight instructor, for guiding me towards becoming a safe, conscientious pilot.



JELUDY CAMACHO, KEYSTONE CHAPTER
Mid-Atlantic Section, Mentor: Diana Kelly

I am enrolled at Lehigh Carbon Community College in the Professional Pilot degree program. I'm a single mother working full-time at a bank and also a soldier in the Army National Guard aspiring to become an officer to fly missions overseas. While I hope to become an airline pilot, my main goal is to spread the freedom of aviation to the youth of today. Flying has helped me to escape the traumatic experiences and insanity of everything I've faced on the ground. I want to help young women find their path to strength through aviation.

CHARLENE CAMPANELLA, LAKE ERIE CHAPTER
North Central Section, Mentor: Nancy Wood

My first flight was at six weeks old with my father at the controls. Flying was part of our everyday life, and it wasn't until I was five that I realized not everyone had an airplane. Today I'm a writer and student pilot living in Northeast Ohio with my husband Stephen. In this empty nest season, we are pursuing our pilot certification together. My goal is to become a ground school instructor and complete instrument training. Beyond flying for the pure joy it provides, I'm eager to share this passion with the next generation of young women.



MELISSA COOPER, ALOHA CHAPTER
Southwest Chapter, Mentor: Samantha Hansen

Originally from Brooklyn, New York, I joined the U.S. Coast Guard with the dream of flying helicopters for rescue missions. Although I didn't get to fly for them in my 20 years of service, my passion never diminished. I knew that I had to make my own dream a reality, so I set everything aside and began flight training. Now, I'm thrilled I made that decision, and flying in Hawaii is amazing. I look forward to earning additional certificates and ratings and one day flying search and rescue. I am truly honored and grateful for the Fly Now award.

LACEY DIRCK, LONG BEACH CHAPTER
Southwest Section, Mentor: Elizabeth Parsons

I feel truly honored and blessed to have been chosen as a recipient of the Fly Now Scholarship. I caught the aviation bug while stationed in Hawaii as an Air Force Intelligence Analyst. I quickly realized that being an airline pilot was my calling, and after eight years of service, I separated from active duty to pursue my dreams. After achieving my private certificate, I plan to attend ATP Flight School to complete my CFII certificates and ratings. I would like to thank The Ninety-Nines AE Scholarship Judges, Trustees, and the members of the Long Beach Chapter for their nomination and support.



STEPHANIE FRAZIER, PHOENIX CHAPTER
Southwest Section, Mentor: Sara Mazzarella

As a young security officer protecting prototype cars from spy plane espionage, my passion for aviation sparked. Before long, I was introduced to people who volunteered at local fly-ins, and I tasted my first flight as a co-pilot. With a growing passion, I pursued a career in aviation as a flight attendant with the world's largest airline. I'm currently working on my private pilot certificate at Falcon Field in Arizona. Thanks to my membership with The Ninety-Nines, my daydream of becoming a commercial pilot is molding into reality. I'm truly grateful for this generous gift.



KELSEY HOOGENDOORN, SHREVEPORT CHAPTER
South Central Section, Mentor: Terry Palmer

As a senior attending Embry-Riddle for a Bachelor of Science in Aeronautics, I am pursuing my dream of becoming a private pilot. Joining the Shreveport 99s was one of the most rewarding opportunities I have had in my life, and my Chapter has been so supportive of my journey in aviation. With only 14 hours, the Fly Now Award will significantly advance my training so I can earn my private pilot certificate and support my goal of becoming a professional helicopter pilot. I am dedicated to sharing my passion with others and achieve my goals as a pilot...and a 99!



ANNELIE HUBINETTE
SAN FERNANDO VALLEY CHAPTER
Southwest Section, Mentor: Lisa Fusano

My passion for flying started in junior high school, but life took me on an extended plan to achieve that dream. In my native Sweden, few women became pilots. Divorce allowed me to begin a new life with my four young daughters. I logged 17 hours during the summer of 1999. In September 2016, I soloed. While working as a school bus driver 30 hours each week and homeschooling my daughters, I attend Glendale Community College. I will begin IFR training this summer after obtaining my private pilot certificate. My long-term goal is becoming an ATP flying for Scandinavian Airlines.



SAMANTHA GAMBON,
EMERALD ANGELS OF THE GULF COAST CHAPTER
Southeast Section, Mentor: Caitlin Kuersteiner

I am so excited and honored to receive the Fly Now Award! I live in Panama City, Florida, with my husband. Once I get my certificate, I hope to visit my family as well as volunteer with Pilots N Paws, a charity that helps connect volunteer pilots with rescue animals needing transport. I hope to continue my training to earn my instrument rating and commercial certificate so I can start working as a pilot. I hope to experience many different jobs during my aviation career, whether it be banner towing, aerial tours and photography, instructing or even firefighting!



