



# **Ninety-Nines**

*Inspiring Women Pilots Since 1929*

March/April 2018

**Heather  
Ford**

**Saving Lives  
in Australia**  
p. 8



**Mary Latimer • Barbara Crooker • Chasing Amelia**

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Amanda Griffith  
receives her instru-  
ment rating from her  
grandmother, Mary  
Latimer, DPE.



Colorado Chapter  
member Penny  
Hamilton was  
recently featured on  
the Colorado Women's  
Hall of Fame's "Great  
Colorado Women"  
documentary that  
began airing in  
February.



Australian Section  
member Heather Ford  
flies often-lifesaving  
medical missions for  
the Royal Flying Doctor  
Service.

### On The Cover

Last summer, Australian Section member Heather Ford started her dream job with the Royal Flying Doctor Service (RFDS). Flying missions in a Pilatus PC-12, they serve Outback Australia, providing medical care to the farthest points of the country. Heather works for RFDS Central Organization serving the area of Adelaide through the centre of Australia to Darwin. They operate 24 hours a day, providing emergency aeromedical assistance and also fly medical staff to communities for clinics.

Heather says one of the main challenges of flying in Australia is the airstrips, and even though they're often better maintained than the roads, they are frequently out of service because of the rain. As for Heather, despite the many challenges of flying the Outback, she thinks this is the "best job in the world."

Cover photo by Emma Murray





*A special time:  
Barbara  
Crooker and her  
granddaughter  
Ryan get ready  
for a special  
fly out breakfast.*

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*A new project,  
Chasing Earhart,  
will be held in  
conjunction with  
the annual Amelia  
Earhart Festival in  
Atchison, Kansas, on  
July 20-21.*

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*Rio Grande Norte  
Chapter member  
Robin Smith trav-  
elled to Wiesbaden,  
Germany, to help  
celebrate the Section's  
20th Anniversary.  
She also enjoyed  
meeting the young  
son of Austrian  
Section Governor  
Fanni Pajer.*



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## The 99s 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.



# EVENTS

## 2018

### APRIL

- 20-22 Mid-Atlantic Section Spring Meeting**, Newport News, Virginia. Hosted by Hampton Roads Chapter. Contact: Heron Weidner, hweidner06@aol.com.
- 21 New York-New Jersey Section Spring Meeting**, Hamilton, New York. Hosted by Central New York Chapter. Contact: Rosanne Isom, pilotrgi@gmail.com.
- 27-28 New England Section Spring Meeting**, Providence, Rhode Island. Contact: Glenna Blackwell, blackwells@verizon.net.
- 27-29 Southwest Section Spring Meeting**, Bakersfield, California. Register at <http://ninety-nines.net/sws99s-Bakersfield/index.asp>

### MAY

- 3-6 South Central Section Spring Meeting**, Colorado Springs, Colorado. Hosted by Pikes Peak Chapter. Contact Patsy Buchwald, patsy@balloonclassic.com.
- 4 Australian Section Meeting**, Perth, Western Australia. Contact: Jennifer Graham, jgraham99@bigpond.com.
- 4-6 North Central Section Spring Meeting**, Kalamazoo, Michigan. Hosted by Michigan Chapter. Accommodations at Four Points by Sheraton Kalamazoo. Contact Rebecca Duggan, rebdpilot@aol.com.



*Adventure always awaits members at The 99s International Conferences. In 2013, attendees had the opportunity to explore the back-country of Bozeman, Montana, by horse cart. This year, look east to Philadelphia, Pennsylvania, the birthplace of American democracy, for new adventures.*

- 24-26 Paradise 600 Air Race**, Punta Gorda, Florida. For more information, go to [www.paradise600.com](http://www.paradise600.com).
- 26 East Canada Section Spring Meeting**, Waterloo, Ontario. Hosted by Canada Waterloo on the Grand Chapter. Contact: Lisa Bishop, delhipeople@sympatico.ca.

### JUNE

- 1 Due date for submissions to Ninety-Nines magazine** for the July/August issue.
- 15-16 AOPA Fly-In**, Missoula International Airport (KMSO), Missoula, Montana.
- 19-22 Air Race Classic**, Start at Sweetwater, Texas, Terminus at Fryeburg, Maine, [www.airraceclassic.org](http://www.airraceclassic.org).

### JULY

- 3-7 99s International Conference 2018**, Philadelphia, Pennsylvania, [www.99sconference.org](http://www.99sconference.org).
- 23-29 EAA AirVenture Oshkosh 2018**, EAA Aviation Center, Oshkosh, Wisconsin, [eaa.org/en/airventure](http://eaa.org/en/airventure).

### AUGUST

- 15 40th Annual Okie Derby Proficiency Air Rally**, Sundance Airport (KHSD), Yukon, Oklahoma, sponsored by the Oklahoma Chapter. Visit [okiederby.com](http://okiederby.com) for more complete information and to enter. Also visit our Facebook page at [facebook.com/oklahoma99s](https://facebook.com/oklahoma99s).

### SEPTEMBER

- 13-16 Northwest Section Fall Meeting**, Idaho Falls, Idaho, Hilton Garden Inn. Hosted by Eastern Idaho and Idaho Chapters. Contact: Sandi Bills, [billslpc@msn.com](mailto:billslpc@msn.com).
- 14-15 AOPA Fly-In, Santa Fe Municipal Airport**, Santa Fe, New Mexico.
- 21-22 International Forest of Friendship, Atchison Kansas**. This year's theme is "Security and Solace Through Flight," emphasizing military aviators, organizations such as Angel Flight, Flying Doctors and more. Visit [IFO.org](http://IFO.org) for details.
- 21-23 North Central Section Fall Meeting**, Mansfield, Ohio, Holiday Inn. Hosted by the All-Ohio Chapter. Contact Kathy Samuelson, [ColsFlight@msn.com](mailto:ColsFlight@msn.com)

### To List Your 99s Events, Send Information To:

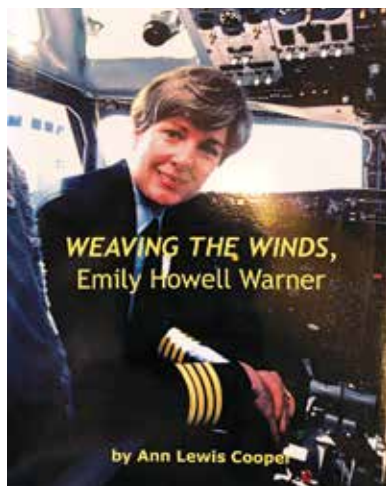
*Ninety-Nines magazine, PO Box 95037, Oklahoma City, OK, 73195-0374; Email: [news@ninety-nines.org](mailto:news@ninety-nines.org) or fill out Online Form at [ninety-nines.org/forms/index.cfm/news\\_reporter.htm](http://ninety-nines.org/forms/index.cfm/news_reporter.htm) (please use new form). High resolution photos requested and sent as email attachments (not in Word). For advertising information, specs and rates, or to place an ad, please contact [advertisingmgr@ninety-nines.org](mailto:advertisingmgr@ninety-nines.org).*

# PRESIDENT'S MESSAGE

## *Where do you find your inspiration for life and daily living?*

One only has to go to a few books written by some of our amazing members! I first joined The 99s while in the Kitty Hawk Chapter, and one of our members said, "We need to set up a meeting with our neighboring Carolinas Chapter so you can meet Louise Thaden." I had no idea who Louise Thaden was, but I was totally game.

On January 25, 1976, the Kitty Hawk Chapter members flew to the west side of North Carolina for a joint meeting. Louise, a Ninety-Nine, was the speaker. She talked about her flying in the 1920s and 1930s and some of the flying endurance, speed and altitude records she set. She brought along her book *High, Wide, and Frightened* that was published a few years earlier. She wrote a small note to me on the inside of the book. I flew home and immediately started reading, becoming more excited with each chapter. This book inspired me to stretch my boundaries in aviation and in life. I will always remember that meeting. Her book is one of my treasured possessions.



Many years later I had the good fortune to meet 99 Emily Howell Warner, who, in 1973, became the first woman captain of a scheduled U.S. airline. She followed the accomplishment of 99 Helen Richey, hired as a co-pilot in 1934. Emily's career has been recognized by multiple halls of fame, including the National Aviation Hall of Fame. Her pilot's uniform is on display at the Smithsonian's National Air and Space Museum.

In addition to piloting, Emily was a flight school manager in Denver, Colorado. She was a flight instructor and FAA designated flight examiner holding multiple ratings. She flew more than 21,000 flight hours and performed more than 3,000 check rides and evaluations over her career.

*Weaving The Winds* is a book written about the many years and many airline interviews where she was turned away simply because she was a woman, and women were not airline pilots. Reading this book, I learned about her tenacity, competence and graciousness that enabled her to never quit and finally be hired as the first modern day American woman airline pilot. She broke the glass ceiling for all of us. I tried to apply what I had learned in this book to my own life and engineering career. Her inspiration follows me daily.

On August 12, 2006, I attended my Chapter meeting where the speaker was CarolAnn Garratt. She had recently flown solo around the world in her Mooney and published *Upon Silver Wings*. Listening to her tell the stories of such an amazing adventure was very inspiring. It made me want to stretch my own flying goals and skills.

Her first flight was followed by a second around the world, record-setting flight with another 99, Carol Foy, and a second book, *Upon Silver Wings II*. During a South Central Section Meeting, I was lucky to hear Carol describe their adventure. She dedicates 100 percent of the proceeds from these books to ALS Therapy Development Institute.

In 2012, she completed her third round the world flight in her Mooney and published *Upon Silver Wings III*. In this last book, CarolAnn used many quotes from people who inspire her. And indeed, I found them inspiring also. I hope you are seeking inspiration from books, people and adventures in your life. Share your inspirations with me and others.



