

99 News

Ninety-Nines – Inspiring Women Pilots Since 1929





Ninety-Nines

Inspiring Women Pilots
Since 1929

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

The 99 News

PO Box 950374
Oklahoma City, OK
73195-0374

Email:

news@ninety-nines.org

Online Form:

[www.ninety-nines.org/
forms/index.cfm/news_
reporter.htm](http://www.ninety-nines.org/forms/index.cfm/news_reporter.htm)

(please use the new form)

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

For advertising

information, specs and
rates, or to place an ad,
please contact
[advertisingmgr@
ninety-nines.org](mailto:advertisingmgr@ninety-nines.org)

View previous issue at
[ninety-nines.org/
99-news-magazine.htm](http://ninety-nines.org/99-news-magazine.htm)

CALENDAR 2017

AUGUST

- 19 **Okie Derby Proficiency Air Rally**, Sundance Airport (KHSD), Yukon, Oklahoma, sponsored by the Oklahoma Chapter. Visit okiederby.com for more complete information.

SEPTEMBER

- 9 **Colorado Chaper Poker Run**, stops at KAPA, KBJC, KFTG, KFNL and KGXY. Culminates at Greeley Airport. Visit Colorado99s.org.
- 4-17 **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.
- 22-24 **North Central Fall Meeting**, Minneapolis, Minnesota
- 23 **New Jersey Chapter Pennies-a-Pound**, rain date September 24. Contact Shannon Osborne, n759yu@gmail.com.
- 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**, Lenox, 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/](http://ninety-nines.de/events/).

Letters

FULLERTON AIRPORT DAY REVISITED

May 13, 2017, was a beautiful day for a plane ride at Fullerton Municipal Airport during their Airport Day celebration. My 18-year-old and four-year-old grandsons were not disappointed. My grandchildren and I live in Fullerton about a mile and a half from the airport.

All the 99s were most helpful, polite, respectful and knowledgeable.

The last time I took a plane ride with a 99 was at the 2002 Fullerton Airport Day when the event was still held in October. At that time, I had my four-year-old and one-year-old grandsons with me.

Almost unbelievably, today we had the same pilot and plane as we did in 2002! The four-year-old is now 18. The then one-year-old, now 15, was at an athletic event and could not attend. But my new four-year-old grandson was there. We had a grand time!

Thank you, Fullerton 99s for participating in Airport Day at Fullerton Municipal Airport.

Finally, thank you to pilot Sylvia Paoli and good old N990JD!



— Sal Addotta
Fullerton,
California

Sal Addotta, right, with his
grandsons Jack Seibel, 18,
and Luke Seibel, 4.

On The Cover

As Mary Build explains, a seaplane pilot must always be prepared. If not, prepare for the end result.

"My feet were complaining from being wet in sandals all week, so I opted to put on some nice warm dry socks and sneakers, completely disregarding the fact we were going to a beach and not a dock. I was in the process of taking off my sneakers and socks when several people came to greet us. Charlie Evans was insistent about giving me a piggyback. I thought, for 10 steps I could take him up on it. Mistake! Bob Hirshberg, the photographer who has put seaplane in New England on the map, came around the corner smiling away, with his camera clicking. I threatened him to never use that photo. He saved it for almost 10 years, and now it is showing the evidence of not being prepared!"

Scam Alert!

Recently two of our Section Treasurers have been sent an email from their Section Governor asking for money to be wired to them. However, the emails were NOT sent by our Governors but are a scam. If you receive an email like this, please immediately forward it to me and do NOT wire or send any money.

— Jan McKenzie, 99s President

OFFICERS AND DIRECTORS



Jan McKenzie
President



Corbi Bulluck
Vice President



Lisa Cotham
Secretary



Barbara Crooker
Treasurer



Terry Carbonell
Director



Marjy Leggett
Director



Leslie Prellwitz
Director



Cathy Wappler
Prudhomme
Director



Martha Phillips
Past President

99 News published by THE NINETY-NINES, INC.™

International Organization of Women Pilots
A Delaware Nonprofit Corporation
Organized November 2, 1929
(ISSN 1548-565X)

INTERNATIONAL HEADQUARTERS

4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140 USA
Mail to: PO Box 950374
Oklahoma City, OK 73195-0374
405-685-7969 or toll free 844-994-1929
FAX: 405-685-7985
Email: 99s@ninety-nines.org
Website: www.ninety-nines.org

PUBLICATIONS COMMITTEE

Lori Plourd, Chairman
Jann Clark, Marie Fasano, Lu Hollander,
Susan Larson, Marion Nauman, Janice Pelletti,
Martha Phillips
Danielle Clarneaux: Publisher/Editor

CLARNEAUX COMMUNICATIONS

Bellevue, WA 98007-5304

THE 99 NEWS

4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140
Fax: (405) 685-7985
Email: news@ninety-nines.org

COUNCIL OF GOVERNORS

Arabian: Alia Al Twal
Australian: Jennifer Graham
Austrian: Monika Stahl
Brazil: Patricia Rodriguez da Rocha
British: Dorothy Saul-Pooley
China: Xue Yan Zhang
East Canada: Lisa Bishop
Far East: Kyung O. Kim
Finnish: Leena Molari
French: Isabelle Bazin
German: Ursula Hammer
India: Harpreet A. De Singh
Israeli: Annie Gross
Nepal: Pema Lama
New Zealand: Dee Bond
Russian: Inna Vladimirovna Frolova
West Canada: Roberta Drinkwater
United States:
Mid-Atlantic: Juliette Lindrooth
New England: Glenna Blackwell
New York-New Jersey: Rosanne Isom
North Central: Minnetta Gardinier
Northwest: Patty Viall
South Central: Stephenie Roberts
Southeast: Myra Bugbee
Southwest: Alice Tainack

The Ninety-Nines Mission Statement

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.

Editorial and Photo Guidelines

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.

Editorial Policy

The opinions expressed in the articles presented in this magazine are those of the authors and shall not be construed to represent the policies or opinions of The Ninety-Nines, Inc.®

99 News is published bimonthly by The Ninety-Nines, Inc., International Organization of Women Pilots, at 4300 Amelia Earhart Drive, Suite A, Oklahoma City, OK 73159-1140.

The subscription is included in the annual Ninety-Nines membership dues. Periodicals postage paid at Oklahoma City, OK and other additional mailing offices. Neither The Ninety-Nines, Inc. nor the Publisher can accept any responsibility for the correctness or accuracy of the matters printed herein.

The Ninety-Nines, Inc. does not warrant, guarantee or endorse any specific product or service that is advertised in its printed or online catalogue or magazine.

The Publications Committee and the Publisher reserve the right to reject any material submitted for publication. Copy submitted for publication shall become the property of The Ninety-Nines and shall not be returned.

Annual Dues:

U.S. – 65 USD
Canada and the Caribbean – 57 USD
Overseas – 44 USD
Student Member – 35 USD (65 USD after first two years)

Non-member Subscription Rates:

U.S. – 20 USD
Canada and other countries – 30 USD

POSTMASTER: Send address changes to:
The Ninety-Nines, Inc.®
International Organization of Women Pilots
4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140 USA

99 News

July/August 2017



Twenty-four Ninety-Nines received Amelia Earhart Memorial Scholarship Fund awards.



Attending the 2017 International Forest of Friendship ceremony are, from left, first row: Carole Sutton, Kathy Lester Ross, Michelle Stauffer, Annette Smith, Karen Weldon, Suzie Azar, Darcy Kulesha, Jeanne Hendrickson and Wally Funk. Second row: Judy Benjamin Godfrey, Myra Bugbee, Janet Gonzales, Mae Marquet, Anne Muirhead, Linda Murphy, Cheri Thompson, Theresa Levandoski Byers, Monica Graham and Ann Shaneyfelt.



Air Race Classic Team 26 at Abilene Municipal Airport: Corbi Bulluck on the wing and Ramona Banks, left, talking with Robin Laws. Photo: Dana Moen

- 6** Seaplane Flying
by Mary Build
- 8** Airman Certification Standards Revised
by Lisa Cotham
- 9** New Flight Plan for 99 News
by Danielle Clarneaux
- 10** 24 Ninety-Nines Awarded AEMSF Scholarships
by Jacqueline Boyd
- 17** Marr Bretlyn: On Becoming a Pilot
By Marr Bretlyn
- 18** Walking Through History at the International Forest of Friendship
by Myra Bugbee
- 20** 2017 Air Race Classic — 99s Start to Finish
by Susan Larson
- 25** My Solo
by Kym Schrama

IN EACH ISSUE

- 2** Calendar
- 5** President's Page
- 22** New Members
- 23** Careers
- 23** Milestones
- 23** Friends of The 99s
- 24** Touch & Go
- 26** Grass Roots
- 29** New Horizons



President's Page

BY JAN MCKENZIE, International President

What I Would Have Missed if I'd Never Become a 99...

(inspired by an article in *Sport Aviation*)

I would have missed 5,000 sisters who have been fun, supportive and have made a huge difference in my life.

I would have missed the opportunities to fly to small towns and big cities all over the U.S. and Canada to attend 99s meetings. I flew to the 1980 International Conference in Anchorage in my C172. We flew up the Rocky Mountain Trench and discovered incredible glaciers, a lake 251 km long and majestic mountains that drop straight into the sea.

I would have missed a chuck wagon breakfast at the edge of the Palo Duro Canyon in the panhandle of Texas. The horse-drawn wagon driver stopped on the way to the edge of the canyon to dispatch a rattlesnake in the middle of the trail with a whip. What fun Section meetings are!

I would have missed the encouragement and support to get my ASEL instrument and commercial helicopter ratings.

I would have missed one of the inspirations in my life, meeting Eileen Collins, first woman space shuttle pilot and first woman shuttle commander, at a 99s Section meeting.



Flying up close to Mt. Everest in Nepal.

I would have missed reading Emily Howell Warner's book, *Weaving the Winds*, that provided me with a model of how to handle tough negative situations in my career as an electrical engineer. Emily was the first modern day American woman airline pilot and experienced many biases. I now am proud to count her among my close friends.

I would have missed meeting Louise Thaden, charter member of The 99s and winner of the 1929 All Women's Air Derby and 1936 Bendix Air Race, another inspiration in my life.

I would have missed a tour flight up close to Mt. Everest when a group of 99s went to Nepal and India for the third annual World Aviation Congress.

I would have missed the pleasure of taking part in giving scholarships to other women pilots to help them realize their dreams.

I would have missed the opportunity and honor to work for, and help grow, the best women pilots' organization in the world.

I would have missed the opportunity to give something back to aviation that has given so much to me!



Jan earns her commercial helicopter rating.

SEAPLANE FLYING

BY MARY S. BUILD, Designated Pilot Examiner
Katahdin Wings Chapter

It's summer and we're all out enjoying our airplanes again. Seaplanes are not flown during the winter months here in Maine. We must patiently wait for the lakes to be free of ice.

With seaplane flying, we have the freedom to leave an airport and fly to a lake farther north to fish, hike, camp or have lunch with a friend. We want an adventure, but we also want to be safe. Following are some conditions I need to think about prior to leaving.

The first condition is rough water. I'm going to get out there and fly often, increasing my capability a little at a time by adding a few knots of wind speed to my comfort level. When I arrive at my destination and the wind is creating rough water, I can land safely with confidence.