ALICE FAIRBANK-FURR, NEW ORLEANS CHAPTER
Southeast Section, Mentor: Kelli Kuntz

I'm a 27-year-old artist and student pilot with a B.S. in Business Administration. I enjoy windsurfing and serve in the Junior Auxiliary. Currently, I'm caretaking my grandmother and helping with the family toy store in Ocean Springs, Mississippi. I plan to be a corporate pilot, getting into aviation sales. In addition to The Ninety-Nines, I belong to AOPA, Women in Aviation International (WAI), the Civil Air Patrol, and volunteer with Pilots N Paws and Sun 'n Fun. I look forward to investing in future pilots and am so grateful for the Fly Now Award. I will pay it forward!



ANGELICA JUSINO, HAMPTON ROADS CHAPTER
Mid-Atlantic Section, Mentor: Heron Weidner

I graduated from Christopher Newport University in Virginia with a BS in Chemistry and an MS in Environmental Science. I currently am an analytical chemist and am trying to launch a small craft business. I have been passionately striving for my private pilot certificate since July 2016 and am excited to receive the award to aid me in this achievement. When I earn my private pilot certificate, I want to fly for CAP, provide Angel Flights, and continue to work towards advanced ratings so I can begin a career in aviation. I am grateful for the support The 99s have provided in this journey.



MELISA GRISSOM, TENNESSEE CHAPTER
Southeast Section, Mentor: Barbara Lewinski

Flying elevates me above all of life's problems, where I am in the present, at peace and I am LIVING! Since flying as a young girl with my grandfather, a Naval WWII pilot, I have dreamed of becoming a pilot. For decades, life events kept me from chasing that dream. Now, at age 50, my journey begins to obtain my private certificate and continue on. Thank you Tennessee Chapter for your support. I will encourage and inspire women of all ages that girls can and do fly! I am immensely grateful and honored to be a recipient of The 99s Fly Now Award!



OLIVIA LOVELESS, INTERMOUNTAIN CHAPTER
Northwest Section, Mentor: Jonalea Hanson

I am dreamer, go-getter, and I love to share my energy and passion for the sky and the birds with everyone I meet! Growing up, I learned a strong work ethic. This has been crucial in pursuing a certificate. I always wanted to be an astronaut; getting my certificate brings me closer to the stars. I will use my private to bring others along for the ride. I want to share the world of aviation with all the children who may be like I was and don't think they have the means or smarts to get there.

AMBER MACKENZIE, PHOENIX CHAPTER
Southwest Section, Mentor: Magdalena Jarda

My passion and love for aviation all started with my father, who was a CFI. He taught me to understand and respect the world of pilots and planes. My favorite childhood times with him were spent at the airfields. I can still hear him calling out “clear prop!” before he turned the key to start up a plane. I am honored and grateful for the opportunity to participate, learn and develop my piloting skills within such a knowledgeable, inspiring and dedicated organization as I work towards following in his footsteps. Thank you Ninety-Nines for your support!



STACY PRITTS, ALASKA CHAPTER
Northwest Section, Mentor: Aimee Moore

I am overwhelmed with gratitude to be selected as a Fly Now Award winner. While the flying world is not new to me (born into the Air Force life 44 years ago), my personal experience in flying is very new. I’m the first in my family to pursue a pilot certificate. I will continue volunteering with the Civil Air Patrol on missions and build flight experience. My goal is to pay it forward to future 99s, become a mentor like the inspiring women of the Alaska Chapter (thanks, ladies!), attain my CFI, instruct new aviators, and share the love and excitement of flying.



APARAJITA MEHRA, FIRST CANADIAN CHAPTER
East Canada Section, Mentor: Lesley Page

I am a recent graduate of the Queen’s University Commerce program and now work at a social enterprise in Toronto. I began my aviation journey as an undergraduate and aim to complete my private pilot training this summer. Once certified, I hope to hone and perfect my aviation skills through further ratings and certifications, as well as engage in community aviation programs across Ontario. I look forward to acting as an ambassador for women in the industry by encouraging and supporting the women and girls in my life to pursue similar certifications and careers in aviation.



LUCINDA RABER
SARASOTA LADYBUGS CHAPTER
Southeast Section, Mentor: Courtney Reed

Flying is my passion, and for as long as I can remember I have been fascinated with the sky and the idea of being in the air. I started training for my private right after I graduated, and ever since I have been head over heels in love with flying. This award will support my passion and enable me to focus more on my training instead of worrying about funding it all on my own. It has made finishing my private a reality and given me a foundation for my instrument and commercial ratings, ultimately flying for a career.