**Choose to Soar!  
Choose to  
Fly Your Dreams!**

“When I first joined The 99s, one of our members said we needed to set up a meeting with our neighboring Carolinas Chapter so I could meet Louise Thaden. I had no idea who Louise Thaden was, but I was totally game.”





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## HOLDING SHORT



### Proud Dad Shares Daughter's Success

**A**manda soloed on her 16th birthday. Three months before, she had no desire to fly. She didn't even care to ride with airlines. Then one night I was telling her about the shortage of pilots, and she said maybe it would not be so bad if she had her hands on the controls. Now she is all in, earning her private certificate on her 17th birthday, August 15, 2017. On November 7, she passed her instrument rating. On November 28, she passed her multi-instrument checkride.

Amanda is gearing up to share her passion in aviation with others by being a pilot in the Young Eagles program.

Sincerely,  
Jeff Vogt

## Sue's Lucky Landing & Lessons Learned

*Sue Lin of the Eastern New England Chapter earned her private pilot certificate on her 70th birthday. She regularly chronicles her aviation journey. Here she shares one of the lessons learned along that journey:*

**I** made what can only be called a lucky landing yesterday... lucky nothing bad happened. The plan on final is to maintain 70 knots and aim for the center of the runway until about 20 feet off the ground, and then flare by applying slight back pressure on the yoke and continue to apply slightly more pressure until you stall at point of impact one inch above the runway. That's the plan.

There were a few reasons why the lucky landing happened. The seat was much lower than I'm used to, so the world looked different, important when I need to judge how far off the ground I am, and, therefore, when I should land the plane. Also, I had new shoes on. Okay, so that's really lame. I haven't been sleeping very well and was tired, which means I shouldn't fly at all. It was the 7th landing in a row, and my mind was fried. I just wasn't focused.

This landing was fine until about 50 feet AGL. I wasn't aligned with the centerline and used my ailerons to realign instead of rudder. Since at that point just a tiny correction results in a large effect (I'm just feet above the ground), I needed to re-correct and then re-correct. You get

the point. Now while I'm weaving around, I lost focus on gently applying back pressure to land. I landed a little hard and bounced up off the runway about six or more feet, then, reduced back pressure to allow the plane to come down, but did too much.

I asked my instructor to take over, since at that point I was out of control. He grabbed the controls, and we made a very awkward landing. I asked him why he didn't do a go-around, and he said because he couldn't grab the throttle quickly enough. The real question is, why didn't I do the go around: abort the landing.

So, since the goal is to land with no damage to plane or people, it was a good landing, but on a scale of 1-10, I'd give it a 1.5. My flying mentor was excited when I told her my story because she thinks those experiences are the best learning tools. She is a pilot and instructor, so I guess she knows what she's saying.

And, since I'm being honest, two weeks ago when the instructor asked me to shut down the plane at the start of the lesson, I turned it off as if it were a car, not a plane. I missed the four steps before "turn off the key." My guess is that since it was out of context, not at the end of a lesson but at the beginning of it, I spaced out and reverted to 50 years of driving a car, and did the wrong thing. As soon as something is different, I find it hard to remember what to do. I learned a lot.

## 99s Help Girl Scout Earn Their Wings

In 2002 the Kentucky Bluegrass Chapter started a yearly Girl Scout Aviation event with local third through fifth grade Girl Scouts. The event earned the Scouts the Junior level "Aerospace" badge by rotating through eight stations, meeting the published requirements in the Junior GS Handbook. Stations varied year to year, including history, air traffic control, military, private pilot requirements, airline pilots, aircraft pre-flight, maintenance, careers, hot air balloons, helicopters, etc.

All the presenters are women who are qualified in their respective aviation careers. Between 200-300 Scouts have attended the event every year.

In 2014, GSUSA discontinued the Junior badge and no longer carried the patch in their inventory. The Kentucky Bluegrass Chapter had the perfect opportunity to enhance their event by creating a Cadette level "Aviation" badge through the Make Your Own Badge program.

The Chapter wrote 15 requirements that middle school Scouts could choose from to earn this badge. A new patch was designed and thousands were ordered. Interest in the badge spread quickly as the internet posted the Kentucky event. Girl Scout leaders from across the nation requested the Cadette level badge and inquired about badges for other Scout levels.

Kentucky 99 and UPS Captain Terri Donner has made several presentations over the years to 99s Chapters, Sections and International Conferences on how to conduct an Aviation Day event. SOPs were developed. Sample Troop Information/Registration Forms were distributed as well as Flight Line Passes, Badge Order forms, Confirmation Letters and Leader packet instructions.

Finally, the requests to develop age-appropriate requirements for five badge levels became a necessity. Brownie, Junior, Cadette, Senior and Ambassador curricula were developed using the same format and quality as other GSUSA badges. Kentucky Chapter members Erin Thompson and Maggie Hettinger assisted Girl Scout liaison Terri Sanders and Terri Donner in the development of the criteria and designed brand new patches unique to each scout level.

Each badge offers 15 requirement choices that the Scouts choose from to explore aviation careers, skills needed in flight such as sectional chart reading, weather interpretation, Bernoulli's principle and famous women in history. The badges offer progression from the Brownies making paper airplanes or kites and touring their local airport with a scavenger hunt to the Ambassadors partnering with aviation mentors and spending time in flight simulators.

Since their creation in October 2017, the Kentucky Bluegrass Chapter has offered the badge requirements on numerous Girl Scout Facebook pages and sells embroidered patches to Scouts completing the requirements. Over 2,000 patches have been purchased and mailed to every state in the U.S. as well as U.K., Germany and Australia. Through this program, girls starting in second grade through high school are encouraged to explore the opportunities available in aviation and find their dream in the skies and the airport hangars. With the aviation industry currently in a drastic pilot shortage, this is a great opportunity to introduce the next generation to these exciting careers. Let's get the word out to girls everywhere that aviation is "girl's stuff."

When patches are purchased for \$3 each, the corresponding badge requirements are included. Place all orders with Friend of The 99s member Terri Sanders at [tgsanders@att.net](mailto:tgsanders@att.net).

— Terri Donner

## HOLDING SHORT

### Dr. Penny Hamilton Debuts on Rocky Mountain PBS



Colorado Women's Hall of Fame's *Great Colorado Women* documentary began airing on Rocky Mountain PBS on February 15, 2018. The half-hour broadcast titled "Penny Hamilton—Penny The Pilot" focused on her important contributions to aviation research, writing and education throughout her long career.

Organizations featured in the broadcast are Spirit of Flight Foundation, for which she volunteers; Colorado Aviation Historical Society, in which she was inducted in their Hall of Fame Laureate; Fantasy of Flight Foundation; Colorado Pilots Association; and Grand County's Emily Warner Field Aviation Museum, of which she was a co-founder.

For over 20 years, Penny has volunteered to serve as AOPA Airport Support Program Volunteer at Granby/Grand County Airport (GNB). Penny is also a member of The 99s Colorado Chapter, Women In Aviation and many other aviation education organizations. She also directed the ground-breaking Teaching Women to Fly Research Project.

Penny is also the winner of the National Association of State Aviation Officials prestigious National Aviation Journalism Award.

Visit the Colorado Women's Hall of Fame website page at <http://www.cogreatwomen.org/video-library/> to view Penny's profile that aired on Rocky Mountain PBS.



# Flying With The Royal Flying Doctors



*By Heather Ford  
Australia Section*

**I**n July of last year, I was fortunate enough to start my dream job with the Royal Flying Doctor Service (RFDS). We operate the Pilatus PC-12 in Outback Australia, providing medical care to the farthest points of Australia.

I started my flying career in December 2005. I had finished my university exams and treated myself to a flying lesson since it was an interest of mine.

On the day of my second lesson, a King Air from the Royal Flying Doctor Service landed at the airport, and the pilot let my instructor and me take a look inside. After viewing the aircraft and talking to the pilot, my interest in working for the RFDS sparked.

Two years later, I finished my CPL and instructor rating while working full-time. I was a flight instructor and charter pilot for two years before completing my instrument rating. I then headed out to the Australian Outback to build experience and hours.

The area was covered by the RFDS Central Organization, and I was fortunate enough to meet many of their pilots, some of whom I work with today. From there I was offered a position at a flight school in

Ballarat, Victoria, where I built the remaining experience required for the RFDS.

The work with the RFDS is better than I could ever imagine. I work for RFDS Central Organization, and we provide medical assistance from Adelaide through the centre of Australia to Darwin. Our company operates 24 hours a day, providing aeromedical assistance to both remote communities and stations. We also fly medical staff out to communities for clinics and conduct clinics from the aircraft when required.

We operate the PC-12 as a single pilot aircraft, flying at night, in all types of weather and to all types of airstrips. Due to the work we do, the pilot requirements are quite high. The minimum total time is 3,000 hours, with high night and instrument experience necessary as well. We also require remote area experience, especially at night as it is extremely dark in the Outback where few people live.

Since Australia is such a large and remote country, there are airstrips nearly everywhere. Most of them are sealed (with lights) and are actually in better condition than the roads that service the towns and communities. There are still plenty of

unsealed strips (of varying quality) that we operate into, especially on the remote cattle/sheep stations.

The big challenge we have with these strips is that most of them become unserviceable after rain. We have very isolated thunderstorms/rain, so an airstrip 400km away may be out of service even though we haven't had any weather locally.

When we are required to operate in an area too far from a serviceable airstrip, the police will close sections of the main highway to use for landing.

The other big problems we face due to remoteness are fuel and alternates for weather/lighting. We have only two other



airports with fuel, approaches and suitable lighting available to us within an hour's flight. As you can imagine, this presents some interesting challenges, especially when we are carrying both a doctor and a nurse and they want a ground level cabin.

Lighting can be a challenge at times as well. We have our strips with normal lights, then we get remote strips that have solar LED lighting. If we have enough notice, we can carry portable lights to set up before dark. In the worst situations, we have used flares.