If the water is rough during takeoff, the tendency is to keep the stick back to avoid the waves. That prolongs keeping the plane on the water. I'm going to push the nose over with the stick, gain speed and almost instantly leave that rough water. I'll be able to enjoy the scenery, since I'll be slower with these floats on.

It's important to land in rough water in a flat configuration. The brunt of impact will be on the "step" portion of the float. The step is in the middle of the bottom of the float. This is a small area and the only thing that is in the water just prior to take off.

After landing, I'll cut the power, reduce the flaps, and we will settle into the water and stop very quickly. If trying to turn 180 degrees doesn't work with 1,500 RPMs, I'll sail back to the beach or beyond the dock, then power up to it.

No plow turns for me. They're dangerous. Full power is used when turning downwind. While broadside to the wind, the wind can easily lift the windward wing and force the opposite float to dig into the water, starting a cartwheel followed by an upturned airplane. I watched someone try to force a plane around one day, and they ended upside down in Moosehead Lake. Patience! Don't try to fight with Mother Nature. She will win.

When taxiing crosswind, I'll keep the stick, or yoke, into the wind. The least amount of lift on that side is the goal. To

prevent tuning into the wind the way the airplane wants to, I'll push the stick away again, forcing the front of the floats down into the water to create resistance. Then, if I can, I'll try to taxi at a 45-degree angle to the wind rather than directly crosswind to the dock. Securing it properly will save very costly repairs and give me a plane to fly home.

When securing a seaplane to the dock in very windy conditions, I'll secure the outboard wing if facing into the wind. Placing the plane on the lee side of the dock, the wind will push it away from the dock and save it from being damaged. If securing on



Mary Build flies her two grandchildren to a pancake breakfast. "It's the best way to enjoy a P12," she says.

a beach, I make sure three ropes are used: two under the wings placed back and away from the plane and one straight back from the tail.

Another option is to place two from the tail, in addition to the wing ropes. Spreading out the two tail ropes back and away will keep the plane from moving side-to-side. Under the stern of

the floats, I'll put a log or board to save the thin aluminum from scraping on sand or rocks.

Lovely windless days create glassy water. Taking off is glorious, as long as I remember to lift one float to reduce drag. When landing though, I'm not going to try to land in the middle of a big lake. I'll fly along the shore after clearing it for obstacles and use the trees for depth perception.

I'll set up a descent at 100 to 200 feet per minute with a nose high attitude. I will resist the temptation to take out the power the way I normally would. If I were 20 feet above the water, I



Photo Bob Hirshberg, Scruffy Productions.

wouldn't know it. If I run out of room, I'll go-around. If there are no trees to use for depth perception, a flotation device will work. I'll throw it out of the plane and use that to determine my distance from the water when I come around again.

Like all water operations, I need to take time and make sure I'm prepared for any given set of circumstances. After landing, it's

always a good idea – and fun – to do a step taxi in glassy water conditions. This is when, after landing, a little power is added, just enough to have most of the float out of the water, not take off, and get to your intended destination faster. It's just like how a boat travels on the water: fairly flat.

Porpoising is when the front of the floats bounces up and down, typically just prior to taking off. This can be stopped by pulling the stick back and/or cutting the power. I've seen many students, while working on a seaplane rating, think it's a good idea to push the nose forward to stop it, but that will aggravate the situation, and many floats will not stop once they get bobbing up and down like that.

Confined areas are fun to practice in, too. There are several ways to make sure the pond is large enough to depart. Landing is easy, but taking off after enjoying my stay can be a problem. Calling ahead for advice is very helpful, and using Google Earth is even more beneficial. With this application, you normally can see shallow water.

Measuring the usable space is easy. I'll inspect each end of the waterway, because I may land in one direction but be forced by the wind to take off in another. If I'm in some sort of weather emergency that gives me a little time, I'll measure a pond by timing as I fly over to see how long it is.

Each of us should know what our seaplanes are capable of. Using a larger, familiar area while practicing, we can see how long it takes to reach 100 feet above the water.

In my home area, I pick a spot on the water that will be visible from the air. This is where I start my takeoff run. Using full power there, I'll make note of where I am along the shore when I reach 100 feet. I'll then climb out to a low altitude under 500 feet, back around and fly, wings level, timing from my start to where I reached 100 feet. In my Super Cruiser, it's 25 seconds.

So, when measuring a pond to make sure I can get out, I fly beside it and time how long it takes to get from where I think I can start my takeoff roll to the end of the pond. I make sure it is 30 seconds or more.

Seaplane flying reminds me of what it used to be like flying during the barnstormer days. They would take off and fly from field to field. We have that same sense of freedom while flying in Maine, as there are very few places we cannot land on the water. If you don't have a seaplane rating, think about getting one. It will take anywhere from six to eight hours of flight training, and all those hours are fun.

This rating will also count as a Flight Review, while giving you more skills to think about. Each rating makes us a better pilot, and even if you think you will never use it, you will enjoy the experience.

For information on where you can get a seaplane rating and where you can land, visit the Seaplane Pilots Association at seaplanes.org.

Airman Certification Standards Revised

BY LISA COTHAM
NOLA Chapter

On June 12, 2017, the Federal Aviation Administration implemented the first Airman Certification Standards (ACS) for the Commercial Pilot-Airplane practical test. At the same time, revisions to the year-old Private Pilot-Airplane and Instrument Rating-Airplane ACS were also published. These ACS replace the traditional Practical Test Standards (PTS). Future ACS will include ATP, Instructor and Aircraft Mechanic.

ACS looks very similar to the old PTS. Each Area of Operation contains a specific Task, and tasks are organized into three major elements: Knowledge, Risk Management and Skills.

Knowledge test questions are linked to the ACS codes, which will soon appear on the knowledge test report, correlated to a specific Task within an Area of Operation.

The Risk Management Element is intended to enhance safety by guiding airmen toward relating a broad concept to a specific safety behavior. It also intends to impress upon an airman that risk management is a continuous process, including identification, assessment and mitigation of task-specific hazards that create risk.

An example of a change in the Skills Element is in Slow Flight and Stall Procedures. FAA maintains that a pilot should not be evaluated on the ability to maneuver an airplane in slow flight while disregarding a stall warning. The new completion standard is to, "Establish and maintain an airspeed at which any further increase in angle of attack, increase in load factor, or reduction in



Catch up on the new Airman Certification Standards.

power would result in a stall warning." Applicants will now be required to clearly acknowledge aircraft stall warnings, whether it's the buffet or a warning horn, and be prepared to successfully demonstrate a complete stall recovery procedure.

ACS offers a more integrated and systematic approach to airman certification. The ACS is part of the Safety Management System

(SMS) framework used to mitigate risks associated with airman certification training and testing and is constructed around the four functional components of an SMS:

- Safety Policy that defines and describes aeronautical knowledge, flight proficiency and risk management as integrated components of the airman certification system;
- Safety Risk Management processes through which both internal and external users can identify changes to regulations or make safety recommendations that are evaluated to determine whether they should be included in airman testing and training materials;
- Safety Assurance processes to ensure the prompt and appropriate incorporation of changes arising from new regulations and safety recommendations; and
- Safety Promotion in the form of ongoing engagement with both external users and FAA policy divisions.

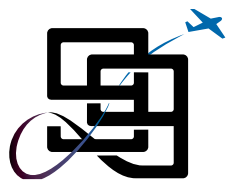
Copies of the ACS can be downloaded at faa.gov/training_testing/testing/acs/

Are You Receiving Important Information from The 99s?

Did you know that we do not have valid email addresses for as many as 1,204 of our members – that's 24.23 percent of our membership. Members with invalid email addresses do not get important information, do not receive *Straight & Level*, do not get surveys which allow them to provide input. They also cannot be emailed by other members through the online directory. This means we are not communicating with as much as 24 percent of our membership!

Please update your email addresses with an email to hqmanager@ninety-nines.org and update@ninety-nines.org. Do not be concerned about privacy, as our directory is restricted and available only to members. We do not share or sell our membership list to anyone.

Why do you want The 99s to have your current email address? So you can receive notices to members about special events, network with other 99s who may want to contact you and participate in member surveys that affect the various programs and activities of The 99s.



New Flight Plan for 99 News

As the new Publisher and Editor-in-Chief of *99 News* following the retirement of Bobbi Roe, I invite you to sit back and enjoy the exciting changes that are coming to the magazine. In a recent survey, we asked readers what they like about the magazine and what they aren't particularly fond of.



Danielle and her service dog Liza.

Many of you took the time to fill out the survey, resulting in some surprising, and not so surprising, responses. We have a very full magazine this issue, so I'll mention just a few highlights, with more details coming in the September/October issue – along with a bright new design.

A few of the highlights: Popular opinion sided with our current sections, including Grass Roots, New Members, New Horizons and Milestones. Our columns, Fit to Fly and Careers, also got thumbs up. In the next issue, we'll cover some of the topics members are interested in reading and other survey details.

A little about me now. You might be wondering why I'm running a photo of myself with my dog Liza. She's my hearing assistance dog, my third in almost 20 years. So, while I won't be able to chat with you on the phone, emails are always welcome at danclar@comcast.net.

My love of writing started back in elementary school. Dreaming of becoming a reporter, I'd hang out at my hometown's small weekly newspaper where my grandmother was the society editor. My dream came true in high school, where I became the first junior editor-in-chief and the first to hold a two-year term.

From there, my career went forward as a reporter on newspapers in the Seattle area, winning multiple writing awards. My reporting days were unfortunately cut short by a progressive hearing loss. For several years, I was still able to work in the newsroom as an editor, but even that became difficult.

My next step, after training my first German shepherd hearing assistance dog, was to start my own business, Clarneaux Communications. I was a freelance writer and editor for several publications. And then along came Bobbi and airplanes.

It's serendipitous that I've spent 25 years editing aviation magazines. I'd been terrified of airplanes since I was a young teenager and witnessed a mid-air collision. It was my first service dog that gave me the courage to start flying as a passenger. I still had enough hearing at the time to do travel writing, and

we had some interesting trips, to say the least. Although I don't fly anymore, it's my hope I can continue working with The 99s and keep flying vicariously with you.

Back to *99 News*. You'll also notice changes in the Publications Committee. Donna Crane Bailey, Publications Chairman since 2003, has also retired after many years of coordinating content, proofing issues and fact checking.

President Jan McKenzie appointed Lori Plourd, Katahdin Wings Chapter 99s, as the new Publications Chairman. Assisting Lori are committee members Marie Fasano, Lu Hollander, Marion Nauman, Janice Pelletti, Susan Larson, Jann Clark and Martha Philips.

Lori tells us a little about herself:

"I always wanted to fly. Didn't matter how – either like a bird, from a rope swing or in an airplane. It wasn't until I was 35 that my dream finally 'took wing.' I started flight training in 1998, and in 1999 I received my private pilot certificate. In 2000, I was introduced to 99s in my area, the state of Maine, and the next year I joined the Katahdin Wings Chapter.

"Since then, I have served as Secretary, Vice Chairman and Chairman at the Chapter level. I have also served as Secretary, Vice Governor and Governor for the New England Section. Joining The 99s has been a wonderful experience. I feel I've found a family of women who are excited to share in the challenge of aviation. Because of The 99s, I've been able to fulfill my dream of flight and adventure, and have established cherished friendships with my winged sisters.

"Before I realized I didn't have to be a math genius to learn how to

fly, I went to art school and received a Bachelor of Art degree in graphic design. I have worked primarily in magazine, newspaper and advertising design and layout. More recently, I have been working as a proofreader and also acted as reporter for our Chapter. Writing has always been a side interest for me.