NERYAH NIEWADOMSKI,
KENTUCKY BLUEGRASS CHAPTER
North Central Section, Mentor: Terri Donner

Thank you, 99s, for helping make my dreams come true! Flying has only recently become my greatest aspiration. I gained the desire to fly during my first aviation course offered my freshman year in high school. My grandfather and his wife, both pilots and a CFI, respectively, have literally handed me the “Golden Ticket of Opportunity.” The 99s Fly Now Award will send me into the next phase of my dream coming true. Commercial pilot is the ultimate goal for me, a girl who comes from a place where dreams seldom take flight into reality.



KLARA OLCOTT, PHOENIX CHAPTER
Southwest Section, Mentor: Emily Johnson

My flight experience began in 2013 when I soloed in 8.2 hours. From that day forward, flight gained permanent residence in my future goals. I earned my Gold Award in Girl Scouts and was selected as a National Young Women of Distinction Nominee. I have been a Civil Air Patrol volunteer for five years, achieving Cadet Colonel and serving as the National Cadet Advisory Council Chairwoman, and was selected as National Cadet of the Year. I am grateful to The Ninety-Nines for granting me the Fly Now Award and am excited to begin my journey to flying private jets commercially!



2017 Karen Johnson Solo Scholarship Deadline Quickly Approaching

BY SUSAN LIEBELER, International & Ventura County 99s Fundraising Chairman

The 99s will award a \$3,000 Karen Johnson Solo Scholarship to provide a young woman who wants to learn to fly with financial support for flight training through first solo and beyond. She must be age 16-20 at any time during 2017 calendar year.

The winner will also receive a King Schools flight training course. The scholarship will be awarded at the Aviation Appreciation Dinner at EAA AirVenture in Oshkosh on July 25, 2017, www.99soshkoshdinner.com.

This scholarship honors the memory of Ventura County 99s Chapter Chairman Karen Johnson who perished in 2013 while flying frost control in California. We advertise the scholarship nationally and promote it to college aviation departments in the USA and Canada. In 2016, we received 102 applications for the scholarship from young women with a passion for aviation.

Twenty-two percent of them joined The 99s before the end of September.

With our encouragement, many applied for the AEMSF Fly Now Awards, and two won the \$6,000 awards. The scholarship is listed on many college websites and in the financial aid packages furnished to entering students enrolled in aviation programs.

This year’s application deadline is July 1. You can help promote this scholarship by distributing scholarship flyers at your local airports and flight schools. Information about the scholarship, scholar-

ship rules and a downloadable flyer are at www.kjsoloscholarship.com.

With donations from anonymous donors, in 2013 and 2016 we were able to award two scholarships. Of the seven Solo Scholarship winners to date, six are now private pilots.

Last year’s first place winner, Bretlyn Marr, has soloed and is using her Fly Now Award to complete her flight training. Bretlyn is a member of the Carolina 99s, and in the fall will meet the Daytona Beachin Eagles when she begins aerospace engineering studies at Embry-Riddle.

From left, 2016 Karen Johnson Solo Scholarship winner Bretlyn Marr, Jan McKenzie, Maria Morrison and Susan Liebler.



Air India's First All-Female Crew Fly a 777-200 Around the World

BY CAROL MUNCH, Santa Clara Valley Chapter

On February 28, eleven members of the three Bay Area Chapters met with Air India's (AI) first all-female crew to fly a Boeing 777-200 around the world in honor of International Women's Day. This flight set a World Record for a com-

tel to meet the Air India pilots on the day following their arrival in San Francisco. Lunch, graciously provided by Air India, allowed us time to visit with the pilots, some of the corporate communication officers and some cabin crew.



From left, front row: Air India Captains Gunjan Aggarwal and Kshamta Bajpai, India Section Governor Harpreet A. De Singh, Captains Sunita Narula and Indira Singh. Second row: 99s Carol Munch, Jeanne McElhatton, Leslie Ingham, Sue Ballew, Cindy Pickett, Rhonda Nilsson, Emily Stednitz, Grace Mah, Marin, Kelley O'Dea, Alyssa Abbey and Susan Royce.

mercial flight staffed entirely by women, from the dispatcher to ground crew, engineers and ATC crew in Delhi, to cabin crew, flight crew and safety auditor on the aircraft.

Ninety-Nines India Section Governor Harpreet DeSingh, also President of the Indian Women Pilots Association and Chief of Flight Safety for Air India, emailed me of the planned flight a week ahead of time, so we gathered some 99s to celebrate with them.