Our standard crew consists of a pilot and nurse. When a patient requires extra care, then we will bring a doctor with us. Our nurses have extensive experience, including emergency care and midwifery.

The dynamics between the pilot and the nurse are very interesting. When any decisions need to be made about the conduct of the flight, the pilot is in command. With decisions about the patient, both on the ground and in the air, the nurse is in command. The nurses understand the aviation requirements extensively and are more than happy to work with the pilots. It is the same with the pilots in regards to the medical requirements. It is a close-knit team that works very well together.

The flying experience is incredible. I don't think I have done anything as interesting or as rewarding as this before. Each flight presents its own unique challenges and demands, between weather, patient needs, destinations and time of day.

Last week on night shift, I was sent to a community 1000km to the southwest of Alice Springs to pick up a patient. It is not a

community we visit very often, and not all the pilots have been there. The challenges presented by the flight included weather (thunderstorms mainly), flying to an unsealed strip with high terrain to the south, at night, for the first time.

Between myself and the knowledge of the two other pilots, I was 100 percent prepared when I closed doors and left. The support from the senior pilots was amazing. I have never worked in a company that has such good mentoring and support from their pilots. All of the senior base pilots and training pilots have said on numerous occasions, "If you have questions – at any time of the day – please call, we are only happy to help."

I have three favourite flights so far. My first observation flight from Adelaide to Port Lincoln, I was flying with the senior base pilot in Adelaide. We were heading over to Port Lincoln to pick up a young patient. I was towards the end of my ground school training and was a little snowed under with the amount of study, along with missing my family and friends.

Once we landed and started receiving the patient, I realized that all the hard work I was putting in was worth it. To see the look on the patient's face, knowing we were there to help, was amazing. Not only that, the patient's grandmother was coming too, and the look on her face when we arrived and started to help was even better.

We picked up a gentleman in Elliot, which is half way between Darwin and Alice Springs, about an hour and a half flight

(two cups of tea). He had been working on a cattle station and had fallen from a truck. Again, the relief on his face when he saw us come through the door at the clinic was rewarding. He appreciated all the help we gave him. On the trip back to Alice, he was telling the nurse, doctor and myself about the history of the land that we were flying over. He was so interested in the plane and

***"Once we landed and started receiving the patient, I realized that all the hard work I was putting in was worth it. To see the look on the patient's face, knowing we were there to help, was amazing."***

was asking questions, via the nurse, about everything!

The third memorable flight is from a clinic run up into the Barkley table lands. Over three days, we took a doctor and a nurse to six different cattle stations to provide doctor visits to the staff. Some legs are two to three hours, and others are 14 minutes. All the strips are unsealed of varying length and quality, and it is just good fun flying. Again, the people I met were great, and the food is even better! I think it is an offence to go hungry on a station.

I have always loved flying, but this job has made it even better. I am so lucky to be part of such an amazing team and to have found the job I love at a young age. I still get butterflies every time I put on my uniform and get into the plane.

I may be biased, but I do have the best job in the world....



***RFDS personnel respond to a medical emergency in Central Australia.***



*By Sue Mead  
Connecticut Chapter*

# MARY LATIMER: FLYING AND INSPIRING







*Opposite page: Sunset in Vernon, Texas (F05), with Mary and the GIFT planes, a Cessna 172 and a Piper Cherokee 180.*

*Left: Mary safety wires an item on the GIFT Cessna 172.*

*Below: Three generations in flight: Mary with daughter Tamara Griffith and granddaughter Amanda Griffith.*

**M**ary Latimer is an aviator with a mission. She is a veritable fireball with a lengthy and impressive roster of projects-at-hand and lofty goals that she plans to achieve. Don't tell her it could take three lifetimes to accomplish them all – it will just make her fly faster. The Texas native began breaking down barriers, opening doors and becoming a role model for other women in aviation before she realized that barriers and doors existed, or understood the need for role models.

At 64, Mary has boundless energy. One of her top projects is trying to take her Girls in Flight Training (GIFT) Academy across the nation to help grow the percentage of women pilots.

"The percentage of women pilots is currently just over five percent, and I want to see females hit the 10-percent mark in my lifetime," says the multi-talented pilot who has worked as an aircraft mechanic, air traffic controller and a pilot examiner with the FAA, among many other accomplishments. "I want my legacy to be what I have done for others – not myself. I take more pride and joy in the achievements that I have helped others leverage and by building a foundation for female fliers."

Her career in aviation has been a winding path. "Aviation was not my dream as a child. My first flight was when I was 16. I was on my first date with Lawrence, who became my husband a few months later, in 1970. In the fall of 1972, we heard an A&P school was opening in Wichita Falls. Lawrence was crop dusting, and I had a 'going-nowhere' office job. We had already decided we wanted to buy, sell and rebuild airplanes and, if we were going to do that, one of us needed to have

a mechanic's ticket. He was making more money than I, and I was a better student, so it made sense for me to go to school."

When she enrolled in January, 1973, Mary was the only female out of 125 students. She made the highest grades of any graduate and was the only one in her class to complete the course without delays. She even bought an airplane, which would allow her to build flying time and shorten her commute to school.

"The airplane was an Aeronca L-3





*Mary plays the pied piper of aviation as she leads a group of kindergarteners on a close-up visit of aircraft during an Air Tractor Kindergarten Day. This was the 9th year that Mary has hosted all 200 local kindergarteners at the airport.*

that we bought for only \$1,000 because it needed work,” recalls Mary, who is a great storyteller and has a passel to tell. “We recovered the fuselage and wings and were ready to paint it, but when we stripped the old paint off the lift struts, we found Bondo. That meant the struts had been damaged and Bonded up.”

Mary tried to find replacements and found new ones that cost \$1,500, which she didn’t have. Shortly after, Lady Luck prevailed. Mary discovered that a local pilot had cleaned out his hangar and donated a lot of “junk” to the school, including the struts she needed.

“They were in great condition, and the instructor told me to load them in my car and take them home. They were a perfect fit, and soon I was flying my Aeronca L-3 to school almost every day.”

By the summer of 1974, Mary was 20 and had earned her A&P certificate and commercial and flight instructor ratings. Reality hit, however, as she tried to find a job in the aviation industry. She experienced barriers and doors that were closed to her. Some were because she was female but, at the time, the airlines had a height requirement of 5’6” – and Mary was 5’0”.

The Wichita Falls FSS manager had been encouraging Mary to apply to become an air traffic controller. After an 18-month ordeal of applying and testing, she was accepted and in 1976 began ATC school. While waiting for the FAA, she found an aviation job in McAlester, Oklahoma. She worked there as a pilot,

mechanic and instructor until she received the call to become an air traffic controller.

Again, she was the only female in her class and graduated second in the class, becoming the first female controller in Lawton. In June 1977, Mary earned her Inspection Authorization. She was proud of this accomplishment, as getting the authorization to take the test had involved FAA legal counsel “ordering” the FSDO to administer the test to her. As a controller, Mary also taught dozens

of safety seminars until she retired from the FAA in 2002.

Today, she and Lawrence run Latimer Services at the Wilbarger County Airport (F05) in Vernon, Texas, a business they began in 1970. Mary has now partially or fully-trained “hundreds” of pilots and, as a Designated Pilot Examiner, has tested more than 600. She’s accumulated many awards including Southwest Region Flight Instructor of the Year, induction into the International Forest of Friendship, and the Lubbock FSDO FFAST Representative of the Year.

Mary says there seem to be three reactions to her aviation endeavors, equally divided between disbelief, animosity and encouragement. The encouragement was deeply appreciated and was crucial to her progress and success. The disbelief could be dealt with by demonstrating her skill, talent and commitment. The animosity and overt sexism was mostly ignored, and Mary did not allow it to interfere with her training or career.

Mary Latimer is an aviator with a mission, and a fireball with a light that illuminates the sky — and the world around her.

## Mary Gives a GIFT

**I**n 2011, Mary and her granddaughter Amanda visited the WASP WWII Museum in Sweetwater, Texas. This became one of the key elements in creating Girls in Flight Training (GIFT). Amanda had recently soloed, and Mary realized that the aviation industry hadn’t changed much for women in the 40 years since her first flight.

She thought, “Someone should do something!” Looking in the mirror, she figured out who “someone” was. An all-female environment was successful for the WASP. Could that help women who were struggling to become pilots?

Mary offered her first GIFT Academy in August, 2011. About a dozen women came from all over the country. Today, more than 100 women have participated in GIFT.

Mary, her husband Lawrence, daughter Tamara Griffith, and granddaughter Amanda Griffith are the core flight instructors. It is a dream come true for Mary to see women she has helped become instructors go on to train another generation of women instructors and see others opening doors and breaking down barriers for other women – especially the two women she taught who are now training to go to Mars! For further information about GIFT Academy, a 501(c)3, go to [girlsinflight.org](http://girlsinflight.org).



# Forest of Friendship Celebration Moves to September



*The Joe Carrigan Memorial Waterfall complements the tranquility of the Forest.*  
Photo by Rhonda McCracken

*By Ellen Herr, International Forest of Friendship Vice Chair*

**T**he Forest of Friendship is moving its annual Induction Ceremony and Celebration date. It is now part of the expansion of aviation-related activities in Atchison, Kansas, the weekend of September 21-22. The Amelia Earhart Airport (K59) will host a Fly-In Saturday morning and a dinner and hangar dance that evening.

The Atchison Amelia Earhart Foundation will display Muriel, the restored 1935 Lockheed Electra L-10E that is exactly like the one Amelia flew 80 years ago in her attempt to circumnavigate the world.

This summer's induction marks the Forest's 42nd anniversary with the theme of "Security and Solace through Flight." This theme emphasizes the contributions of aviators and aviation enthusiasts in

organizations such as Angel Flight, Missionary Flight International, Pilots N Paws, Lighthawk and the military.