I feel very honored to have been asked to serve as Publications Committee Chairman for *99 News*. We will soon be charting a new course for the magazine to bring you an updated design and feature articles."

We all look forward to continue bringing you news, features and interviews with 99s members.



Lori, right, flying with friend Danielle Courchene.

24 Ninety-Nines Awarded AEMSFS Scholarships

By Jacque Boyd, AEMSFS Chairman

Your Amelia Earhart Memorial Scholarship Fund Trustees are very pleased to announce the recipients of the 2017 Flight Training, Academic and Research Scholar Grant Awards. This year the Trustees received 46 applications from 12 Sections. This represented 34 Chapters from four separate countries, including the U.S. The Trustees were able to award 23 Flight Training and Academic Scholarships worth \$182,192.59.

We were also able to award one new Research Scholar Grant to Barbara Schultz and provide further funding to Bobbi Roe for her continuation in digitizing the 99 News. Both Grants will help make important historical information from our Organization much more accessible to our members and to outside researchers.

Our work is always interesting, and the decision-making process is sometimes difficult. I'd like to share the following email from 2016 winner Denise Kowal. These are the sorts of communications that make our work worthwhile and say so much about our membership.

What a year this has been! Thank you for being a part of it. I was hoping to get this training finished by the time my busy season started up, but the horrible, long winter had other plans for me. Then, as spring finally started, it became apparent that my new website (which I built to push my business towards my most profitable work) was really taking off! My financial situation has changed significantly, and I

feel it would no longer be appropriate to continue to draw funds from my scholarship account. I would much rather leave those funds there for the next deserving woman who needs the help. The rest of my commercial certificate is on my dime, and I hope to be in the position to give back to the AEMSFS one day soon. This decision was difficult, because I know my timely completion of the rating is important to the Foundation, but the spirit of the gift is for those who are in financial need, and that really isn't me anymore. I am very grateful. Thank you for your help and always quick reimbursement. And thanks to the Foundation for the opportunity to take my flying as far as I have.

Tailwinds and clear skies! ~Denise M. Kowal

If individuals, Chapter AE Chairmen, Chapter Chairmen and Section AE Chairmen have questions, please contact the Trustees directly. If we know what your concerns are, we can help address them. The work at the Chapter level is extremely important to the success of our scholarship process. The Trustees plan a conference call with Chapter representatives, just as we did last year with the Section AE Chairmen. We are constantly in the process of review and revision to ensure that the Fund is spending your scholarship dollars in an efficient manner.

You are the people who have made the Fund what it is, and we couldn't do our jobs without you.

Background photo: Amelia Earhart in Department of Commerce airplane, 1936. Everett Historical



GENEVIEVE ANONSEN, MULTI-ENGINE
Pikes Peak Chapter, South Central Chapter

At 24, I did not believe my business degree, corporate job or cubicle sealed my destiny. I knew, after seeing the F-22s fly over my office every day, all I wanted to do was fly the most elite aircraft with the most skilled pilots in the world. At 26, because of the support, mentorship and generosity from my Ninety-Nines Chapter, I was competitive enough to be selected as an F-15C pilot candidate for the Air National Guard. In the meantime, the Amelia Earhart scholarship will help me complete my multi-engine add-on to fly commercially.



JASPREET BATH, A320 TYPE RATING
Bay Cities Chapter, Southwest Section

Raised in a middle-class conservative Indian society, I never imagined I would be a pilot. But my life turned around the moment I realized my love for aviation while in a B-737 cockpit. It was a challenging journey, and I am a proud SkyWest Airlines pilot today. I aspire to fly bigger airplanes and have a successful career at a major airline. I am so grateful to The 99s for this scholarship and thankful to so many people who helped me along this journey. I would like to pay it forward by helping the underprivileged women in my country achieve their dreams.

**NANCY BRADSHAW, COMMERCIAL HELICOPTER
ADD-ON**

Treasure Coast Chapter, Southeast Section

I am incredibly happy and grateful to receive the Amelia Earhart flight training scholarship in order to earn the helicopter commercial add-on rating. It is an awesome opportunity for me to continue to pursue my goals in aviation and become a dual-rated pilot. I love a challenge, and flying the R22BII is nothing short of that. After completion of this rating, I will continue with the helicopter instrument, CFI and CFII ratings. I am a fixed wing CFI/CFII in West Palm Beach, Florida. My journey in aviation began as a flight test engineer on the F16 and F35 programs.



ELIZABETH COWDEN, CLASS IV INSTRUCTOR
First Canadian Chapter, East Canada Section

My eyes have been turned skyward for as long as I can remember. From my first glider lesson nearly 10 years ago to my instrument check ride last year, I have fond memories of each and every one of my instructors who helped me turn my aspirations into reality, one lesson at a time. Thanks to this scholarship, I will gain the skills to have that same impact on the next generation of aviators. My goal is to help my future students reach their full potential and to inspire new women pilots like The 99s have inspired me.



TOSHA CYPHER, CFI HELICOPTER
Mat-Su Valley Chapter, Northwest Section

I'm a 4th generation Alaskan who enjoys the outdoors and all that this unique place offers. I also love how much aviation is a part of our lifestyle and culture here. My love of aviation not only comes from the joy and excitement of being able to fly, but also because I want to pursue things that challenge me and help me to grow. What a privilege and exciting skill to be able to fly. It's truly rewarding! I'm currently a commercial helicopter pilot, working towards my CFI with the hope of a fixed wing add-on in the future.

SARAH DENTON, INSTRUMENT
Colorado Chapter, South Central Section

On October 30, 2016, my grandfather pinned his Navigator Wings on me for earning my private pilot certificate. He is my hero, and making him proud that day meant the world to me. In 2015, I graduated from Metropolitan State University of Denver with a Bachelor of Science degree in Aviation Technology. Now I can't wait for 2017 to be the year I complete my instrument rating and move another step closer to my dream career. I am truly grateful to have received the Amelia Earhart Memorial Scholarship Fund award and to be a part of the Colorado Chapter Ninety-Nines.





ALANA ERICKSON, ME COMMERCIAL ADD-ON
Idaho Chapter, Northwest Section

I live in Idaho but was raised in Colorado – I'm most at home in the mountains. I have recently switched careers from healthcare business consulting to flying professionally. It's one of the best decisions I've ever made. I'm currently flying for a charter company in Arizona. With this scholarship for my multi-engine commercial rating, I hope to advance into longer charters and corporate flying. I hope to give back to the female pilot community by next obtaining my CFI and doing company instruction. I'm very grateful for this award!



KATHARINE GREENWOOD, MULTI COMMERCIAL
Reno High Sierra Chapter, Southwest Section

Born in Las Vegas, my love for aviation took flight when I was 17 and earned my private pilot certificate. More recently, I earned my instrument, my commercial is in progress, and now because of the generosity of The 99s, I will begin my multi-engine training. I am Chairman of the Reno High Sierra Chapter, vice president of Reno Aviation Group, member of Civil Air Patrol and Women in Aviation, and sit on the Board of Trustees for Pathways to Aviation. I am vested in my roles and also the mission and success of these organizations and the community I serve.



MELISSA HANTHORN, BS, AVIATION
Greater St. Louis Chapter, North Central Section

I have been in love with flying since my grandpa took me for my first airplane ride when I was in grade school. In 2014, I decided to switch careers and started flight training in helicopters. Since then I have earned my private pilot certificate and instrument rating. I am currently working on my commercial certificate at Midwest Helicopter Academy. I also attend Utah Valley University for a BS in Aviation Administration. I am so thankful and grateful for the continued support of The 99s, both financially through scholarships and through the emotional support of friends and mentors.



LEONIA HUNT, BS, AVIATION
Spaceport Chapter, Southeast Section

I am 19 years old and a senior at the Florida Institute of Technology. I study aviation management with professional flight. I am nearly done with my commercial multi-engine training and will start this summer on my commercial single engine add-on. After completing that rating, I plan to take an aerobatics course before starting my CFI training. I will be graduating at the end of this year, but I plan to continue my education and obtain a master's degree in aviation safety. My ultimate goal is to be an international airline captain.

EMILY JOHNSON-RAMIREZ, MULTI INSTRUMENT

Phoenix Chapter, Southwest Section

I sit on my jump seat and imagine myself working on the other side of the flight deck door. I am a flight attendant turned aviatrix. Through the mentorship I've received from my Phoenix Ninety-Nines sisters and the financial support of the Amelia Earhart Memorial Scholarships, I've made large steps toward my dream of becoming an airline pilot. I will finish my commercial certificate soon, and with the financial support of this scholarship, I will begin my multi-engine commercial add-on without delay. It is a great honor to serve my Chapter as the Phoenix Chapter Chairman.



SHERI KONTRA, MULTI-ENGINE

Idaho Chapter, Northwest Section

I earned my private pilot certificate after being told that "girls can't fly." I then went on to earn my commercial certificate for SEL, SES and my instrument rating. I also have high performance, complex and tailwheel endorsements. I volunteer with my local 99s Chapter, along with numerous aviation organizations. I am an Angel Flight West Command Pilot, co-founder of Art & Science of Flying for STEM, an accountant, and I co-manage the Ponderosa Aero Club and Boise Pilot Shop in Idaho. My goals include earning my multi-engine, becoming a charter pilot and CFI, as well as inspiring women to find their passion and follow their dreams.



FANNY LEROY, EMERGENCY MANEUVERS

British Columbia Coast Chapter, West Canada Section

I was born and raised in the French Alps. I moved to Canada almost five years ago to attend the University of Laval in Quebec, where I graduated with a MBA in Finance. In July 2015, I received my private pilot license and have been hooked on aviation since. I then moved to British Columbia, where I now work for an independent aviation specialist and am working on getting my commercial license. After moving to British Columbia, mountain flying has become my passion. I just love the playground that is offered in Canada!

SARA MAZZARELLA, INSTRUMENT

Phoenix Chapter, Southwest Section

I always talked about being a pilot someday, but didn't truly believe I'd ever become one. Since joining The Ninety-Nines, and with the help of the AEMSF, this dream has become my reality. I started flying only when my work schedule allowed for it. Now I'm a private pilot, enrolled full-time at a flight school, on the fast track to the airlines! It's a scary leap but worth the risk. To my fellow Ninety-Nines on similar journeys, follow your heart and don't look back! "The most effective way to do it, is to do it." – Amelia Earhart.





NEHA PURI, ATR-72 TYPE RATING
Nepal Section

Having grown up under the guidance of my father, who is a pilot, I have developed a strong passion for flying. Even after successfully completing my undergraduate degree in E&TC engineering, I still pursued my dream of one day being an airline pilot. I have gained a fair amount of experience flying in the challenging Nepal aviation environment. I am a fun-loving person who likes to take up challenges in life. With this scholarship, I wish to advance my flying career with a jet aircraft rating and being one of the few female pilots who fly jets in Nepal. Namaste.



ELIZABETH ROBERTSON, COMMERCIAL
San Antonio Chapter, South Central Section

First, I would like to say thank you to The 99s for selecting me as one of the 2017 Amelia Earhart Memorial Scholarship recipients. The scholarship will help me achieve my commercial certificate. I am a first-generation pilot and an adjunct mathematics professor. I have my unmanned certificate and both advanced instrument ground instructor certifications. My goal is to become a professional certificated flight instructor and, through hard work and dedication, obtain Master and Gold Seal. Sharing knowledge is my passion, and I hope to positively influence other young women from all backgrounds.