Five members of the Marin Chapter, two Bay Cities members and four members of the Santa Clara Valley Chapter drove to San Francisco's Le Méridien ho-

tel to meet the Air India pilots on the day following their arrival in San Francisco. Lunch, graciously provided by Air India, allowed us time to visit with the pilots, some of the corporate communication officers and some cabin crew.

It was interesting to learn that Indian women pilots are fully accepted by their male counterparts and do not feel discrimination on the basis of gender. If they have been trained and are certified, they are accepted. There is still some bias to overcome, mainly from family and in finding training spots, but far less than experienced by American female pilots, which surprised our visitors. Nearly one third of AI's pilots are women!

that flying in a single engine aircraft is "real" flying, whereas the computerized commercial aircraft are so programmed that the feel is completely different for the pilot. This prompted several of us to offer flights in small aircraft when they're in San Francisco again.

Captain Kshamta Bajpai has a son who became an airline pilot in the U.S. He now flies in India but prefers flying here since there is more variety and flexibility. Kshamta started out flying gliders before going into corporate aviation.

Another captain, Sunita Narula, has two young children who she brings occasionally to the U.S. for holidays. They travel as passengers while she flies the plane. Captain Indira Singh has been flying for many years, but Gunjan Aggarwal is a fairly new captain. All four are happy in their profession despite the strenuous schedule and difficulty finding balance between work and personal life.

Harpreet, while starting as an AI pilot, has gone on to champion flight safety.

This year is the 50th anniversary of the Indian Women Pilots' Association, and they are planning activities to celebrate in December. We are invited to participate, so stay tuned. They are also having small-

er celebrations throughout the year – one of which was spending the afternoon with us.

Harpreet presented each of the American 99s with a certificate and a lovely silk scarf. I gave each of the Indian women a letter of congratulations and an application to join The 99s as none but Harpreet are members yet. All four of the pilots expressed interest in joining and being involved with other female pilots worldwide.

Those of us who attended the event are eager to meet our Indian sister pilots again to give them a more personal view of the Bay Area from the air.

GRASS ROOTS — Section and Chapter reporters share their recent activities



99s Janice Welch, Geri McClanahan, Emily Schott, Margaret Wint and Diana Austin at Purdue University.

INDIANA DUNES CHAPTER

Our Chapter changed its format several years ago to incorporate many more fly-outs and two business meetings a year. Since January 2015 to March 2017, we have added six Future 99s and eight 99s.

One of our adventures was a visit to Purdue University (PU) in October to view the Amelia Earhart Archives in West Lafayette, Indiana. After having lunch with our Indian Dunes member, freshman Emily Schott, we joined Tracy Grimm, the Barron Hilton Archivist for Flight and Space Exploration, at the Stewart Center.

We viewed personal and public letters handwritten or typed by Amelia, newsletters and documents, logbooks, photographs from childhood and record-setting events, and items from her trips.

Amelia lectured, conducted conferences with faculty and

students and thus served as an example of a successful, modern woman for the female students.

An additional article told of one of Amelia's wishes. In 1935, her husband George Putnam, along with David Ross, J.K. Lilly, Vincent Bendix and manufacturers Western Electric, Goodrich, and Goodyear organized and financed The Amelia Earhart Fund for Aeronautical Research. The research would provide a plane and necessary monies to study the effect of long-distance flying on pilots. This was AE's dream. The Lockheed Electra was built at PU and outfitted for Amelia's flight around the world in 1937.

There was also a list of what she took on her flights: chocolate, canned tomato juice, (she didn't care for coffee or tea), peanut butter, a compact case (with mirror), smelling salts and an ice pick. The smelling salts were to help keep her awake. The ice pick was to puncture a hole in the top of the juice can for a straw!

Following the archive session, Emily rejoined us after class, and we enjoyed refreshments at Amelia's Coffee Shop.

For a tour, contact the department at least one day in advance. To view archives online, go to: [eArchives lib.purdue.edu/spcol](http://eArchives.lib.purdue.edu/spcol) and search for Amelia Earhart.

— Diana Austin



Amelia teaching at Purdue University.

KANSAS CHAPTER

The Kansas Chapter held a Flying Companion Seminar in February. Presenters included CFIs Robin Laws, Mandi Hill, and Nancy Cullen, retired air traffic controller. The topics included flight instruments, navigation, and emergency communications.

Attendees included local pilots, companions, and flight students. The seminar was a success, and the Chapter anticipates a repeat seminar in November 2017.

— Dawn Wavle Rogers

From left, Chapter members Bonnie Johnson, Robin Laws, Nancy Cullen, Phyllis Blanton, Mandi Hill, and Dawn Wavle Rogers.





Florida Suncoast members show off their new banner at the March meeting.