The Forest welcomes nominations for induction from those who are contributing to all facets of aviation and aerospace, including individual Sections and Chapters of The 99s. The deadline for nominations is July 15, 2018.

The Forest's activities include a Friday evening cocktail party at the Amelia Earhart Birthplace Museum. On Saturday, the Forest's keynote speaker will make a presentation during lunch. The induction ceremony is that afternoon in the beautiful outdoor setting of the 40-year-old forest.

With trees from all 50 states and 35 countries, the Forest is a living and growing memorial to the history of aviation

and aerospace. The cooler weather in September makes it a great time to visit.

The Ninety-Nines and the Forest of Friendship share common roots through Faye Gillis Wells, a founding member of The 99s. Faye had distinguished aviation and journalism careers, including being a demonstration pilot for Curtiss aircraft.

She had the distinction of being the first female member of the Caterpillar Club when she saved her life by jumping from an airplane and successfully deploying her parachute.

Faye envisioned planting trees to encourage international friendship and good will. Teaming up with prominent local businessman Joseph Carrigan, the two leaders decided to acquire 45 acres of property in Amelia's hometown of Atchison and founded the Forest in 1976.

The group of aviation notables inducted into the Forest at the first Celebration included Jackie Cochran, Ruth Nichols, Blanche Noyes, Bobbi Trout, Louise Thaden and many other women who were charter members of The 99s.

Please join us in September and check out our website [www.ifof.org](http://www.ifof.org) for more information and to join the Celebration!



*Ninety-Nines attend the 2016 Forest of Friendship ceremony in Atchison, Kansas.*



# BARBARA CROOKER



Barbara Crooker with three happy Young Eagles after giving them a ride in her Cessna 182 at Benton Airpark (O85) in Redding, California.

By Jacque Boyd  
Rio Grande Norte Chapter

*"After watching the sky all my life, and after climbing Mount Shasta in Northern California, I finally decided at the age of 50 that if I could climb that mountain, maybe I could learn to fly!"*

Barbara Crooker, a member of the Mount Shasta Chapter, is finishing her last term as Treasurer on The Ninety-Nines International Board of Directors.

Barbara completed her private pilot certificate in 1993 and earned her instrument rating several years later. She joined the Mount Shasta Chapter the same year she received her Private Pilot Certificate and, as she puts it, "have never left them!" She's a one-Chapter-kind-of-gal.

She's been Chapter Treasurer, Chapter Chair, Scholarship Chair and Airmarking Chair, so she brought plenty of experience with her onto the International Board of Directors. She has also served extensively at the Southwest Section level as the Nominating Committee Chair, Treasurer, a Section Director and the Southwest Section Governor.

Barbara calls herself a "war baby,"

having been born in Louisville, Kentucky, while her dad was stationed at Fort Knox. Her family soon moved back to the Bay Area in California, and her father worked at the shipyards until the end of the war. They then returned to the logging community of McCloud, California, where her parents had met and married.

Barbara describes McCloud as "a little town that is at the base of Mount Shasta, so I looked up at the mountain every day growing up." She says that view was a motivator in learning to fly.

"After watching the sky all my life, and after climbing Mount Shasta in Northern California, I finally decided at the age of 50 that if I could climb that mountain, maybe I could learn to fly!"

Barbara is the only pilot in her family, although she did say her husband Bob is a good navigator. She owns a 1968 Cessna 182 Skylane and calls it a "wonderful ma-



chine.” She and Bob have been married for 57 years and have three daughters and one son. She also has 12 grandchildren ranging in age from 31 to 9 and has 8 great-grandchildren.

Barbara has had a busy life with family and work. After a job as a rural mail carrier, she obtained her real estate license, working for two different companies. She recently retired from that profession. All the while, she used her bookkeeping skills with a local lumber yard, her real estate business and husband Bob’s custom cabinet shop.

As she was raising her children, she says, “I managed to finally complete my bachelor’s degree from California State University, Chico, having attended two years as a full-time student and then taking extension courses. I have a BA in social science with minors in business and mathematics. It took me 14 years to complete, but I finally got it done!”

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### ***“Nothing in my growing-up-life led me to decide to learn to fly.”***

A recurring theme emerged when speaking with Barbara concerning her approach to life. She says, “I grew up in a time when girls didn’t do some things, so it was a long time before I decided I really could do more than just wish I could be an airline stewardess, which is what I wanted to do when I graduated from high school. However, I was too tall and too fat at the time! (5’6’ and 125 lbs!) Nothing in my growing-up-life led me to decide to learn to fly.”

Because she grew up in a world where girls “didn’t do that,” it’s been very important for Barbara to do whatever she can do to make certain no little girl ever doubts that she can do whatever she chooses.

Barbara says that she’s been “so proud that my daughters and granddaughters have never done anything but what they chose and did it the best it could be done. My son has also been able to appreciate that his wife and his children have the world open to them and supports their efforts.”

She joined the local EAA Chapter years ago and has been the Young Eagle coordinator for many years. It’s important to her that “young people dream big and don’t let obstacles stand in the way of their goals.”

“The Ninety-Nines is one of the best things that ever happened to me, and I feel sure that had I not become a 99 and benefitted from their unlimited support, I would never have been able to achieve my goal of landing in every state in this USA. I still have Florida, Alaska and Hawaii, but I have all the rest. I have seen and experienced so much that I owe to The 99s.”

Barbara appeared to be a quiet and unassuming presence on the International Board of Directors, but she should never be underestimated. She exudes a presence that was born of growing up in a world “where girls didn’t do that,” but she forged ahead regardless of age or time. We are fortunate to have her representing the members of our organization.

As her term comes to an end, she is grateful for the wonderful opportunities she has had visiting the several Section meetings plus getting acquainted and spending time with so many of the dedicated volunteers that make this organization function. Being on our Board has allowed her to share her small Chapter perspective and develop a new appreciation for how great it is to be a 99.

*Because she grew up in a world where girls “didn’t do that,” it’s been very important for Barbara to do whatever she can do to make certain no little girl ever doubts that she can do whatever she chooses.*



*Barbara with her beloved Cessna 182.*



*Barbara is the only pilot in her family, above, but credits her husband with being “a good navigator.”*



*1999 Air Race Classic team, from left, Diana Ward, Barbara and Anita Libbee.*



By Lisa Cotham, NOLA Chapter

**T**he legacy of Amelia Earhart is alive and well in her birthplace, Atchison, Kansas. Every third weekend of July, in recognition of Amelia's July birthdate, the town honors its famous citizen with the Amelia Earhart Festival.

In addition to music, food, crafts, outdoor concerts and carnival rides, the Festival presents a venue for Earhart researchers and authors, honors a woman who best emulates Amelia's adventurous spirit with the Pioneer Achievement Award. It sponsors a birthday party and a small airshow over the Missouri River, with 'The 99s' Amelia Earhart Birthplace Museum as show center. The evening caps off with a spectacular fireworks display.

People from across the world visit Atchison to learn of Amelia's continuing impact on society and the latest buzz in the research arena. The Festival serves as the largest yearly gathering of Earhart authors, researchers and aficionados.

This year's festival is on July 20-21 and is introducing a new project called Chasing Earhart. Project founder Chris Williamson recently moved his family to Atchison to immerse himself in all things Amelia. He has become a great supporter of 'The 99s' and the Birthplace Museum, and is responsible for several additions to the AE collection. He offers us insight into his Amelia passion and the goal of Chasing Earhart:

*How did your fervor with Amelia Earhart begin?*

Everyone who has an affinity for

Amelia Earhart can remember exactly where that affinity began. The magic time seems to be third grade. For me, it's no different. I remember my teacher putting up 8X10s all over the room of famous Americans, and for our history day project, it would be our job to pick one of them and do a project on them. One famous American kept looking at me, her eyes so focused on me that I remember feeling she could almost see through me. Needless to say, Amelia Earhart entered my life then and remained the subject of every history day project I ever did.

Later in my schooling, those projects turned into more complex papers and ideas. In 2008, I decided to rekindle my affinity for Miss Earhart when I decided I wanted to create a project to end all proj-

ects with Amelia at the center. Like most ideas, this one started with one person in a room writing down notes longhand and conducting research furiously on Amelia from the cradle to the disappearance. I didn't know it then, but I was going to kick off what would eventually become the Chasing Earhart project.

#### *What is Chasing Earhart?*

Chasing Earhart is a research project that extensively dives into the data, research, analysis and observations on Amelia Earhart, Fred Noonan and a wide array of topics associated with their lives, careers and continuing impact. Our team is going all out, digging deeper and covering more than any team that has come before us. We're approaching almost 200 project guests for Chasing Earhart, and that list keeps growing.

#### *What is Chasing Earhart's ultimate goal?*

Our team is taking an "all in" approach. Our weekly podcast serves as the backbone of our project. We are constantly providing content during our process to shoot a documentary that covers not only Amelia but the people, events and circumstances that shaped her life and created the legend that we all know today. By taking an all in approach, we can guarantee that everyone will get to convey their information, some for the very first time, in a way that has never been done before.

*Tell us about the panel discussion in Atchison.*

About six months ago, I had the idea

***"Together, with these remarkable people and this unique project, united by a woman that came into my life almost 30 years ago, we will change the world."***



to do something in person with a group of our project guests. The idea was to bring together a group of remarkable people who would represent the uniqueness of the Chasing Earhart project.

When coming up with this idea, it was clear that there was only one time and place to unite these individuals. That time and place would be the Amelia Earhart Festival in Atchison, Kansas. On Saturday, July 21, we will have a panel event unlike anything that has ever happened before it. The Chasing Earhart team will bring together aviation, aerospace, archeology, science, mathematics, celestial navigation, children's literature, education, investigation and theology in a single place and a single forum.

We will celebrate Amelia's life, legacy and continuing impact 81 years after she disappeared without a trace. The Chasing Earhart panel will bring brand new faces to Atchison and the Amelia Earhart festival, some of which will surprise and inspire you in a brand-new way.