BETH ROBINSON, COMMERCIAL
Sleeping Giant Chapter, East Canada Section

I'm a Northern Ontario girl who grew up canoeing, camping, hiking and exploring the Canadian wilderness. Things haven't changed much except for being able to explore a little more through flying! I've been working in aerial photography and surveying for four years now, and I love it. With my commercial certificate, I will be able to take photographs while flying the photographers around. I hope to not only finish my commercial certificate but also gain my IFR and multi-ratings. Congratulations to the rest of the woman who are a little closer to their dreams with these scholarships!



NATALYA SHEMIGON, BS AEROSPACE SCIENCE
Colorado Chapter, South Central Section

I keep falling deeper and deeper in love with flying. Just when I think this is as good as it gets, a new adventure comes along. With the help and encouragement of The 99s, I earned my private pilot certificate, and now I'm almost done with my instrument rating. I want to be a commercial airline pilot and am currently working on my bachelor's degree in Aerospace Science. I also recently joined Metro University's Aerobatics team with the goal of becoming a better and safer pilot. Follow your heart no matter the heights, wear a parachute in case all else fails.

KEEGAN STARKEY, CFI

Indiana Dunes Chapter, North Central Section

I hold a commercial certificate with an SEL rating. I'm currently working on my commercial multi-engine rating and flight instructor certificate. I work and train at Eagle Aircraft in northwest Indiana and Liberty University School of Aeronautics. I am grateful to my local Chapter for their support throughout my training. I graduate this May after completing a BS in Aeronautics and minor in Business in only three years. At the same time I earned my certificates and ratings in aviation at my home airport on school breaks and summers. I have mentored, worked with Samaritan's Purse and hope to use aviation for more missionary trips in the future.



BRENDA TIBBS, ME COMMERCIAL ADD-ON
Sugarloaf Chapter, Mid-Atlantic Section

I am excited to begin my training towards a commercial multi-engine rating. I became a flight instructor in 2010. I recently opened Bravo Flight Training, a small flight school in Frederick, Maryland (FDK). It has been an amazing and all-consuming experience for me! This scholarship will enable me to move forward toward obtaining my MEI and further my goals. I am the post leader for the Frederick Aviation Explorers. I am a proud mother of two. I am also a grandmother of two; the oldest is four-year-old Tempe, who is airplane obsessed!



CAITLIN WALTON, CFI
Pikes Peak Chapter, South Central Section

My passion for aviation started early thanks to my father, an airline pilot. At 25, I discovered my own desire to fly. With a background in Elementary Education, I soon realized I would love to combine my passion for aviation with that of teaching. Becoming a CFI has constantly been my goal. Working around my teaching schedule, I completed my private pilot certificate, instrument rating and commercial certificate less than a year after my first flight. This generous scholarship allows me to attain my CFI. Flying has been an absolute joy. I look forward to sharing this with others.

ELISE WHEELLOCK, BS, AERONAUTICS
Old Dominion Chapter, Mid-Atlantic Section

I am incredibly honored and excited to have received the Amelia Earhart scholarship! I am a first-year student at the University of North Dakota, pursuing a major in Flight Education. I hope to graduate and pursue flight instruction and bush flying, eventually having a career as a medical evacuation pilot. I am currently a private pilot in airplanes and gliders. I finished my instrument training at UND this spring and am excited to begin my commercial certificate with the help of this scholarship. Thank you to The 99s for supporting me in my favorite adventure!





MEAGAN WOOD, COMMERCIAL AVIATION MASTERS

Las Vegas Valley Chapter, Southwest Section

My experience in aviation has been flying for Part 135 operators and flight instructing. My interest in earning a master's degree began after my divorce. Now a single parent, I have a strong desire to excel at my career to give my kids an abundant life and to show them the rewards of hard work. I have just been hired as a Citation captain at a growing Part 135 charter operator. I will use my master's degree to move up within the company and in the industry, from lead pilot to chief pilot to management.

BARBARA SCHULTZ **Research Scholar**



Barbara Schultz, Antelope Valley Chapter, was awarded a Research Scholar Grant to help catalog and evaluate the Glenn H. Buffington collection which is currently housed in the 99s Museum of Women Pilots at our Headquarters in Oklahoma City. She will develop a Finding Aid for the collection. Her work with this collection makes important historical information much more accessible to our members and to outside researchers.

A member of the 99s Museum of Women Pilots, Barbara is a noted aviation historian and author with four books in print. In addition to her books and American Aviation Historical Society journal articles, she has been a consultant and participant in three aviation documentaries. Her projects are well-researched and include many first-person interviews with pioneering pilots.

Barbara earned her private pilot certificate in 1978, purchased a 1950 Cessna 140A and married her test pilot husband Phil. They live on their own airport in California's Antelope Valley and own several classic aircraft.

AEMSf Judges: Making the Hard Decisions



DICK SPIVEY retired as Director of TiltRotor Business Development at Bell Helicopter Textron Inc. in 2002 after 47 years at Bell. In that position, he was responsible for marketing the V-22 Osprey to the U.S. Government and for development and coordination of new business development strategy regarding V-22 and future variants.

After his second retirement in 2006, he began working with the University of Notre Dame specializing in reducing drag and increasing fuel consumption of ground vehicles. The technology used provides control of airflow to maintain unseparated flow around corners to reduce the drag of ground vehicles. He and Notre Dame share a patent for using this technology on trucks, SUVs, pickups, busses and other vehicles that experience poor cruise fuel efficiency due to aerodynamic drag.

In 2009, he was recruited by the U.S. Army to become the director of their AeroFlightDynamics Directorate (AFDD), an advanced technology arm of the Army Missile and Aviation Research and Development Command (AMRDEC). AFDD specializes in rotorcraft advanced technology in rotors, flight controls, human interface and advanced computing analyses to predict rotorcraft performance, airflow management, UAV autonomous operations,

and pilot workload. It also investigates and researches advanced configurations for future VTOL aircraft.

COLONEL (RET.) TODD 'LEIF' ERICSON joined Virgin Galactic in 2014 as a test pilot on the SpaceShipTwo and LauncherOne programs after serving 27 years in the U.S. Air Force as a fighter pilot, test pilot and group commander.

In 2015, he was promoted to Vice President of Safety and Test where he ensures all company ground, flight and space operations are conducted safely and effectively. Additionally, he is currently president of the Society of Experimental Test Pilots.

Colonel Ericson is a distinguished graduate of every Air Force flying program he attended, including the top graduate of Euro-NATO Joint Jet Pilot Training and the top graduate of the United Kingdom's Empire Test Pilots School's 60th Fixed Wing Course. Todd amassed over 230 combat hours in the F-16 during Operation Allied Force, where he earned seven Air Medals. In total, Todd has logged more than 9,500 flight hours in over 120 diverse aircraft types.



Marr Bretlyn: On Becoming a Pilot

My journey as a student pilot began when I was notified in July 2016 that I was the recipient of the Karen Johnson Solo Scholarship. I was extremely excited, and my family and I traveled to Oshkosh, Wisconsin, for me to accept the award and attend AirVenture.

A member of the Ventura County Chapter graciously sponsored my membership into The Ninety-Nines, and I signed my membership papers that day in The Ninety-Nines booth. It was wonderful to join the ranks of the amazing women who continue to offer me invaluable support through my journey to obtain my pilot certificate.

On the day of my first flight lesson, my family took me to the airport. We all walked into the Statesville Regional Airport terminal, North Carolina, where we were met by my flight instructor, Tim Pardue, with Premiere Air. After receiving some information about the process, I was able to take a “discovery flight” in the Cessna 172 that would be my training aircraft for the next several months. We performed the preflight check and a run-up and took off. The experience was both exciting and nerve-racking, but I had a wonderful time and decided to continue with lessons.

A month or so into flight training, my instructor decided it was time to practice stalls and stall recovery. I had experienced power-off stalls with another pilot, so I thought I knew exactly what to expect. Boy, was I wrong! My instructor suddenly pitched the airplane up and pushed in the throttle. I heard a strange, loud whining noise, which my instructor informed me was the stall horn warning us of an impending stall.

The airplane started to shake as our angle of attack grew, and then it dropped abruptly towards the ground. Tim pushed down on the yoke to send the plane diving downward, at which point I screamed and clutched at the side of the airplane, trying to find something to hang on to. As I looked out the windshield, I saw we were flying straight towards my house. I stopped screaming and said, “Hey, I can see my house from here!”

Tim recovered from the stall after a few seconds, although it seemed like an eternity, and I was glad to be flying straight and level again. Needless to say, a partial power-off stall is much different from a full power-on stall.

Over the course of my flight lessons, I learned that I had a

lot to work on and several obstacles to overcome. During the first several flights, I botched radio communication and spoke like Minnie Mouse when I made radio calls. I struggled to hold specific headings and altitudes simultaneously. I had trouble landing and was unable to determine the amount to flare, resulting in several floated, flat and bounced landings.

One of my worst habits was becoming distracted by teeny cows, sparkly runway lights and shiny ponds. Those distractions were the subjects of much admonition, and my flight instructor praised the day when I was able to make it through an entire lesson without saying, “Look, a rock quarry!”

Then, there were those dreaded stalls. I was not looking forward to that lesson, even though I knew I had to be able to recover from stalls by myself before I soloed. I also tended to become anxious if we encountered a bit of turbulence or when something unusual happened. However, over the course of time, I was able to work through my problems and overcome those obstacles.

Most of my time in the air has been fabulous. Not long after my first flight, my instructor and I flew to Lincolnton-Lincoln County Regional Airport, North Carolina, to practice landing at a different airport.

One of my favorite lessons was when we practiced slow flight. We had a small amount of headwind which allowed us

to actually hover like a helicopter.

On Friday, January 13, my instructor decided that we were going to practice stalls again. I was able to do both power-on and power-off stalls (without screaming) and recover from them on my own, which built my confidence. We practiced some landings before my instructor told me to taxi back to the ramp.

He got out of the plane and told me I was going to solo! I was extremely nervous when I taxied back to the runway, but I took off and was able to fly three trips around the pattern with three great landings.

I am incredibly grateful for everyone who has supported me on this journey, from my flight instructor, my family, my friends and to the amazing women of The Ninety-Nines who have mentored me. It is thrilling and gratifying to have completed my first solo, and I hope the next leg of my journey will be as successful and enjoyable as the first!



Newly certificated pilot Marr Bretlyn, a recipient of the Karen Johnson Solo Scholarship.

Walking Through History at the International Forest of Friendship

BY MYRA BUGBEE
Florida Goldcoast Chapter

"We aren't in Kansas anymore." But we were. Four Southeast Section 99s, Governor Mae Marquet, Karen Weldon, Janet Gonzales and I, spent a wonderful weekend in Atchison, Kansas. We landed in Kansas City, Missouri, rented a car, and drove through the rolling, green hills of Kansas. We were all surprised at the beautiful landscape. In our imaginations, we all thought Kansas was flat and more brown than green.

We first arrived at the Amelia Earhart Birthplace Museum and were greeted warmly. Each room was decorated as it was in Amelia's time. Like a time capsule, each room told a story and took us back in history to the early 1900s. As we walked outside, we read each name on the brick sidewalk. We were moved to see many of our 99s sisters' names memorialized in the bricks.