FLORIDA SUNCOAST

In January, Janice McWilliams arranged a tour of the Sky Dive Center, Zephyrhills Airport. Onyx Rivera, a very informative and enthusiastic skydiving coach at the center, gave us an hour's tour of the center. Ellen O'Hara, who joins us as a snowbird member each year from Chicago, decided to jump. Ellen joined us at our March meeting and spoke about the entire flight. If any 99s visit the Tampa area, they should put this center on their bucket list. They won't be disappointed, especially on the weekends.

Our new banner was displayed at the March meeting held in Clearwater, Florida.

On May 13, we will meet at Crystal River Airport, Crystal River, Florida, hosted by Gudi Davis. On June 10, we will meet at Albert Whitted Airport, for induction of new officers.

— Sophia M. Payton

ORANGE COUNTY CHAPTER

The Orange County Chapter's home airport is John Wayne Orange County Airport (KSNA). From private pilots to airline captains, most of the Chapter members rarely visit the parts of the airport not immediately adjacent to their security check areas, departure gates, arrival gates and baggage pickup.

This deficit was remedied at our March General Meeting with a tour conducted by Becky Valdez, Chapter Vice Chairman and retired TSA agent formerly stationed at KSNA. We met in front of the bronze John Wayne statue, and she reviewed the history of the field from its inception as Eddie Martin Field through its use by the military during WWII and its later establishment as a regional commercial airport. We saw the original commercial terminal, visited the USO, climbed to the only uncovered parking area, and marveled at the fossils found in the specially-acquired marble of the columns and floors.

Becky explained the functions of the various TSA positions, why the agents rotate positions every 30 minutes to prevent complacency, and shared some stories from her training and active duty. The airport has a vigorous group of volunteers who provide tours each month to thousands of school children and groups such as the Girl Scouts.

Our Chapter is indeed fortunate to have a member willing to share her vast knowledge of our home airport. Each of us learned a great deal.

— Shirley McFall



Orange County Chapter members gather at the statue of the 'Duke' at the John Wayne Orange County Airport (KSNA).



Western New York Chapter members enjoy an English cream tea before their Chapter meeting. From left, Alexis Toth, Louise Toth, Lisa Hotung, Tina Hartlaub, Robin DeMarco, Evelyn Amsler and Willy Mattocks.

WESTERN NEW YORK CHAPTER

After a long period of inactivity, the Western New York Chapter is back in business! On February 26, a sunny but absolutely frigid day, the Chapter met at Lancaster Airport (KBQR). Thirteen people attended, most of whom did not previously know each other. We were pilots, instructors, student pilots, and people who were simply interested in finding out more about aviation in Western New York and The 99s.

We enjoyed a delicious English cream tea, prepared by our very own Chapter Chairman Willy Mattocks. We discussed the Fly Now Award for Student Pilot members, as well as some other scholarship opportunities. Everyone found the meeting to be quite informative, and we ended up with one current applicant and one future applicant.

We are now planning on monthly or bimonthly meetings to keep up the interest. It was a wonderful afternoon!

— Lisa Hotung

BIG SKY CHAPTER

In March, Patty Mitchell, Larae Stotts and Trena Boyd met in the King Air hangar of Billings Clinic Medflight. We discussed the benefits of being a 99, making plans for projects in the Billings area and then meeting with the Montana Chapter when we had time.

Due to distance, it became apparent that the Billings group could not travel to Bozeman for meetings, especially with the Rocky College aviation and air ambulance pilots having a 20-minute call out for a flight.

We decided to establish a new Chapter in Billings that could also draw members from Eastern Montana and Northern Wyoming for meetings and special projects and events.

We scheduled a meeting, and more than seven women agreed to join the new Chapter. We were excited to have the number needed to go forward with the new Chapter. With the help of Patty Viall, Northwest Section Governor, and our new member, Ossie Abrams, the bylaws were drawn up and Chapter members elected officers. We were launched and approved by the International Board in March.

The Big Sky Chapter of the Northwest Section was a reality with a membership of 11. Officers are Patty Viall, Chapter Chairman, Trena Boyd, Vice Chairman, Larae Stotts, Secretary/Treasurer.

— Patty Mitchell



Members of the new Big Sky Chapter approve the minutes. From left, Larae Stotts, Bobbi Powers, Dianna Ferguson, Patty Mitchell, Ossie Abrams and Tammy Kantorowicz.

COLORADO CHAPTER

The Colorado Chapter organized and hosted Aviation Patch Day for about 35 Girl Scouts of Colorado on April 8. The now annual event, held at Aspen Flying Club and Denver JetCenter offices at Centennial Airport (APA), included five breakout sessions led by 99s members.