Together, with these remarkable people and this unique project, united by a woman that came into my life almost 30 years ago, we will change the world. Indeed, Amelia would be *proud*.

**To see the full festival schedule, go to [visitatchison.com/events](http://visitatchison.com/events). To learn more about Chasing Earhart, visit [www.chasingearhart.com](http://www.chasingearhart.com).**

*A portrait of Amelia in 1932 by E.F. Foley.*

*Photo: Everett Historical*



*Photo opposite page: 99s Museum of Women Pilots*

*Below, Amelia turns the propeller of the sports plane she bought in 1928.*

*Photo: Everett Historical*



*By Jacque Boyd*  
*Rio Grande Norte Chapter*

*Homeland Burning* is the third book in the Callahan Family Saga (it also includes *Cochabamba Conspiracy* and *Chita Quest*) that is written by Brinn Colenda.

Brinn (USAF Lt. Col. Ret) is a Friend of The Ninety-Nines and served as an Outside Judge for the AEMSF Scholarship Fund.

The writing in Colenda's books is always nuanced and characteristic of some-

## Homeland Burning

**Author: Brinn Colenda**

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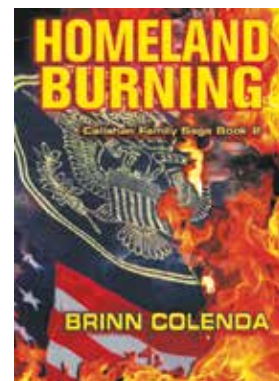
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one who does exquisite research on his subject matter. In this epic story about the conflict between good and evil, he brings his own experiences into many of the situations, along with expanding and supporting his exciting story with terrific background work. Particularly with his pilots, both male and female, he makes the situations realistic and compelling. The man knows what he's talking about when it comes to aviation scenarios.

It was tremendously satisfying to

see the connection of his female pilot-characters to The Ninety-Nines. In this book, his characters noted that one of the female pilots is "serious" about her flying because she's joined The Ninety-Nines!

This is a great addition to the Callahan Family Saga. The story is exciting and the writing is superb.





*Celebrating in Wiesbaden, Germany, from left, Ruth Haliti, Robin Smith and Tineke Schaper.*

## A Reason to Celebrate!

*By Robin Smith  
Rio Grande Norte Chapter*

**Picture this:** A young mother from a small town in Texas boards a giant military transport plane in 1955 for her first flight ever with her infant son. There were dozens of other young moms and scores of babies, all on their way to join their husbands on active duty with the Air Force or in civilian support positions.

Female military personnel act as flight attendants, helping warm bottles and change diapers during the long flight. With strong tailwinds, the flight makes it to its destination two hours earlier than scheduled, thank goodness!

That young woman from Texas was my mother, and that destination was Wiesbaden, Germany.

When I saw a notice in *Ninety-Nines* magazine last year about a 20th Anniversary Celebration to be held in early December in Wiesbaden, I knew I had to attend. I had heard about this place all my life, it was part of our family lore, but I had never visited Germany.

My parents and older brother lived on the base in Wiesbaden from 1955 until 1960. They brought back teak furniture, bone china and Hummel figurines that were part of my childhood, not to mention hundreds of slides and home movies

from this beautiful city – Wiesbaden.

As the only American in attendance, I was unsure what this weekend would hold for me. I needn't have worried. I was welcomed with open arms by a group of incredibly diverse, accomplished and cosmopolitan women from a dozen different countries, including Austria, Switzerland, India, Russia, Ireland, Spain, the Netherlands and, of course, Germany.

A champagne reception at the beautifully decorated City Hall began our very full program. It was followed by dinner at a local restaurant, where I was happy to celebrate my birthday, December 1st, with so many new friends.

Saturday morning's program gave us a retrospective, in German and English, of the past 20 years of the German Section. It included the many milestones reached during that time by the Section and by female pilots in Germany.

Some of those trailblazers were in our midst, most notably Andrea Amberge, one of the first female pilots hired by Lufthansa in 1986. She was the first woman to achieve the rank of captain on Airbus A320 and A340 for the airline. She still flies the Airbus 340 today and serves as one of the founders and former Governors of the German Section.

After the walk down memory lane, the group tackled some of the issues fac-

ing women in aviation today. We also discussed ways the various European Sections might work together and contribute to the leadership of The Ninety-Nines. Ursula Hammer, present Governor of the German Section, wrapped up the session with a brief overview of future plans for the group.

The afternoon and evening found us heading to the Frankfurt Airport for a comprehensive tour of the Lufthansa

***"As the only American in attendance, I was unsure what this weekend would hold for me. I needn't have worried."***

Flight Training Center, followed by a tour of the Frankfurt Airport (FRA) by night.

Under a light snow, the weekend wrapped up on Sunday morning with a guided walking tour of Wiesbaden. A special emphasis was on prominent women throughout the history of the city.

We enjoyed a final toast at the Wiesbaden Women's Museum where we said our goodbyes and started our journeys home.

The German Section is to be commended for putting on this wonderful celebration and for creating a truly dynamic group of women pilots, both professional and amateur, who will help lead the international organization for years to come.

Vielen Dank, ladies!



*Celebrating the German Section's 20th Anniversary in Wiesbaden, Germany.*





BY PETRA ILLIG, M.D.  
Aviation Medical Services of Alaska

## Don't Lose Sleep Over OSA

I've been getting calls from pilots worried that the FAA will ground them if they get treated for Obstructive Sleep Apnea (OSA). Some have been treated for several years but didn't report it because they did not consider it a "medical" issue. This is quite understandable, and the FAA will not punish pilots for this interpretation. They just want to make sure pilots are receiving appropriate treatment so they don't fly foggy and groggy.

What is OSA anyway, and why is the FAA so concerned about it? As the "obstructive" part of the term implies, it occurs when one's breathing stops due to airway closure when sleeping. This can be due to an obstruction by the tongue, tonsils or other soft palate tissues and causes loud snoring. If severe enough, it causes enough sleep disruption to result in daytime drowsiness and is a safety hazard.

***The FAA is primarily concerned about daytime drowsiness, so it takes OSA seriously, requiring pilots to document effective treatment.***

At any given time, about 3-7 percent of adult men and 2-5 percent of adult women suffer from OSA. It is highly associated with obesity and therefore becoming more prevalent in society.

As is the case with most medical conditions, OSA comes in a spectrum of severity. Some people are barely bothered and may require only position changes. Others are severely affected, feel poorly in the morning and need naps during the day.

Surgical removal of large tonsils and redundant tissues of the pharynx can be helpful in some people, but this doesn't work for everyone. For others, a dental appliance that brings the jaw forward can help keep the airway open.

For most, the best treatment is to keep the airway open by counter pressure. This is delivered by a Continuing Positive Airway Pressure (CPAP) device. It consists of a mask that fits snugly over the mouth and nose, an air pump that delivers the counter pressure (carefully titrated in the sleep clinic), and tubing to connect the two. New devices are comfortable, quiet and portable.

Your AME is supposed to ask you some questions about possible symptoms of OSA (loud snoring, daytime drowsiness). This is not to determine if you have OSA but rather if you have a significant risk of having OSA.

If you seem to have risk factors but have not been evaluated, you should still be issued a medical certificate (assuming you pass otherwise). The FAA will then give you 90 days to see your own doctor to determine if you should undergo a sleep study. If your doctor does not think a sleep study is warranted, a note to the

FAA to that effect will suffice, and a sleep study won't be required.

Whether a first-time user or if you've been getting treatment but haven't yet reported it to your AME, the FAA will want you to submit:

- Initial sleep study and subsequent ones you may have had.
- Downloaded data regarding device use.
- Brief note from your personal doctor or sleep clinic indicating effectiveness of treatment.
- Signed "Compliance with OSA Treatment" form (available from your AME or FAA).

Once FAA receives this information, the pilot will receive a 12-month time-limited certificate and a "Special Issuance Authorization" describing what is needed for the next 12-month certification, usually only items 2-4 above.

More important are the negative health consequences of untreated OSA, which basically is a condition of hypoxia. It is not a healthy way to spend 30 percent of one's life, and all our organs suffer. Imagine sleeping every night at 8-10,000 feet! Untreated, OSA is well known to significantly increase the risk of heart attack and stroke, diabetes and high blood pressure.

If you think you have OSA, then please discuss it with your personal doctor and get an evaluation from a qualified sleep clinic. Not only will you be a safer pilot, but you may live longer, too!

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**\*\* Check out this fun video of previous seminar \*\***

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# Kunz's Trophy Offers Insight into Museum's Collection

By Denise Neil-Binion, Executive Director, 99s Museum of Women Pilots

Although there are many important tasks to be completed at the 99s Museum of Women Pilots, one of my favorite things to do is conduct research on items in the collection.

In 2013, the Sacramento Valley Chapter generously donated a trophy won by Opal Kunz to the museum. This silver cup was presented to Opal for her first place finish in the 1929 Red Bank Air Races.

It is well known that Opal was a charter member of The 99s and an advocate for women in aviation. As I pondered the history of the Red Bank Air Races, which she won just one month after receiving her pilot certificate, I also hoped to gain more knowledge about how the Sacramento Valley Chapter came into possession of this historical artifact. Eager to find additional information, I turned to the museum's archives where I came across a very interesting recounting of the trophy's provenance.

In 1961, Opal befriended Martha Bost, and upon her death, Bost inherited a scrap-



Opal Kunz and the trophy she won for her first place finish in the 1929 Red Bank Air Races.



book, a few trophies and other personal items. In turn, Bost donated these items to the Sacramento Valley Chapter. In this valuable written account, the museum is also the caretaker of a photograph of Mrs. Bost posing with not only one, but two trophies currently on exhibit at the museum.

I was delighted to match the paper records and photographs with the trophies; this documentation is a vital part of preserving the history and contribution of women in aviation for generations to come.