The primary reason for our trip was for us to be part of the 41st Anniversary of the International Forest of Friendship induction ceremony. The International Forest of Friendship is a living, growing memorial arboretum that honors men and women who have made or who are making contributions to the field of space and aviation. A tree is planted to represent each state in the United States of America and many countries, and then stones with the inductees' names are imbedded on the sidewalk near the proper tree.

As we walked by each stone and read the names, it felt like we were walking through history. Do you know that there is a moon tree honoring the astronauts?

Whether you are an aviation enthusiast or not, this beautiful location is awe-inspiring. The beauty of the forest captivated us, and we were deeply touched and inspired by the names represented in the arboretum. We felt a reverence that we were somehow on hallowed ground.

This year's theme, *Flying, Forests, and the Future*, focused on contributions of youth. As each inductee was described,



Honoree Lt. La'Shanda Holmes, USCG takes a moment to read the inscriptions on the bricks lining the Forest's pathway.

we were fascinated and humbled. Each inductee made incredible contributions to the field of aviation.

This year seemed like an appropriate time to induct the Southeast Section Ninety-Nines into the Forest. Our Section is composed of 600 aviatrixes, all of whom have contributed in large or small ways to the field of aviation. Our mission is to inspire all generations by community outreach, education, first flights, mentoring or talking about our love of aviation.

Since our Section encompasses eight states, I asked if they would build a bench for our Section instead of putting a stone by a tree (which state would we choose?). They did, and the bench is under a tree near the sidewalk. A plaque on the bench recognizes the Southeast Section 99s. (Karen Weldon was also inducted at the 2017 ceremony, and Janet Gonzales was inducted in 2016.)

We were treated royally, and every detail was taken care of as we were welcomed to the 41st Anniversary Celebration. The weekend included a Welcome Reception, the induction ceremony at the Forest, a luncheon, a trolley tour of the city of Atchison, an up-close and personal viewing of Muriel, and the dedication of the Frank Spatz Hangar with a spaghetti dinner. Dance lessons, followed by dancing, rounded out a festive evening.

A large project is underway to upgrade the Amelia Earhart Airport, adding a runway and building a larger FBO. Muriel, also undergoing restoration, is one of 14 and the last surviving 1935 Lockheed L-10E airplanes. It is just like the one flown by Amelia Earhart on her fateful journey around the world.

As leaders of The Ninety-Nines, we need to care for ourselves. Networking with our 99s sisters, attending Section meetings and visiting such inspiring locations as the Amelia Earhart Birthplace Museum and International Forest of Friendship, gives us that extra boost of

enthusiasm, positivity and energy that leaders need.

The roots of the trees in the International Forest of Friendship go deep and represent friendship all around the world. This magical place is truly international and represents all brothers and sisters in aviation. We encourage other 99s to plan a trip to Atchison and see for yourselves how memorable and uplifting the visit is.

In an effort to promote a strong partnership between The 99s and the International Forest of Friendship, next year's ceremony is scheduled for June 8-9, 2018. The focus for 2018 will be on "Security and Solace through Flight," with an emphasis on military aviators, organizations like Angel Flight, flying medical staff and others.

The Forest welcomes any nominees who have contributed, or are contributing, to all aspects of aviation and aerospace. You can also honor one of your own Chapter members by purchasing a brick at the Amelia Earhart Birthplace Museum or by nominating her into the Forest of Friendship.



Southeast Section 99s relax at the new bench honoring the Section. Seated from left are Mae Marquet and Myra Bugbee; standing, from left, Karen Weldon and Janet Gonzales.

"This magical place is truly international and represents all brothers and sisters in aviation."



International Forest of Friendship honorees 2017: 1st row: Linton Wells II, Co-Chairman, International Forest of Friendship, Alex Mandel (for himself and Michele Cervone), Lt. La'Shanda Holmes, USCG, Karen Weldon, Suzie Azar, Darcy Kulesha. 2nd row: Myra Bugbee (former 99s SE Section Governor), Linda Murphy (for Fred and Karen Allina and Lara Gaerte), Sue Frantz (for Etta 'Sue' Frantz), Evelyn Vorovka (for George Vorovka), Theresa Levandoski Byers. 3rd row: Barrington Irving, Anne Muirhead (for James Muirhead), Mae Marquet (99s SE Section Governor), Susan Brassard (for Etta 'Sue' Frantz), Cheri Thompson (for George Vorovka). 4th row: Joe Frantz (for Etta 'Sue' Frantz), Ken Kulesha, David Vorovka (for George Vorovka). Not shown, Marjorie Ferguson (for Etta 'Sue' Frantz).

2017 Air Race Classic

99s Start to Finish

By Susan Larson, Rio Grande Norte Chapter

Photos by Bonnie Johnson, Cynthia Lee

From start to finish, this year's Air Race Classic was dominated by Ninety-Nines, both individuals and Chapters. Lin Caywood chaired the race start in Frederick, Maryland, with the backing of the Sugarloaf Chapter. Meanwhile, Robin Smith stepped in as Terminus Chairman in Santa Fe, New Mexico, when I abandoned my Rio Grande Norte Chapter to compete against Lin's Freakin' Awesome team and 46 other race teams.

This was the 41st running of the Classic, and although independent of The Ninety-Nines, its roots are shared by both organizations. Founded in 1977, seven women were determined to carry on the tradition begun in 1929 when Louise Thaden won the first

United States. Following the MAProgress site (link from air-raceclassic.org), anyone could, and still can, watch the leapfrog routing made by the teams. You may notice Classic Racer #39 perpetually behind the pack. This was the aircraft that just made it out of Frederick to remain competitive, then had to have the engine pulled in Indianapolis to access an accessory part that needed replacing. Flown by 99 Dee Bond, New Zealand Section, and her race partner McKenzie Krutsinger, they may have arrived in Santa Fe second to last, but they prevailed to be this year's Air Race Classic winners. Congratulations to them both!

Of the Top Twenty teams, 13 were piloted by 99s. With but



Front row (pilots – 1st to 10th place): Dee Bond, Rachel Hutzell, Minnetta Gardinier, Caroline Baldwin, Jenn Lowe, Lorraine Denby, Lara Gaerte, Emma Kishel, Brittany Danko, and Shelby Satkowiak.

Back row (co-pilots, crew – 1st to 10th place): McKenzie Krutsinger; Becca Dooling; Jeneanne Visser; Lydia Baldwin; Hannah Burright; Amy Myzie; Jo Alcorn; Dana Atkins, Jenna Annable; Katelyn Griffin, Jami Higdon; Lauren Quandt, Maria Walston.

women's cross-country air race. The only aircraft owned by The 99s, Inc., is her Beech Travel Air that won the race, now housed in Science Museum Oklahoma in Oklahoma City and available for all to see. Until 1977 the All-Woman Transcontinental Air Race (AWTAR) was sponsored by The Ninety-Nines, Inc.

Racers gathered in Frederick with a deadline of noon Saturday, June 17. Although weather that day wasn't helpful, all managed to arrive safely. Briefings were scheduled throughout the day in Frederick, and the Take-Off Banquet provided formal team introductions. A wicked front passed through on Monday afternoon, leaving the airfield soggy and a challenge for teams parked in the grass to pull out their airplanes. After an hour delay, all but three teams departed, in order, on a sunny morning.

Of the two competition teams that were delayed for mechanical issues, one was able to get out within the required three-hour window to remain in the competitive class, while the other stayed in Frederick until Wednesday.

And they were off – and racing – and spread all over the

one exception, the other seven teams were university teams. A total of 15 university teams competed.

Santa Fe offered a respite for the teams: a top-of-the-town party to celebrate our successful finishes, a hospitality room staffed by Rio Grande Norte's finest, and a Sunday evening reception and Awards Banquet in an historic hotel. The town served as a beautiful and historic backdrop for all terminus activities. A big shout out to both Rio Grande Norte and Sugarloaf Chapters!

For my race partner Amy Ecclesine and me, this was our comeback event after last year's off-airport excursion into a farmer's field in Missouri that claimed the life of my aircraft of 31 years but left Amy and me nearly unscathed. We are grateful to so many who showed their concern and particularly to the universe that chose to spare us.

There is no better opportunity to challenge yourself, your plane, your relationship with another pilot, your decision-making skills, and all in a controlled and fun environment. Get ready to race in 2018 – Sweetwater, Texas, to Fryeburg, Maine.



Top 10 Racers

- First:** Dee Bond (99), McKenzie Krutsinger
Second: Rachel Hutzell, Becca Dooling (Embry Riddle Aeronautical University – Prescott)
Third: Minnetta Gardinier, Jeneanne Visser (99s)
Fourth: Caroline Baldwin, Lydia Baldwin (99s)
Fifth: Jenn Lowe, Hannah Burright (Embry-Riddle Aeronautical University – Prescott)
Sixth: Lorraine Denby, Amy Myzie
Seventh: Lara Gaerte, Jo Alcorn (99s)
Eighth: Emma Kishel, Dana Atkins, Jenna Annable (University of North Dakota)
Ninth: Brittany Danko, Katelyn Griffin, Jami Higdon
Tenth: Shelby Satkowiak, Lauren Quandt, Maria Walston (99), (Western Michigan University)



Photos

Top: Taxi line at Frederick County Airport – KFDK in Frederick, Maryland.

Upper right: Air Race Classic First Place Winners McKenzie Krutsinger, left, and 99 Dee Bond.

Middle row left: 99s Alicia Sykes, left, and Nancy Rohr at KFDK.

Middle row right: 99s Amy Ecclesine, left, and Susan Larson at Indianapolis Regional Airport – KMQJ.

Bottom Right: Timers at KMQJ.



NEW MEMBERS

Welcome Back Members

Abdulali, Sumaira, India Section
Brierley, Houda, Arabian Section
Chan, Alice, British Columbia Coast
Coombes, Margaret, British Columbia Coast
Daniel, Barbara, Montana
Dubrow, Sandy, Manitoba
Geraghty, Laura, (F) San Diego
Herron, Sandra, Aloha
Holland-Ferrero, Diana, Austrian Section
Johannsen, Jenna, Manitoba
King, Elizabeth, Western New York
Kotlyar, Valentina, Russian Section
Randrianjafy, Stephanie, Montreal
Reider, Eileen, Eastern Pennsylvania
Rousselle, Karen, Western New York
Russell, Kristin, Intermountain
Ryan, Teresa, Spaceport
Schofield, Cynthia, Wisconsin
Schutte, Gayle, Western New York
Shortridge, Mary, Nebraska
Sielis, Kelly, Greater New York
Small, Shannon, Connecticut
Stueckrad, Romona, Colorado
Thomas, Kristina, Chicago Area
Tierney, Carol, Orange County