The girls, ages 9-13, had the chance to meet and talk with 22 volunteer women pilots and aviation enthusiasts while they participated in the following fun and educational sessions: Aerodynamics and airplane design; ATC Operations, including listening to a woman controller; Women in Aviation History; Aviation Weather; and a Static Display.

We had a Sovereign, B55 Baron, Piper Warrior II and C182 for the girls to check out the view from the pilot and copilot seats. One volunteer noted, "Once the girls climbed in and pulled back on the yoke for the first time and looked back to see parts of the aircraft actually moving, you saw them light up with an 'I just did that' look on their faces."

Most of the girls had never been in, or even near, a general aviation airplane. They asked many great questions. At several



Girl Scouts participate in Aviation Patch Day hosted by the Colorado Chapter at Centennial Airport (APA).

of the sessions, the question of being afraid came up – afraid of heights, afraid of flying the airplane safely, afraid of flying in clouds, etc. The 99s shared their own stories of how much training you get, how much practice, and how safe flying really is.

At the end of the day, many of the girls said they really want to learn to fly. Without the Colorado 99s, this amazing aviation day could not happen.

Each girl received a 99s Aviation Patch for completing the day's activities, plus a few goodies from the airport and some handouts from the session leaders. This program is very popular with the Girl Scouts, and gets filled up with a waiting list each year.

— Cindy Miller

APPALACHIAN AVIATRIXES CHAPTER

Members of the new Appalachian Aviatrices Chapter met at the Tri-Cities Regional Airport, Tennessee, for their third meeting. The Chapter, started by Janice Orr Pelletti, begins almost exactly 68 years after her mother, Rita Ann Bondy Orr, started the Minnesota Chapter. Rita ran an ad in the Minneapolis Tribune inviting all interested women pilots to join her for a meeting at the Mayfair Coffee Shop in downtown Minneapolis. The Minnesota Chapter Charter is dated July 2, 1949.

The Appalachian Aviatrices Chapter is working on several new and exciting fundraising projects, including specialty apparel and a professional photo opportunity with a B-17. Several educational programs are in the works as well.

— Janice Orr Pelletti



Appalachian Aviatrices meet at KTRI, from left, Emma Perdue, Meagan Harr, Janice Pelletti, Pam Phillips and, not pictured, Adrienne Smith.

COYOTE COUNTRY CHAPTER

Coyote Country 99s went on a field trip to TRACON for the SoCAL region. It was set up by our friend John Dutto, retired ATC and supervisor.

Six of our members and spouses learned about the years of training controllers go through before they communicate with pilots who are flying. Flying in the SoCAL region can be very overwhelming for a student or new pilot. Even for the more seasoned pilot, SoCal airspace can be challenging.

The controllers emphasized they want us to use Flight Following and that they are there to help keep everyone safe in our busy region. TRACON manages 6,000 flights a day (well over 2,000,000 flights a year), and those don't include VFR flights that are squawking 1200. There are also 120,000 to 150,000 jumpers a year.

Thanks to Kirsten and Nate, our briefers and SoCal controllers, who took time to answer our questions and show us the ropes at TRACON.

— Joan Cooper



From left, Micaela Hilderbrand, Bill Cooper, Darlene and John Dutto, Joan Cooper, Mary Flake, and Paula and John Wilson at TRACON building, San Diego, California.

PARADISE COAST CHAPTER

At the Paradise Coast regular March meeting, our Chapter was honored to have Autumn Pepper in attendance. Autumn Pepper is 12 years old and an aviation enthusiast. She is in the Talented and Gifted (TAG) program at Paul Laurence Dunbar Middle School in Fort Myers, Florida.



Autum Pepper introduces her Safety Model to Paradise Coast Members.

Recognizing that the majority of aviation accidents are due to pilot error, she invented a conceptual design for a module that she believes would reduce this risk. The module will include a small camera installed on the headset that records live video and can recognize safety issues before they happen, such as being too slow on base to final or stalls. The module would send a warning to the pilot alerting of the impending issue. This is designed to allow sufficient time to correct. Autumn is also implementing a mobile app for her invention.

Her Aeronautical Safety Module was entered in the 2017 Thomas Alva Edison Regional Inventor's Fair this past February. She placed first for the 6th grade division and was the Middle School division winner. Autumn was also awarded the James and Eleanor Newton Scholarship.

— Lisa Hannon

ARABIAN SECTION

The Arabian Section is proud to present its first scholarship to an Egyptian member, Dina Dawood. Alia Twal, Governor of the Arabian Section, congratulates Dina for winning the scholarship.

The Arabian Section will hold its 5th annual meeting in Egypt October 27-29. During the meeting, they plan to commemorate Lotfia Al Nadi, the first Arab female pilot to fly solo.