After her Red Bank victory, Opal went on to compete in the first women's trans-continental air race in August of 1929. She founded the Betsy Ross Corps and became the primary flight instructor at the New Bedford Municipal Airport.

Aviation remained an important part of Opal's life; she worked as an inspector at Aerojet-General Corporation in Sacramento until her retirement. She passed away on May 15, 1967, but her legacy lives on at the 99s Museum of Women Pilots.

## More History on Facebook

If you're interested in early woman aviators, the 99s Museum of Woman Pilots Facebook page provides a captivating glimpse of lesser known, but no less fascinating, pioneering 99s. Here are just a few you'll meet when you visit [facebook.com/99smuseum](https://facebook.com/99smuseum). Share these stories with your friends and encourage them to also like the page!



Manila Davis Talley (right) was the 100th member of The 99s. She was born in 1898 and gave up her acting career to become a pilot. The special honor of the 100th member of The 99s was given to Manila because she was late to the first meeting!



Georgia (Tiny) Broadwick was the first woman to parachute from an airplane. The American got her start in 1907 as the Doll Girl barnstorming with The Broadwicks and their Famous French Aeronauts. Her first successful parachute jump was on June 21, 1913. Tiny was an honorary 99 of the Long Beach Chapter. By the time of her last jump in 1922, Tiny had parachuted over 1,000 times!



In 1932, Katherine Cheung was the first female Asian aviator to receive a private certificate in the United States. Soon after learning to fly, she became a barnstormer who performed across California. She joined The 99s in 1935.

All photos courtesy of the 99s Museum of Women Pilots.





BY DONNA MILLER  
International Careers Committee

# My Favorite Things

*Raindrops on roses and whiskers on kittens, bright copper kettles and warm woolen mittens... ..wild geese that fly with the moon on their wings, these are a few of my favorite things.*  
—Rodgers and Hammerstein

**S**pring cleaning. Getting rid of the greening copper kettles and mismatched mittens. It's hard for me to purge. I even bought the bestselling book *The Life-Changing Magic of Tidying Up*, but I can't find it. But to my credit, ask me where my copies of *We* by Charles Lindbergh and *I Could Never Be So Lucky Again* by Jimmy Doolittle are, and I know exactly where to find them.

In my quest to become a minimalist, which flies in the face of an amateur historian, I began thinking about my most valuable possessions. What are my most treasured and cherished things? What

would I feel lost without? I pondered this for days. Then the answer came to me, and it was a complete surprise.

It's a collection of plastic, totally replaceable cards that hang on a lanyard around my neck. It includes my airline i.d. card, and with it I can travel the entire world. It has gotten me to running races on five continents, air museums as far away as Russia and Poland and to airshows all over the U.S.

I was able to join The 99s to watch Shannon Walker launch into space via the Soyuz, and I'm quick to accept invitations from far away friends. And that doesn't even count the amazing flights that I get paid to fly!

Just for a minute, take out your pilot certificate. No, really. Take it out of your purse and look at it. What does it represent? Think about the journey you took to be able to hold it in your hand. Remember the day you totally figured out the flare that resulted in a great landing? And receiving the results of your written exam that indicated you have the knowl-

edge to do this incredible thing?

This certificate indicates you have experienced that absolutely amazing event: your first solo flight, and that you went on to complete the requirements to get the certificate.

For some, learning to fly is a journey in and of itself. There are women who earned the certificate and never flew again. It was enough to complete the challenge, knowing that they had done it. For others, it opened a huge world of adventure, winging their way to pancake breakfasts and fly-ins like the bucket-list worthy Airventure in Oshkosh. It has offered camaraderie of like-minded people and amazing friendships through organizations like The 99s. Fused into that little plastic card is freedom.

It's a funny thing, the worth of an object. The value isn't really in the object at all. It's the meaning that it holds for each of us. Its usefulness or its beauty.

I tuck my pilot certificate back in my purse next to my medical certificate. These are a few of my favorite things.

## MILESTONES

Tina Behr-Andres – Sport Pilot,  
Rio Grande Norte

Aura Austin – Instrument,  
Minnesota Chapter

Terry Carbonell – Multi-engine Flight  
Instructor, Paradise Coast

Jenna Coffman – Commercial,  
Colorado

Dorothy English – Sport Pilot,  
Eastern Pennsylvania

Liz Fullerton – Private,  
Eastern New England

Alice Furr – Commercial Multi-engine  
and Commercial Single-engine Land,  
NOLA

Susan A. Goff – Instrument,  
Eastern Pennsylvania

Katie Greenwood – Multi-engine,  
Reno High Sierra

Kristina Hamm – Private Pilot,  
Orange County

Laurie Hixson – Private Pilot,  
Rio Grande Norte

Judi Kenney – Private Pilot,  
Fullerton

Erica Koehler – Instrument, Multi-engine,  
Commercial Multi-engine,  
Treasure Coast

Jeanne LaFountain – Instrument,  
Paradise Coast

Mayte Lillo – Night Certificate,  
Ambassador Chapter

Peggy Loeffler – Designated Pilot  
Examiner, Connecticut

Joelle Petersen – Commercial  
add-on and Multi-engine Commercial  
Instrument, Paradise Coast

Mackenzie Shepherd – Instrument,  
Treasure Coast

Jayne Taylor – Seaplane,  
Eastern Pennsylvania

Jamie Tanabe – Commercial  
Multi-engine, Fullerton

Amanda Trent – Private Pilot,  
Columbia Cascade

Bridget Ware – Private Pilot,  
Colorado

Barbara Zeigler – Instrument,  
Eastern Pennsylvania

# 99s Enhance Aviation Safety with Flying Companion Seminars



By Debra Plymate  
Oregon Pines Chapter

**T**he Ninety-Nines Flying Companion Seminar is one of our most important products. We are contributing to aviation safety by teaching flying companions to watch for traffic, to monitor instruments, navigation and communications, to be able to take the controls and be part of a decision-making team.

Working together to plan and present a Flying Companion Seminar is a great team-building project for a Chapter. Members volunteer to present topics based on their personal knowledge, experience and interests, and learn even more by studying and preparing to teach the subject.

The students have an opportunity to meet a variety of women pilots and learn about The 99s. Some participants are even inspired to learn to fly and end up joining The 99s.

Oregon Pines Chapter began teaching flying companions in 2009, with different chapter members teaching a variety of topics. In last year's seminar, Marilyn Husser, who recently earned her Advanced Ground Instructor Certificate, taught Aerodynamics using slides, airfoils, airplane models and a full-size propeller. Beatrice Cameron brought her son, Nicky, who demonstrated his class project, a model wing tethered to Lego pillars. It was levitated by lift produced by wind from a hairdryer moving across the top of the airfoil.

Preflighting a big eight-foot model airplane, Barbara Anderson explained the inspection points on a walk-around and mentioned the importance of making sure everything is secure, even the baggage door.

She had the class roaring with laughter over the noise a loose baggage door makes after takeoff and the embarrassment of finding her husband's tighty-whities strewn the length of the runway after returning to land.

Ann Watkins and Shelly Signs explained how

to use the chart legend and identify features on sectional charts and plot a course using colored highlighter tape. It is a very active segment of the class, with other members assisting the students one-on-one.

Stella Brunner, newly certificated instrument pilot, showed slides of the instrument panel, explained the systems that run the instruments, showed how to interpret information on each instrument one at a time, and compared the electronic flight instruments on a Primary Flight Display to the information on analog gauges.

Another presenter, Bev Clark, talked about how to help as a crew member and also introduced radio communications and emergency procedures. Retired air traffic controller Patty Viall encouraged communicating with ATC to get help. She described the evolution of airways, why there are rules and how a controller's job is to ensure the safe, efficient flow of air traffic.

The students received a Flying Companion Emergency Checklist with features and airspeeds about the aircraft they fly, and blanks for the N-number and type aircraft. Debra Plymate explained how to write a recipe to land the airplane and gave the flying companions their homework assignment to fill out the airspeeds and power settings for each leg of the pattern.

Oregon Pines has presented the three-hour seminar at several airports, aviation museums, colleges, pilot association meetings and public libraries.

A link to Oregon Pines Flying Companion Handbook is on [wiksairservice.com](http://wiksairservice.com). Click on "Flying Companion HB" to view the document.

Oregon Pines next Flying Companion Seminar will be presented at the Wings Over Willamette Fly-In at Independence State Airport on August 18, 2018.



From left, Oregon Pines Flying Companion instructors Shelly Signs, Marilyn Husser, Debra Plymate, Bev Clark, unnamed flying companion, Stella Brunner, Barbara Anderson, Ann Watkins, Malia Johnson, and Patty Viall.



## TOUCH & GO

### Major Chrystina Jones Recipient of 2017 Katharine Wright Trophy

By Pat Prentiss  
Orange County Chapter

Major Chrystina Jones is the recipient of the 2017 Katharine Wright Trophy. Presented annually since 1981, it is awarded to an individual who has contributed to the success of others or who has made a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time.



Pat Prentiss and General Wilson, who accepted the award on Major Jones' behalf.

teaching to purchase supplies for her brothers' experiments, nursed Orville back to health after he crashed in Fort Myer, Virginia, contributed ideas to their experiments and trials, and acted as a public figure to endorse the safety of flying and the Wrights' aircraft.

Chrystina, after graduating from the United States Air Force Academy, completed pilot training and was qualified

The award is presented jointly by The Ninety-Nines, Inc. and the National Aeronautic Association (NAA). In my capacity as a NAA board member and former President of The Ninety-Nines, I always enjoy participating in the presentation of this award at the NAA's Fall Awards Dinner.

The award was named in honor of Orville and Wilbur Wright's sister, Katharine, who was a crucial supporter of her brothers' tireless work in the development of the first airplane. She used money from

as a C-130 pilot. While deployed in Iraq, she was inspired to help the women of Iraq by encouraging them to become leaders in aviation. In 2010, she founded the Horizon East chapter of Women in Aviation International (WAI).