Welcome New Members

Abdulkadir, Shabazz, (F) Greater Seattle
Allen, Bonnie, Oklahoma
Ambs, Kryn, (F) Michigan
Anderson, Jazmin, (F) Bakersfield
Annunziata, Valerie, Southeast Section
Antonelli, Kimberly, (F) Daytona Beachin' Eagles
Arnold, Catherine, All-Ohio
Atwater, Chelsea, Florida Goldcoast
Bajpai, Kshamta, India Section
Baker, Alyssa, Golden Triangle
Barnier, Jessica, (F) Wisconsin
Bateman, Sharon, (F) Ventura County
Bazemore, Kelley, (F) Tip of Texas
Belcher, Tiffany, (F) Greater Seattle
Benlala, Soumia, (F) Montreal
Bigwood, Linzi, Kentucky Bluegrass
Bobseine, Jan, (F) Western New York
Bost, Kathryn, Carolinas
Brown, Kaylee, San Gabriel Valley
Burke, Emma, (F) Sugarloaf
Cage, Catherine, Santa Maria Valley
Cameron, Katrina, First Canadian
Carey, Julia, (F) Sacramento Valley
Carrillo, Kelly, (F) Santa Rosa
Castillo, Tianna, Aloha
Choi, Jungyeun, (F) Florida Suncoast
Clark, Kristina, Florida Goldcoast
Coffman, Jenna, (F) Colorado
Cote, Veronica, Eastern New England
Cranfill, Ashley, (F) Georgia Flying Belles
Davis, Lisa, Tucson

De La Rose, Shayla, (F) NOLA
Decesare, Lynnette, (F) Carolinas
DeEll, Jennifer, Maple Leaf
Dixon, Kasey, San Antonio
Durr, Serena, (F) Paradise Coast
Ebdon, Katelyn, (F) Houston
Ehn, Amy, (F) Oregon Pines
Ellsworth, Shira, Florida Heartland
Emeraud, Lydie, French Section
Engel, Jennifer, (F) Ventura County
Erdmann, Kelly, (F) Michigan
Estival, Dominique, Australian Section
Filios, Catherine, Tennessee
Fosaaen, Carrie, Oregon Pines
Froemsdorf, Amy, Aloha
Gandu, Beatrice, (F) British Columbia Coast
Garba, Promise, (F) Daytona Beachin' Eagles
Gawthrop, Jodie, (F) Indiana
Golcova, Katerina, Orange County
Gomez Rodriguez, Marta, Arabian Section
Govell, Nancy, (F) Washington DC
Hahne, Kerry, (F) Alaska
Harris, Taylor, Austin Hill Country
Harrison, Rhiannon, Memphis
Heller, Rita, (F) Colorado
Herrmann, Laura, Minnesota
Higley, Amanda, (F) Colorado
Holman, Harley, (F) Shenandoah Valley
Hunter, Christine, At Large
Hutcherson, Mia, (F) Phoenix
Jackson, Kelley, Eastern Pennsylvania
Jackson, Kimberly, (F) Wichita Falls
Jakubiec, Jennifer, Maryland
Jenks, Kimberly, (F) San Fernando Valley
Jensen, Marian, Greater Seattle
Johnson, Andrea, (F) Columbia Cascade
Johnson, Madeleine, (F) Indiana Dunes
Johnson, Maegan, (F) Pikes Peak
Kabra Bangar, Sangita, India Section
Kairisto, Essimari, (F) German Section
Kamau, Jacqueline, Ambassador
Karki, Sangam, Nepal Section
Khadka, Shraddha, Nepal Section
Kim, Nicole, Aloha
King, Ashley, (F) Oklahoma
Kitting, Tracy, Florida Firstcoast
Kluzek, Celine, Northeast Kansas
Kocinski, Chris, Minnesota
Konas, Traci, (F) Ventura County
LaMonaca, Jessica, (F) Delaware
Lehrmann, Jodi, (F) Florida Firstcoast
Lewis, Bailey, (F) Ambassador
Ley, Jordan, (F) Colorado
Li, Yik Chun, Utah
Lundy, Megan, (F) Florida Goldcoast
Madden, Patricia, Maple Leaf
Magh, Galdys, (F) San Diego
Matthews, Phonechin, (F) Alaska
McPhaill, Grace, (F) Bakersfield
McWilliams Leong, Lisa, Nebraska

Meek, Joanna, Dallas
Melling, Abigail, Oregon Pines
Mellott, Christina, (F) Sugarloaf
Moll, Janet, (F) Minnesota
Montesinos, Mayra, (F) Ventura County
Moore, Louise, (F) Antelope Valley
Mullins, Kathy, Connecticut
Myers, Gina, (F) Florida Suncoast
Nelson, Savannah, Colorado
Nistico Hamm, Julie, Ventura County
Noriega, Mia, San Gabriel Valley
Paul, Ruth, Florida Suncoast
Pesch, Kristina, (F) Pikes Peak
Peterson, Robyn, Big Sky
Phillips, Linda, (F) Columbia Cascade
Phillips, Tia Jolie, Treasure Coast
Ploesser, Cassandra, (F) NOLA
Poulos, Valentina, (F) Florida Goldcoast
Prather, Tyler, (F) Spaceport
Quarterman, Christina, (F) Kitty Hawk
Quinlan, Kathy, (F) Austin Hill Country
Rames, Tanya, (F) Aloha
Randall, Genae, (F) Kitty Hawk
Risner, Courtney, (F) Bakersfield
Rupert, Christine, Florida Goldcoast
Russell, Tabitha, (F) Indiana
Sandhu, Amandip, (F) Bay Cities
Santoso, Cindy, (F) San Fernando Valley
Schroeder, Keegan, Austin Hill Country
Sherpa, Ang, Nepal Section
Sim, Jiah, Oregon Pines
Smith, Connie, Rio Grande Norte
Smith, Emmie, Sacramento Valley
Snowdon, Jaime, (F) Montreal
Sonnabend, Alexandra, Greater Seattle
Stahl, Amanda, New York Capital Region
Szymanski, Alison, (F) Western New York
Taylor, Margot, Aloha
Thorgrimson, Joelle, Sleeping Giant
Tracy-Snyder, Rachel, (F) Montana
Trimble, Cameron, Georgia Flying Belles
Trough, Michelle, Houston
Truax, Hailey, (F) Reno High Sierra
Ungurain, Madeline, Alberta
VandenDolder, Teresa, New England Section
Villarreal, Gloria, (F) San Antonio
Vovk, Mikayla, (F) Ventura County
Wallace, Christa, Sleeping Giant
Warbalow, Amy, Minnesota
Ward, Sharon, Austin Hill Country
Weiss, Sarah, San Fernando Valley
Weltman, Shirley, (F) San Fernando Valley
Wollard, Corey, (F) Aloha
Wollow, Jessica, Colorado
Wright, Margaret, New Zealand Section
Xiao, Mingming, (F) Orange County
Zarboni, Julie, Maple Leaf
Zingaro, Emma- Katelyn, (F) Georgia Flying Belles



Pilot Careers:

Perspective

BY DONNA MILLER
International Careers Committee

*“Distance lends
enchantment to
the view.”*

— Mark Twain

Do you ever go to a social gathering after flying and realize you’re just not normal? “Sorry I’m late, I was in a town a few hundred miles away for lunch.” With the strange looks you receive, you suddenly realize you’re not with your hangar buddies and try to explain that you had to deviate for weather and... well, you know.

I was always amazed by the wide-body airline pilots who apologized for being tired having just come in from a place I’d never heard of, like Tegucigalpa. Your flying friends know exactly what you mean. Your non-flying friends just think you’re a bit crazy.

Returning to earth with this perspective is what makes our lives so rich. We have a perception of the world that those who stay on the ground aren’t even aware of. For example, on my way to the local airport, I drive past a dam. I am only vaguely

aware of it as I go by, but from the air, it is a significant landmark that the tower controllers use to mark the turn to final for the primary runway. Having driven past it enough, I know the landscape beyond the dam that I never see from the road. I also have a different awareness of how big the reservoir is from the air and can see how full it is from the water lines.

Even my hometown is not really what I thought it was in my mind’s eye, but I didn’t know that until I flew over it several times. My childhood home backs up to a mountain that is flat on top, and I have hiked up and looked over to my hometown on the other side. From the air, I can see the road from my house to the town. I don’t remember it being nearly that long when I walked it as a kid.

So what can we do with the perspective we get from the air? If we realize that our ground-bound view of things might not

be completely accurate, could it be that our perceptions about other things are faulty? For example, we may get the paperwork from Dispatch that has us filed at an unexpected altitude, or they have added extra fuel for no apparent reason.

Usually a quick phone call adds perspective to our limited picture: the jet stream favors a lower altitude or we’re ferrying fuel because it is expensive at our destination.

I like to think the constant enhancement of our perception given to us by flying opens our minds to more possibilities. By seeing the big picture from the air, perhaps we are more open to more opportunities on the ground.

People often talk about looking at something with “a bird’s eye view.” As a pilot, you really get that advantage. Now the question is, what are you going to do with it?

MILESTONES

Kathy Amistoso,
Airplane Single Engine Sea
Intermountain Chapter

Elizabeth Arias, Instrument
Fullerton Chapter

Ailsa Cutting, Instrument
Treasure Coast Chapter

Andrea Garcia, Seaplane & SIC at
Tailwind Air Service, LLC
Fullerton Chapter

Dana Glidden, COM SEL
Fullerton Chapter

Stephanie Hurst, Civilian CFI
add-on to military CFI
Kitty Hawk Chapter

Stephanie Luongo, CFI
Reno High Sierra Chapter
in completion of her AEMSF

Jessica Mallory, Private Multi-Engine
Fullerton Chapter

Nina Piskavera, COM SEL
Kitty Hawk Chapter

Kym Schrama, Solo
Greater St. Louis Chapter

Sandra Smith, COM SEL
Kitty Hawk

Sarah Stahlke, Private Pilot
Alberta Chapter

Rosemarie Surette, IFR, Commercial
Chicago Area Chapter



New Friends of The 99s

Michael Church, Santa Ana, California

William Dawson, Winnipeg, Manitoba

Carla Fossier, Clarksburg, Massachusetts

Philip Jones, Winnipeg, Manitoba

Woo Jin Kim, Winnipeg, Manitoba

Rolande Kirouac, Winnipeg, Manitoba

Jane Lamarre, North Adams, Massachusetts

Sandra McKendry, Nepean, Ontario

Nick Meier, Port Saint Lucie, Florida

Audrienne Taylor, Salinas, California

Evelyn Kropp Awarded Wright Brothers Master Pilot Award

Longtime Connecticut Chapter member Evelyn Kropp was awarded the Wright Brothers Master Pilot Award at a ceremony on April 23 held at the Hartford-Brainard Airport, Hartford, Connecticut. This is the FAA's most prestigious award recognizing individuals who have exhibited professionalism, skill and aviation expertise for a least 50 years while piloting aircraft as "Master Pilots."

February 4, 2017 marked Evelyn's 50th year of piloting. After receiving her private pilot certificate in 1967, she went on to achieve her instrument, commercial, multi, CFI and CFII ratings, as well as multi-engine CFI with the help of an Amelia Earhart Scholarship.

Throughout the 1970s, Evelyn flew many air races, including the Powder Puff Derby and Angel Derbies, many times solo. In the 1980s, Evelyn began flying professionally as a charter pilot and as an instructor. In 1977, she was appointed an FAA Accident Prevention Counselor and held that position for 30 years.

Over the years she held many safety programs for The 99s and



FAA Representative Jim Adams presents the Wright Brothers Master Pilot Award to Evelyn Kropp. Photo by Glenna Blackwell

the FAA Wings program. In 1981, she was in charge of organizing the educational and safety programs for The 99s International Conference held in Boston. Evelyn's other honors include being inducted into the International Forest of Friendship and receiving the New England Section Award of Merit.

— Glenna Blackwell

Far East Section Member Visits the 99s Museum of Women Pilots



From left, Laura Ohrenberg, 99s Headquarters manager; Denise Neil-Binion, 99s Museum of Women Pilots; Kyung-O Kim; Carol Sokatch, Oklahoma Chapter; Leona McGee, Oklahoma Chapter Chairman; and Janice Love, Oklahoma Chapter.