Lotfia Al Nadi was part of the founding team of the Arabian Section in 1989.



Dina Dawood.

— Alia Twal

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TOUCH & GO



Katie Evans is the new manager of the Amelia Earhart Birthplace Museum.

AEBM WELCOMES NEW MANAGER

Katie Evans has joined the staff of the Amelia Earhart Birthplace Museum as its new manager. Katie, a resident of Atchison, is a graduate of Northwest Missouri State University, holds a Bachelor's Degree in History and a minor in Public History. While at the university, she served two internships there and one at the Nodaway County Historical Society.

During her Historical Society internship, Katie garnered rave reviews for planning, designing, and implementation of public exhibitions in the Society's museum. Her university internships gave her excellent experience in various archival techniques.

Katie said her career path was always leading her toward museum work and she owes that to her father and grandfather. "Education was very important to my father. Part of that education was a keen interest in history."

Katie said this is her dream job. "To come from Atchison, love history as much as I do and have an opportunity to manage this museum is the thrill of a lifetime for me. I hold Amelia Earhart in great esteem for all her accomplishments and how she encouraged young girls and women."

— Jeannine Wyatt

GET CONNECTED!

The Ninety-Nines is expanding on social media. Join the NEW Official 99s Facebook Group. Connect with other 99s and aviation enthusiasts, share your aviation experiences and upcoming events, ask for recommendations and advice.

- **Facebook Group:** The Ninety-Nines, Inc., International Organization of Women Pilots
- **Tag us on Facebook:** @99sinc
- **Twitter:** @TheNinetyNines
- **Instagram:** theninetyninesinc

— Terry L. Carbonell

NEW HORIZONS

E. JANE GATES CAPIZZI Oregon Pines Chapter

Jane Capizzi flew to new horizons February 25, 2017, in Corvallis, Oregon, at the age of 88.

She grew up in Chelsey, Vermont. Jane was a teenager during WWII and joined a civilian volunteer group to help identify airplanes that flew over her village. This started her love of aviation.

Jane attended the University of Vermont (UVM) and graduated with a degree in Clothing and Textiles in 1950. She moved to Roseburg, Oregon, in 1953 to accept a position as 4-H Extension Agent. She and her husband Joe Capizzi eventually settled in Corvallis, Oregon.

Jane received her private pilot certificate in 1958 and joined the Oregon Chapter in 1961. This later became the Willamette Chapter. She was Chapter Treasurer from 2005-2010. Jane eventually joined the Oregon Pines Chapter. In 2010, we had the honor of celebrating her 50 years as a 99.

In 1982, Jane was appointed to the Oregon Fish and Wildlife Game Commission. The commission consumed Jane's time and attention for eight years.

During her life, Jane was very active in many organizations. She was a fun lady to spend time with, always upbeat, fun-loving and passionate about the things she loved. She will be truly missed.

— Bev Clark



Jane Capizzi.

MARY ELIZABETH 'SKIPPER' FERNANDEZ Florida Gulf Coast Chapter

Longtime member Mary Elizabeth Fernandez, known as Skipper, flew to New Horizons on March 22, 2017, at the age of 88.

She grew up in New Orleans and received a degree from Loyola University in Medical Technology. She worked at Tampa General Hospital, Tampa, Florida, for over 20 years.

When she was learning to fly, she worked nights so she could fly during the day. In addition to being a member of The 99s, she was a member of the Rotary Anna of Ybor City, volunteered at Give Kids the Work, was an avid collector of coins and Disney memorabilia and a world traveler. She will be missed by all who knew her.

— Sophia M. Payton



Mary Elizabeth Fernandez.

NEW HORIZONS

LEAH LIERSCH San Diego Chapter

Leah Liersch flew to New Horizons on February 17, 2017.

Frequent family trips to watch airplanes at the Kansas City, Missouri, airport and flying in a friend's biplane at age 10 ensured her love of aviation. World War II gave her an opportunity to work as an aircraft communicator with CAA, now FAA. This resulted in a 38-year aviation career.

Leah soloed in the Sacramento area in 1951 in a Luscombe and received her pilot certificate in 1954. She joined The Ninety-Nines Sacramento Chapter. After being transferred by the FAA to the San Diego area as air traffic controller, she joined the El Cajon Valley Chapter. She was Chairman when the Chapter sponsored the Indian Section. "There were five women pilots who were truly pioneers in their own country," she said. Leah later became a Charter member in the Mission Bay Chapter established in 1981.

She flew in two Pacific Air Races and was active in many All Woman Transcontinental Air Races

She loved aviation and kept active through The 99s, the San Diego Aerospace Museum, the Silver Wings, the Gold Wings and the Society of Aviation Pioneers.