As the Horizon East chapter grew and the concept of Iraqi women in aviation gained momentum,

Major Jones partnered with the U.S. Embassy in Baghdad to host a reception for their WAI chapter to outline increasing opportunities for women in the field of aviation. Iraqi women traveled from across the country to attend the event, where they learned how to make a career in aviation.

"The Iraqi and Japanese women taught me so much," says Major Jones. "Collectively they are changing the course of their countries' history. Really, I was the one left inspired by women all over the world, who are hungry to succeed and willing to go for it despite all odds."

While stationed at Yokota Air Base in Japan, Major Jones volunteered to head up Women's History Month, transforming this typically small-scale event by inviting Ambassador to Japan, Caroline Kennedy, to speak.

Chrystina is currently stationed at McConnell Air Force Base in Kansas and continues her outreach.



Major Chrystina Jones with her family. Photo courtesy NAA

## BRIEFINGS

### Time to Vote!

The 2018 Election of Officers, Directors, Nominating Committee and Trustees is in full swing. If you opted-in for electronic voting, you should have received your email from ElectionBuddy.com containing a link to vote online. If you did not opt-in, then you should have received your official ballot in the mail.

Electronic voting will close on May 1, 2018 at 23:59 GMT. Mailed ballots need to be postmarked by May 1, 2018. Please keep in mind, you can still view the nominees' resumes and Intent to Seek Election forms in the member area of our website, ninety-nines.org.

Thank you for supporting the 99s.  
— Ramona Banks



### It Couldn't Be Easier...

The new electronic system makes online voting a cinch!

"WOW. Voting made easy.  
That was great."  
— Juliet Grant Lindrooth

"Ballot received...vote cast...electronic voting could not have been easier...easy-peasy..."  
— Minnetta Gardinier

"I just went through the electronic voting process. It was slick! This made it so easy. Yay!"  
— Jacque Boyd

# GRASS ROOTS



Jayant Sinha, Minister of State for civil aviation, presents an award to Harpreet A De Singh, President of IWPA and Governor of The 99s India Section.

## INDIA SECTION

India Section members joined in the Golden Jubilee Conference presented by the Indian Women Pilots Association (IWPA) on December 19.

Harpreet A De Singh, president of IWPA and Governor of The Ninety-Nines India Section, organized various events throughout 2017 to celebrate IWPA's Golden Jubilee, culminating with the International Conference on Women in Aviation and Aerospace on December 19, showcasing the women power in India. A large number of women pilots, including 99s members from India and Nepal Section, participated.

The Conference not only included women achievers across aviation and aerospace organizations, but it also encouraged school children to consider careers in aviation and aerospace.

The IWPA was formed 50 years ago in 1967 by the founding members and supported by The Ninety-Nines.

— Harpreet A De Singh

## EASTERN IDAHO CHAPTER

The Eastern Idaho Chapter was the recipient of an award from the Extreme Blue Thunder Air Show Community Grant.

The Extreme Blue Thunder Air Show, held last July in Idaho Falls, donated \$100,000 to be awarded to nonprofits in Bannock, Bingham, Bonneville, Jefferson, Madison and Teton counties. This \$100,000 was their way of giving back to the communities that supported the air show.

The Eastern Idaho 99s received a grant of \$10,000 from the air show to further women in aviation. The grant will provide five women in southeast Idaho the chance to explore their dream of learning to fly or to continue their path to pursue a career in aviation. The grant is in keeping with The 99s' mission to promote the advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion for flight.

For more information or to apply for a grant, contact Sandy Storhok, Chair, Eastern Idaho 99s.

— Sandy Storhok



Eastern Idaho officers hold a replica of the \$10,000 grant. From left, Kitty Curl, Treasurer; Sandy Storhok, Chair and Sandi Bills, Secretary.

## APPALACHIAN AVIATRIXES

The Appalachian Aviatrixes held their first winter retreat on Sugar Mountain, North Carolina, on January 17-19.

After a day of skiing and tubing, members and 49½s gathered in the warmth of a condo. Discussion included the upcoming Chapter fundraisers, Chapter scholarships, upcoming meetings and, of course, general hangar flying.

The Appalachian Aviatrixes Chapter is pleased to announce their two new scholarships posted in the Scholarship Registry on the International Website. The first scholarship is toward a private pilot certificate. The second is toward an advanced certificate or rating. Each scholarship is worth \$1,000.

Planning is underway for the Girl Scout Fun Patch Day on April 7. We are also planning a second fundraiser in the fall with the Commemorative Air Force and other local history organizations.

— Janice Pelletti



Appalachian Aviatrixes at the January Sugar Mountain Retreat, from left, Kimberley Jochl, Janice Pelletti and Dawn Bell.



## LONG ISLAND CHAPTER

The Long Island Chapter held its January 2018 meeting via conference call. I was somewhat skeptical since I've never done this before. Eight members logged in, and we successfully accomplished quite a bit of actual Ninety-Nines business.

We communicated with members from Long Island's East End, Middle Island and West End. We also had Chapter member Dottie Campbell logging in from Florida. Since we were at the end of a good-sized blizzard, it worked out well with no one having to drive on icy roads.

Eleven members and guests attended our festive holiday party in December. Dottie Campbell, as she has done for many years, collected toiletries for the Battered Women's Shelter in Suffolk County, Long Island, New York. This has become part of our traditional holiday giving.

Long Island Chapter member Pat Ohlsson has chaired the Spruce Creek Flying Club Toy Parade for many years. Pat and her husband Lenny enter their 1941 WACO UPF-7 biplane in the parade, usually sitting on the top wing dressed as penguins or as gingerbread man and his lady. Pat flies from Spruce Creek Airport (7FL6), Daytona Beach, Florida, to many places in that area and also to various Long Island Chapter and Section meetings including International conferences.

— Patricia J. Rockwell



*Left, Pat and Lenny Ohlsson dressed as a gingerbread couple in the Spruce Creek Flying Club toy parade. Below, Pat and Lenny with their 1941 WACO UPF-7 biplane.*



*Photo left, Elaine LeCain of the Bakersfield Chapter waves from inside Cal-Fire's Grumman S2T (turbo prop) converted from a radial engine S2F. Photo by Pat Chan, Bay Cities Chapter.*

## SOUTHWEST SECTION

Members of the Southwest Section held their Fall Meeting in Redding, California. On September 28, 2017, women pilots began arriving by private plane, commercial plane and automobile to attend the biannual meeting of the Southwest Section. The Jet Center at Redding Municipal Airport (KRDD) provided tie down spaces for the 21 airplanes flown in for the meeting.

The regular business meeting was scheduled for September 30. However, many of the women pilots arranged their schedule to arrive days before to reconnect with old friends and to attend the tours arranged by the hosting Chapters, the Redwood Coast

Flyers from Humboldt County and the local Mt. Shasta Chapter.

Tours included kayaking on Whiskeytown Lake, fly fishing on the Sacramento River, enjoying the Sun Dial Bridge and the grounds at Turtle Bay, and visiting Shasta Dam. But the favorite excursion was a visit to the Cal-Fire Facility at Redding Municipal Airport. After an informational presentation, Cal-Fire employees allowed the women and their guests to examine and climb aboard the fire-fighting planes.

Accommodations, seminars, the business meeting and banquet were held at the Red Lion Hotel on Hilltop Drive. The business meeting was opened with the Presentation of Colors by Cadets of the Mt. Shasta Composite Squadron 126 of the Civil Air Patrol. Laurie Baker of Shasta Cascade Wonderland Association, and Bryant Garrett, airport manager, welcomed the women pilots to the Redding area.

Despite increasing winds from the south, all the women pilots were able to fly out of Redding Municipal Airport to their home airports on October 1.

— Nancy Maas

## GRASS ROOTS



*Susan Kelsey, Bobbie Roe, Karen Ballard and Natalie Berman attend the Aviation Expo.*

### CHICAGO AREA CHAPTER

The Chicago Area Chapter co-hosted another successful Aviation Expo with IDOT Division of Aeronautics. Over 300 pilots attended the engaging IFR and VFR seminars. Separate sessions were held for the instrument rated and non-instrument rated pilots so that attendees could choose which topics interested them.

Companions and aspiring pilots had a full program, including communications, navigation, how an airplane flies and handling emergencies.

Vendor displays provided an opportunity for participants to explore new aircraft types, including sport aircraft, gliders and technically-advanced aircraft. They also checked out the latest pilot supplies.

Our Chapter meeting was held after the Expo with prospective new members attending.

— Diane M. Cozzi



*Left, Barbara Strachan shows the Zonta group the medal she received in the 2011 Air Race Classic. Below, Florida Suncoast members enjoy their Christmas party.*



### OKLAHOMA CHAPTER

On December 9, the Oklahoma Aeronautics Association, in conjunction with the Oklahoma Airport Operators Association, held a celebratory brunch in the Atlantic Services hangar on Wiley Post Airport (KPWA). Our Oklahoma Chapter pitched in to help.

Channel 9 helicopter pilot Jim Garner (below) holds Amelia Bearheart, the South Central Section travelling trophy. The Oklahoma Chapter “won” her at the Fall Section Meeting. Our Chapter has made sure Amelia is visiting aviation events throughout Oklahoma, including at least 30 airports. She’s even been hiking in the Wichita Mountains.

In other news, last year the Oklahoma Legislature passed a law to make December 9 an annual Women in Aviation and Aerospace Day. This date was selected because it is the birthdate of Pearl Carter Scott. She was of Chickasha heritage and learned to fly under the tutelage of Wiley Post. Oklahoma is the first state to ever have a special date to acknowledge women in the aviation and aerospace industries.