Longtime Far East Section member Kyung-O Kim made a special visit to the 99s Museum of Women Pilots on May 24. While there, she gifted the museum a photo of herself with the 71 active female pilots she spoke to at the Air Force Academy in Korea last June. Museum staff, as well as Oklahoma Chapter members Carol Sokatch, Leona McGee and Janis Love, attended the presentation at the museum.

Kyung reminisced about her Piper Colt and her years as a 99s member. She originally joined in 1959. Kyung has always been grateful for the friendship and huge support from 99s. She believes the organization has made a remarkable contribution to

the development of Korean aeronautics.

Kyung became the first female military pilot in her home country. She began flying when she was 16 and joined the Korean Air Force in 1948 as a second lieutenant.

At the close of the Korean War, she had flown 119 missions in a L-19 and was awarded the rank of captain.

Kyung has received 12 military decorations. She was awarded the John Glenn Award, the Amelia Earhart Award and the Air Gold Medal from the Fédération Aéronautique Internationale.

While attending Guilford College in North Carolina, so she could return to Korea and teach other pilots, Kyung became acquainted with Ninety-Nine Louise Smith and joined the organization.

New York and New Jersey Chapter members began a fundraiser from 1960 to 1962 to help Kyung purchase her own airplane. Their efforts became a nation-wide campaign. Ninety-Nines groups across the country asked American consumers to donate then-popular S&H Green Stamps. The campaign collected three million stamps. The book containing donors' names is on display at the Museum.

With these stamps, a Piper Colt was purchased in 1962 and presented to Kyung by The 99s. A donation ceremony was held in New York at Kennedy Airport in 1962. The plane is now on display at the Korea Aerospace University.

Today, Kyung continues supporting women in aviation and The 99s. She is also an advisor for the National Unification Advisory Council in Korea.

— Kate Beasley, 99s Museum of Women Pilots



Kirsten Brazier's work with STEM-based fields for females earned her an honorary doctorate in Technology.
DoubleExposurePhotography

Kirsten Brazier Receives Honorary Doctor of Technology Degree

Kirsten Brazier, British Columbia Coast member, loves working in aviation. Her enthusiasm for sharing this career path and other STEM-based fields with females of all ages has earned her an honorary doctorate from the University of the Fraser Valley (UFV), British Columbia, Canada.

Kirsten received her honorary Doctor of Technology degree at UFV's convocation ceremony on June 6. "One of my professors once told that me you spend 80 percent of your life invested in your career, so you better pick something you enjoy doing if you want to enjoy your life," recalls Kirsten.

She took his advice and became a certificated airplane and helicopter pilot and has spent most of her career being one of the few women in an industry dominated by men.

She set out to change that through The Sky's No Limit — Girls Fly Too! This annual event, founded by Kirsten, employs a unique hands-on approach to inspire the missing female demographic in aviation, aerospace, the marine industry and the defense sector. Since 2012, more than 45,300 participants have been introduced to new career possibilities, and 7,217 females of all ages have experienced the magic of first flight.

Now, as president and founder of the federally incorporated Achieve Anything Foundation, Kirsten is working to develop and implement year-round projects and programs geared to inspiring female future leaders in STEM (Science, Technology, Engineering and Mathematics) and related fields.

— University of the Fraser Valley

My Solo

by Kym Schrama, Greater St. Louis Chapter

The sky was blue, the wind was right.
He climbed out of the plane, and said have a good flight.
And just like that, I was all alone.
The skills I had learned would soon be shown.

I've trained for this for over a year,
The voice in my head said, "Have no fear."
I throttled up, and taxied out.
For this I was ready, I had no doubt.

"You got this girl" I told myself,
Just don't creep into the Class B shelf.
Fly the plane the way you've learned,
And a great achievement will be earned!

I said a quick prayer, then turned into position.
My full focus now, was on this one mission.
I added full power, and a little right rudder,
I sped down the runway without even a shudder.

As the wheels lifted off, the plane felt so light.
People said this would happen, and boy were they right!
I climbed to nine hundred, then made a left turn,
staying coordinated from the bow to the stern.

And soon after that, the downwind turn came,
I became hyper-focused so I wouldn't look lame!
"Remember your speeds" that little voice said,
"And don't forget flaps, you'll need them ahead!"

As I flew along, I wanted to scream
"I'm the only one now who can land this machine!"
But with confidence I flew, then turned onto base,
If I say so myself, I did it with grace!

The next turn to make was the Final Approach,
I had with me the teachings of my fabulous coach.
He'd say "Line up the nose, now pull out the power,
keep it on glide, and don't let this sour!"

As I descended, it all felt so right.
Even the lights were "red over white!"
Floated like a butterfly, into the flare,
and when I touched down I had room to spare!

"You did it!" I said to myself out loud.
"Now go do two more, and make them all proud!"
So I took off again, and the feelings were clear.
There IS nothing better than being up here!

Yes, I soloed today, and did it just fine.
If you're looking for me, I'll be on CLOUD NINE!!

Kym Schrama and her instructor David after her solo.





From left, Joslyn Austin, Maggie Cook, Christine Malcomson-Young, Madelien-Schelvis, Wendy O'Malley, Louise Franco and Renee Sandell.

BAY CITIES CHAPTER

For the third consecutive year, Amelia Earhart Elementary School in Alameda, California, invited our Chapter to help celebrate Amelia Earhart week. Throughout the event, students learned about Amelia Earhart, aviation history and participated in activities such as a paper airplane contest and making a windsock.

The day we were guests, students were invited to "Lunch with a Pilot." During three separate lunch periods, members sat and chatted all things aviation with 2nd through 5th grade students while watching airplanes and helicopters depart from nearby Oakland International Airport. We spent the last period of the day with just over 60 girls in the 4th and 5th grade.

Chapter members who are student pilots, aircraft owners, and commercial pilots introduced themselves and shared their aviation journey and what they love most about it. A slide show was also shared, featuring pictures from a pilot's point of view, information on The 99s and other aviation activities in the area. Presenters and students alike had a wonderful time.

— Christine Malcomson-Young

ARABIAN SECTION

Alia Twal, Governor of the Arabian Section, recently wing walked to raise money for Aerobility, a registered charity founded in 1993 offering disabled people, without exception, the opportunity to fly an airplane.

Aerobility provides "experience of a lifetime" trial flying lessons for as many terminally ill and disabled people as possible every year. In addition, they also subsidize flying days for other disability charities and at-cost instruction and qualification flight training to disabled people.

Alia Twal has raised 9500£ (approximately \$12,000) for Aerobility, with many of The 99s supporting Alia in her mission. Yvonne Trueman, past Governor of the Arabian Section, donated 5000£ (\$6,316) for this cause.

For more about Aerobility, visit www.aerobility.com.



Alia Twal, Governor of the Arabian Section, wing walks for Aerobility.



Cynthia Madsen (far left) and Tina Thomas (far right) and her husband Steve standing behind her, were inducted into the Illinois Aviation Hall of Fame.

CHICAGO AREA CHAPTER

The Chicago Area Chapter congratulate two of our members who were inducted into the Illinois Aviation Hall of Fame, Cynthia Madsen and Tina Thomas, along with Tina's husband Steve. Induction ceremonies were held on May 25.

Candidates are inducted into the Illinois Aviation Hall of Fame based on their long-term service to the aviation community in Illinois. The induction ceremonies and banquet are held during the Illinois Aviation Conference, which showcases the significance general aviation brings to the state's economy and the lives of thousands of workers in the industry.

The Chicago Area Chapter hosted their Girl Scout Aviation Day at south suburban Lansing Airport this year. This was the first time at Lansing Airport in order to cover the southern section of the large Girl Scouts of Greater Chicago and Northwest Indiana council that had not been served previously.

It was held in the historic Ford Hanger built in 1927 by Henry Ford. Co-chairs for the event were Chapter Chairman Ellen O'Hara and Deb Meznarsic.

Six stations set up around the hangar focused on STEM requirements: Science, Technology, Engineering and Mathematics:

Pre-Flight – Deb Meznarsic and SkyWest pilot Jessica Pontiner (from the Indiana Dunes Chapter); History – Donna Klein and Sue Nealey; Navigation – Leslie Prellwitz; Aerodynamics of Flight – Cynthia Madsen; Communication – Spirit Airlines pilots Natalie Berman and Brittini Latos; Careers – Southwest Airlines pilot Carol Skiber.

The event was followed by a short Chapter meeting.

— Diane Cozzi

APPALACHIAN AVIATRIXES CHAPTER

A big congratulation to Meagan Harr, Chapter Treasurer, on winning the Florida First Coast Check Ride Scholarship. Meagan has been instrumental in helping establish our Chapter and is the first member of the Appalachian Aviatrixes to receive a scholarship.

The Chapter is working on our first big fundraiser. The Commemorative Air Force is bringing the B-17 to Tri-Cities Regional Airport (KTRI), Tennessee, in September. The Chapter has decided to expand on this and create a week-long event. We have several more vintage aircraft coming to the airport, including the P-51 Mustang.

We've partnered with a local photographer and will offer professional photo sessions with the aircraft. We've been in touch with a regional Mustang car club, and the members are lined up to have pictures of their cars taken with the airplane. We will also offer other vintage photo opportunities.

We're also working on member recruitment, educational programs, local aviation tours and an air marking for spring 2018.

— Janice Pelletti



Appalachian Aviatrixes meet at the Tri-City Airport. From left, Christina Gilbert, Adrienne Smith, Meagan Harr, Janice Pelletti, Liza Hart and Pam Philips.

Meagan Harr, Chapter Treasurer, is ecstatic about winning the Florida First Coast Check Ride Scholarship.



GRASS ROOTS — Section and Chapter reporters share their recent activities

INDIANA DUNES

Our biannual business meeting was held in March at the Indiana Flight Center-Elkhart (KEKM) and hosted by TJ Shaum and Marilyn Horvath.

Speaker Paul Ditsler shared his “Passion for Aviation,” relating his experiences growing up at Edwards and Randolph AFBs. From seeing the first Harrier AV8-B to the first SR-71 Blackbird and numerous other innovations, no wonder Paul’s career path took him to Curtiss-Wright Controls (Aerospace) Odyssian Technology LLC, where he worked for many years.

In April, the North Central Section meeting was held in Indianapolis and was attended by 11 Indiana Dunes members. For Jessica Richardson, Geri McClanahan, Rose Sirko and April Graham, it was their first meeting.

The Chapter installed new officers in May: Chairman Margaret Wint, Vice Chairman April Graham, Secretary Jessica Richardson and Treasurer Tricia DeBlock.

Jessica Richardson was presented with three scholarships this spring: Chicago Area Chapter’s Richard J. Santori award, Keeping Flying award from Women in Aviation and a F.A.S.T. certificate (Female Aviators Sticking Together). These scholarships will enable her to complete her instrument rating and commercial certificate.

Keegan Starkey graduated in May from Liberty University School of Aeronautics located in Lynchburg, Virginia. She received a scholarship at the Women in Aviation convention from United Airlines for her CFI training.

— Diana Austin



Attending the North Central Section Meeting in Indianapolis are, from left, Diana Austin, Tricia DeBlock, Jessica Richardson, Janice Welsh, Rose Sirko, Geri McClanahan, Margaret Wint, Jan Topp. Not pictured, Mary Kohn.