— Annelie Brinkman

BONNIE JEAN MILLER Scioto Valley Chapter

Bonnie Jean Miller, age 93, of Columbus, Ohio, passed away on March 5, 2017. She was born in Zanesville, Ohio, on December 22, 1923, to Hazel and Roy Butler, Sr.

Bonnie began taking flying lessons in 1946 and received her private pilot certificate in 1947. She was the first woman in Zanesville to obtain her certificate. Bonnie flew in several international air races.

She was a lifetime member of The Ninety-Nines.

— Landon J. Adams

MARY ALICE TIDWELL Purple Sage Chapter

Mary Alice Tidwell passed away at the age of 92 on February 4, 2017, in Midland, Texas. She had been a member of The 99s for many years and was a charter member of the Purple Sage Chapter.

She held every Chairman position and office in our Chapter, but most recently she was Chairman and Treasurer. She had a great sense of humor, and she was a mentor to many.

Mary Alice didn't start learning to fly until she was 50, and she never looked back. She loved flying her white and yellow Cessna Skyhawk 172 for some 25 year before selling it due to age and health.

Mary Alice was also a member of the Confederate Air Force and Civil Air Patrol. She was always volunteering wherever she was needed and for whatever she could do.

She is sorely missed, but we know she has her own wings now and is flying with joy in her new horizons.

— Priscilla Lane Barbee

ETTA 'SUE' FRANTZ TRIMBLE Houston Chapter

The Ninety-Nines lost one of its most devoted members with the passing of Etta 'Sue' Frantz Trimble on February 23, 2017, at her home in Horseshoe Bay, Texas. She was born in 1930.

Sue, a Ninety-Nine since 1982, was an enthusiastic pilot and member of the Houston Chapter. She and Joe, her first husband of 47 years, were regular attendees at South Central Section meetings and International Conferences.

Sue was blessed with the gifts of hospitality and grace, qualities which she generously shared with The Ninety-Nines.

— Cathy Prudhomme

MARY ANNA 'MARTY' WYALL Three Rivers Chapter

With the passing of Marty Wyall in March 2017, another national treasure was lost. Of the 22 WASP from Indiana, she was the last to fly to new horizons. Marty was in the last class of WASP. Marty said, "We didn't care so much about the pay or recognition. We just wanted to help our country win the war."

After the war, Marty did not abandon aviation. She got a job ferrying surplus army planes. She became a flight instructor and married one of her students, Eugene Wyall, in 1946.

Marty briefly curtailed her aviation experiences to raise a family. In 1957, she reentered aviation to fly the Powder Puff Derby. Marty then started her own aviation charter business. From 1965 to 1972, she was the only female pilot in Indiana to hold an Air Taxi Certificate.

Marty was most instrumental in the preservation of WASP history. For 45 years, she personally maintained their history in huge scrapbooks at her home and served as the official WASP Historian until all the memorabilia was transferred to the Texas Woman's University.

She sought out the history of the other WASP and helped select the home for the archival of WASP history. She served as president of the WASP from 1994-1996. In June 1964, Marty also revived the WASP reunions, which had been on hiatus for 15 years.

Marty was inducted into both the International Forest of Friendship and the Women in Aviation International Pioneer Hall of Fame.

Marty was a very gracious lady. She was quiet and unassuming. She was strong and determined. She will always be remembered as a dear friend to many. Godspeed!

— Lewie Wiese and Marcia Nellans



Marty Wyall.



All Pilots and Aviation Enthusiasts are
Invited to Attend this Special Evening
at Oshkosh with guest speaker,
Adrian Eichhorn
Tuesday, July 25, 2017 • 6 PM
in the Nature Center

\$30 in advance by credit card only

Pre-register and pay by July 21, 2017

www.99sOshkoshdinner.com

email: 2017dinner@ninety-nines.org



Adrian Eichhorn currently flies for JetBlue Airways on the Airbus 320 and holds several type ratings. Credentialed as an ATP, CFI, CFII, MEI, AGI, IGI & IA, he is also type rated in the Gulfstream IV, III, II, 200, Challenger 604 and Cessna 560 Excel. Prior to JetBlue he flew for the FAA, NASA, General Dynamics, and the Washington Redskins. He has received numerous national awards including the FAA National Safety Counselor for 2001 and National Aviation Technician of the Year in 2016. He is the sole recipient of both of the highest honors given by the American Bonanza Society. Adrian also served 20 years in the U.S. Army Corps of Engineers retiring as a Lieutenant Colonel. His last four years in the Corps were spent as the Strategic Nuclear Operational Plan Advisor to the President of the United States and the Chairman, Joint Chiefs of Staff.