Santa Clara Valley members at their awards banquet in May.

SANTA CLARA VALLEY CHAPTER

Since March, now that the rains have departed, we have been able to have monthly fly-outs. We have also held elections. New officers are Chapter Chair Marjorie Johnson, Vice Chairman Carol Munch, Secretaries Pat Gregory and Marcie Smith, Treasurer Brittany Sabol, Director Sharon Sweeney, and Nominating Committee Sue Ballew, Penny Blake, Laura DelFavero, Jeanne McElhatton and Joyce Willis.

At our awards banquet May 25, new officers were installed. The Professional Pilot of the Year award was presented to Sue Ballew, who has received the NAFI Master Flight Instructor Award as well as the 2016 AOPA Instructor Honor Roll award, which she received several years previously. The Award for Service was earned by Laura DelFavero who, besides serving as our Chapter Chairman for four years, assumed the duties of both Chapter Chairman and Vice Chairman when our Vice Chairman left last year. She has manned the booth at several airport days and has been one of the presenters at our Flying Companion Course for several years.

Our evening’s speaker, Joseph Oldham, director of the San Joaquin Valley Transportation Center, enlightened us about the Sustainable Aviation Project, Fresno County, the first deployment of production electric aircraft in commercial flight training service in the U.S.

Last, but not least, we celebrated the birthdays of three nonagenarians, all still active in our Chapter. Mayetta Behringer celebrated her 99th birthday on May 20, Verna West turned 90 in March and Jeanne McElhatton reached 90 on May 27. They are our wonderful role models.

— Carol Munch

GRASS ROOTS

ALASKA CHAPTER

Once again, the Alaska Chapter took part in the 20th Great Alaska Aviation Gathering 2017. We raffled off a safety vest for our scholarship, signed up new members and non-pilots for our Flying Companion Seminar.

The \$1,000 Alaska Chapter 2016 scholarship went to Taylor Messer, and the \$1,800 Alaska Mat-Su Chapter scholarship went to Carrie Curtis.

At our May meeting, Shaun Williams from the National Transportation Safety Board (NTSB) talked about icing and the process the NTSB follows to determine the cause of an airplane crash in Alaska.

— Denise Saigh



Kathy Trantum, Aimee Moore, Vern Kingsford, Toshia Cypher and Denise Saigh at the 20th Great Alaska Aviation Gathering 2017.

KITTY HAWK CHAPTER

The Kitty Hawk Chapter awarded Courtney Robson the 2017 Marcia Keaton Memorial Scholarship. She is a commercial SEL, instrument rated pilot.

The \$2,000 scholarship is given to any woman in North Carolina who wants to learn to fly or earn an advanced certification or rating.

Courtney just completed her junior year in college and was chosen as the outstanding applicant for the scholarship based on her commitment to achieve certifications and ratings and her desire to be a certified flight instructor and ultimately fly for the airlines.

She is currently completing her CFI certification and plans to use her scholarship for the CFI, instrument rating. She is very organized, has excellent radio skills and situational awareness, is committed to safety in flight and is extremely professional.

Courtney regularly attends Chapter meetings, has volunteered as Chapter secretary and has a deep interest in encouraging women to become involved in aviation.

— Margaret C. Riddle



Courtney Robson.

NEW HORIZONS

ROSEMARY COLMAN

Australian Section

Born October 29, 1935, in Sydney, Australia, Rosemary Colman passed away on March 8, 2017, in Sydney.

Rosemary Colman joined The 99s in 1974. Over those years, she served multiple terms as Secretary, Treasurer, Reporter and Vice Governor of the Australian Section.

She also was a Co-Chairman of the first and very successful overseas 99s Conference held in Canberra in 1978.

She was actively involved in numerous associations, all while studying for her Masters in Education Administration.

One of the things I think most highly of her was, when she was teaching at Homebush Boys High, she was in charge of the band. Most of her students were also in the Air Training Corps, and Rosemary arranged work experience for them at Bankstown airport through the school's career advisor. She personally paid for a first flight if the work experience employer didn't normally provide one.

This was the nature of a wonderful lady I was lucky enough to call friend. She was also an excellent co-pilot on fly-aways and just good company. I miss her.

— Cathy Hobson



Rosemary Colman.

DOROTHY BAER

Reno Area Chapter

At the age of 94, Dorothy Baer went on to New Horizons in April.

It wasn't until Dorothy and her husband took an airplane ride to see what Reno looked like from the air that she became interested in flying. They both decided to learn to fly.

She took her check ride for ASEL in September of 1964 and joined the Fallon Chapter (now Reno Area) right after they were chartered in 1964. An instrument rating followed in 1965. Her husband perished in a crash while flying his aircraft. Dorothy continued to take part in 99s activities, serving as Chapter Chairman and in other positions.

The Reno Air Races were one of Dorothy's first loves. There she met her future husband, Louis Baer, an accomplished WWII pilot. They had many flying adventures throughout the USA.

Dorothy worked with The 99s every year at the races until health problems restricted her activities. The Reno Area Chapter worked year-round for the Reno Air Races and, until 2001, Dorothy was always there. She knew the name of every pilot and lived for the unlimited races every year.

Dorothy will be missed by many 99s and Air Race attendees.

— Kathy Walton

NEW HORIZONS

GRACE B. CRIST

Kansas Chapter

Grace B. Crist, 91, died on April 14, 2017. She was born March 8, 1926, in rural northwest Hamilton County, Kansas.

She married Leland Crist in Anthony, Kansas. They lived and farmed near Friend, Kansas, and together raised four children. During this time, she also learned to fly. She obtained her private pilot certificate in 1961, a commercial certificate in 1975 and became instrument rated in 1979. Grace enjoyed flying immensely. She was a life member of The 99s and belonged to the Kansas Chapter.

In 1970, she moved to Garden City, Kansas. She had various employment in Garden City, including the Garden City Municipal Airport (Garden Air, Inc.), Security Savings and Loan, and KSU Farm Management.

Early into retirement, she was a part-time substitute teacher. She went to college as a non-traditional student and graduated cum laude from Saint Mary of the Plains College in 1981 with a B.A. in Business Administration. Grace thrived on education and throughout her life was always eager to learn new things on any subject matter.

She will be remembered most for the unconditional love she showed to others and for her endearing wit and charm.

— Mel Crist

JULIANNE 'JULIE' DEARTH

Spaceport Chapter

Julianne 'Julie' Dearth, 90, of Palm Coast, Florida, passed away on May 19, 2017. Julie was born on March 12, 1927, in Columbus, Ohio. Julie wanted to learn to fly airplanes at a very early age and obtained her private pilot certificate in 1945. In 1948, she earned her commercial certificate with flight instructor rating.

Julie enlisted in the first group of women to join the United States Air Force after World War II. She was selected for the first co-ed Officer Candidate class. After service, Julie worked for three major California aircraft companies.

She joined the All-Ohio Chapter as a life member. She was most recently a member of the Spaceport Chapter.

Julie moved to Maryland where she worked and retired from Fairchild as Director of Quality Engineering.

Julie was known for her extraordinary caring and generosity. She was always there for her friends, putting their needs above her own. She will be greatly missed.

— Bobbi Lasher



Julianne Dearth.

BONNIE LEE SEYMOUR

Lake Tahoe Chapter



Bonnie Lee Seymour.

Bonnie Lee Paulsen was born in Oakland, California, on August 21, 1931. She soared to new horizons on April 17, 2017, just after Easter visits with family and friends in her beloved Lake Tahoe home. Bonnie was married for 46 years to A. Milton Seymour.

She obtained her private pilot certificate in 1967. In 1968, she joined The Ninety-Nines. Bonnie graduated college with a Master of Arts in Education and became a

licensed speech pathologist.

Bonnie founded the Lake Tahoe Chapter of The Ninety-Nines and was voted Woman Pilot of the Year multiple times. Bonnie and her youngest daughter, Linda, flew the final Powder Puff Derby from Sacramento to Wilmington, Delaware. Bonnie served on the board of the Amelia Earhart Scholarship Fund and produced the video *Soaring to New Heights*.

— Lynn Meadows

JEAN KAYE TINSLEY

Bay Cities Chapter

Jean Kaye Tinsley, 90, flew off to 'Blue Skies Forever' on April 25, 2017.

Born in San Francisco, she earned a M.A. in Philology and an A.B. at the Language University of Santa Barbara. Jean raised six children with her husband Dr. Clarence Tinsley. She started flight training in her late teens.

Jean was a bigger-than-life pioneer for women in helicopter and fixed wing operations. She loved flying, and her secondary goal was to inspire women to know they could fly anything, and so she did. She bought her first aircraft one hour after her first solo and was known to most of us as Whirly Girl #118.

Jean set three huge firsts for women in aviation: In 1973, she flew with the first U.S. Women's Helicopter Team in international competition. In 1976, she was the first woman to obtain a rating in a constant-speed, propeller-driven gyroplane. Last, she flew the Tilt-rotor XV-15 as the first woman to fly and set six world records in 1990.

Jean was an active member of the Bay Cities 99s, a life member of The 99s and the Executive Director of the Whirly Girls organizations.

We will not forget you, Jean.

— Maggie C. Cook



Jean Tinsley.

NEW HORIZONS

MARY L. VAN VELZER Orange County Chapter



Mary Van Velzer.

Mary Louise Van Velzer, 89, a longtime resident of Huntington Beach, California, passed away peacefully Wednesday, April 5, 2017.

Mary was born August 22, 1927, in Whittier, California. She was the only child of Harold and Elizabeth Karnes. She was a graduate of Whittier High School. She retired in 1986 after spending more than 30 years as an administrative secretary in the public schools and in various corporate environments.

Mary recalled that her passion for flying started when she was about nine. Although admonished by her mother that “girls don’t fly,” Mary at last earned her wings in 1973 at the age of 46 and remained active in the Orange County flying community for the next 35 years.

Her membership in the Orange County Chapter opened a door to an exciting world of people, places and activities that she said “always accentuated the positive.” Mary was the Chairman of the Orange County Chapter from 1992 through 1994. In 2006, she was nominated Pilot of the Year.

In June 2015, Mary and her husband Vince received the Super Star Award as “The flying couple of the Century.” Mary and Vince also hosted occasional outings to pick up freshly harvested apples in Tehachapi, where they’d built their beloved mountain retreat. Several group tours abroad and countless regional hops in the couple’s ever-faithful Piper Cherokee spoke to Mary’s abiding sense of adventure, her positive outlook and “a life well lived.”

— Bill Van Velzer, son

— Shirley Mc Fall

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 Valley 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

We would like to extend our apologies to the Oregon Pines Chapter, Jane's family and our readers for printing an incorrect photo with Jane's obituary in the May/June issue. A switch occurred during upload to the printer. We were unaware of the problem and how it happened.

— Danielle Clarneaux, 99 News Editor



Jane Capizzi.

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

Shop 99s Style!

**Visit The 99s
Logo Wear Store**
ninetynines.qbstores.com



The 99s, Philadelphia and the Fourth of July



The New Generation of Women Pilots



99s International Conference

July 3-7, 2018
Philadelphia, PA

2018 Co-Chairs: Mary Wunder & Barbara Little

REGISTER TODAY!

www.99sConference.org

QUESTIONS?

Contact Mary Wunder at +1-484-571-8145 or marywunder@gmail.com
or Designing Events at +1-410-654-5525 or 99s@designingevents.com