— Elaine Regier



*Oklahoma Chapter members, along with news helicopter pilot Jim Garner, hold Amelia Bearheart, the South Central Section's Travelling trophy.*

### FLORIDA SUNCOAST CHAPTER

Kudos to our past Chairman and current Secretary of the Southeast Section, Barbara Strachan. On January 18, Barbara gave a well received and enjoyable talk at the Zonta Club of Tampa, Florida.

Barbara talked about Amelia Earhart, The 99s, Air Race Classic and her own personal flying experience.

In earlier news, we have Mary Fletcher to thank for planning a great Christmas luncheon at the St. Petersburg Yacht Club, and Alyssa Dorsey for providing the fun games played.

As always, a thank you to Connie McConnell for hosting our annual meeting in Ocala, Florida, in January. We had a great speaker, Ron Rex.

Don't forget to stop by The 99s Building at Sun 'n Fun this year. It's a great meeting place for Ninety-Nines.

— Sophia M. Payton



## SAN GABRIEL VALLEY CHAPTER

San Gabriel Valley 99s have been busy raising scholarship funds by organizing, coordinating and “manning” the gates at local air shows, including the one-day-a-year Apple Valley Airshow. These funds are awarded annually to deserving female pilots in and around the San Gabriel Valley. Student pilots could earn \$1,000 through the Linda Hayden Memorial Future Woman Pilot Scholarship, and “mature” women pilots could receive \$1,000 through the Jean Bustos Scholarship.

The details for these scholarships can be found on The Ninety-Nines Southwest Section and International websites. The SGV Chapter also awards an annual scholarship to an aviation student attending Mt. San Antonio College and recently administered a newly-formed \$1,000 scholarship in the name of Gilead Sciences, Inc., given to a deserving student pilot.

In January of this year, Chapter members met at Brackett Field Airport (KPOC) to paint the airport name and field elevation in front of the terminal. They ran out of time on that first day and planned on returning in February to finish painting “ELEV” and “1011,” but low temperatures, rain and wind forced a postponement.

As if to illustrate what a small world we live in, early February saw Virginia Harmer, the Chapter Chair and Treasurer for The Ninety-Nines Endowment Fund, taking a short Mexican cruise where she happened upon fellow 99 Linda Marshall, Montana Chapter, and, independently, Tracy Leonard, Ambassador Chapter, on the same ship. I guess it just goes to show that great minds think alike!

— Traci Rodriguez



*Above, Virginia Harmer, Mia Noriega, Loreen Wynja, Veronica Trujillo and Traci Rodriguez work on airmarking Brackett Airport (KPOC).*



*Right, from left, Virginia Harmer, Tracy Leonard and Linda Marshall were surprised to see each other on a cruise to Mexico.*

## RENO HIGH SIERRA CHAPTER

Thanks to our Chapter's work with the Reno Air Racing Association (RARA) and Click Bond, Inc., we were able to award five scholarships totaling \$9,000! Hailey Truax received \$3,500 for an advanced rating; \$2,500 for a student pilot went to Kristina Nazimova; \$1,000 for re-currency was awarded to CAP member Sandra Steffensen; and Click Bond sponsored two \$1,000 Discover Aviation scholarships to Rocky LeBard and Lynn Gordon.



*The Reno High Sierra Chapter celebrated Christmas, their biggest gathering ever with 54 attending.*

Our thanks to panel judges Bee Ferrato, Elizabeth Collins, Kim Mills from Reno FSDO, Bruce Eisenhard from Truckee EAA #1073 and Jere Marble from Click Bond.

In other news, Jean and Ron Starr hosted the 2017 Reno High Sierra's annual Christmas party at their lovely home. Additional thanks to Candy and Gary Whitfield for co-hosting the party. This celebration was our Chapter's biggest holiday party ever. The count came to a mighty 54 women pilots along with their spouses and guests.

We were also fortunate to have all our fall scholarship winners and several of our new members attend and meet our Chapter members for the first time. It was good to welcome our newest members Sandra “Steff” Steffenson and Ruben; Jenn Prins and Denny; Beth Ware and Jeff; Rocky LeBard and Greg. Scholarship winners were presented with their award certificates and photographed.

We even accomplished a very large haul of canned goods for the less fortunate. Donations went to the Evelyn Mount food drive this year. The food was delicious, the gift exchange was hilariously fun as always, and the day was festive. May all 99s around the globe have a stellar new year!

— Rocky LeBard

# GRASS ROOTS

## TENNESSEE CHAPTER

How, as a non-pilot, do you become more comfortable, helpful and enhance the safety of your GA flights from the right seat? Members of the Tennessee Chapter and EAA Chapter 1494 teamed up at the Morristown Airport (KMOR) to deliver a morning filled with education and camaraderie in advancement of these goals.

Despite the cold temperatures and threat of snow, the room was filled with non-pilots who regularly fly in the right seat. They were joined by 99s and 49½s, plus EAA chapter members, some who started out in the right seat before becoming pilots.

CFII Bob Dilk walked the attendees through specific ways, as non-pilots, that they can become more comfortable, helpful and have a positive impact on the safety of their GA flights from the right seat.

Next, the group reviewed the instrument panel and flight controls from the right seat of a C-172. The pilots who fly with these right-seaters joined the group for lunch, where discussions focused on how to work together to implement some of the things they learned in the morning session.



*Tennessee Chapter members and guests, from left, Lisa Lloyd, Pat Roush, Martha Miller, Judy Wayman, Karen Hughes and Linda Haynes.*

Many of the attendees plan to take at least one flight lesson (fingers crossed – maybe more!) to further reinforce what they learned in ground school and move them toward the confidence of being able to safely get their plane on the ground should they be faced with an emergency situation.

— Melisa Grissom

## NEW YORK CAPITAL REGION

During January, two members of the New York Capital Region Chapter, Linda Cioffi and Carol Keinath, gave presentations on aviation to the third grade classes at Schuylerville Elementary School in Schuylerville, New York.

Students learned about the parts of an airplane and opportunities in aviation, and they took a “virtual flight” from the local grass strip, Garnseys (B04), to Albany International Airport (KALB). Finally, Linda and Carol led the students in creating their own paper airplanes.

The NYCR Chapter also donated several aviation-related books to the school library which were on display for the month of January.

— Kaitlyn Koch



*Linda Cioffi and Carol Keinath gave a presentation on aviation to the third grade classes at Schuylerville Elementary School.*



*Minnesota Chapter members attend the Winter Business meeting and Holiday Party.*

## MINNESOTA CHAPTER

We held our Winter Business Meeting and Holiday Party at Thunderbird Aviation at the Flying Cloud Airport (KFCM) on December 9. Our Chapter awards went to Sheila Gruba for attending the most Minnesota Chapter events in 2017 and Aura Austin for landing at the most airports in 2017.

Congratulations to Majel Baker on her solo on December 2, 2017 at Anoka-County (KANE). We are happy to welcome our newest member Holly Latcham. And finally, we are sad to report that Alicia Ross Erickson, 92, of Albert Lea, Minnesota, passed away on December 30, 2017, in California. Alicia will be missed by many including the Minnesota 99s.

— Melissa Aho



# Amelia...

## The Town and The People Who Loved Her

by J.A. Kiehl

**A Book Like No Other.**

**It is not a mystery about her disappearance.  
It is a story of how she lived as a child.**

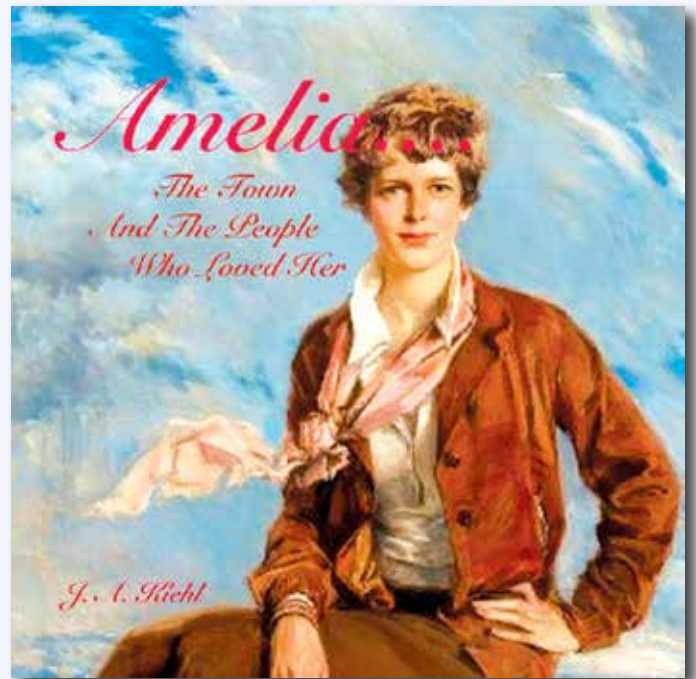
### *What readers are saying about "Amelia"*

*"This is a book that every Amelia fan should read. If you want to know where the soul of Amelia lies you'll want to start here. I am a big fan of books that tell little known stories and facets of Amelia's life and you certainly can't get any better than this. I highly recommend that you go out and pick up this wonderfully informative and beautifully written book."*

— Chris Williamson, Film Executive,  
"Chasing Amelia"

*"Of the many books written about Amelia Earhart, this one is totally unique. It is the lovingly told story of Amelia's early childhood days in the small town of Atchison. Written from the author's perspective, who was also born and raised in Atchison and grew up idolizing Amelia. She was fascinated with Amelia's early years and her eventual fame as a pioneer in women's aviation. A history of the town of Atchison and the many pictures enhances the town, and Amelia and her family enhance the story. Definitely worth a read!"*

— Pamela K. King, Retired Librarian  
Phoenix, Arizona



*"I truly enjoyed the new book. The most interesting and fascinating part for me has always been Amelia Earhart herself – the real historical personality behind the famous public figure and her legend. Whatever we do and achieve in our lives, we all are shaped by our childhood – the people, the places and circumstances that surrounded and formed us. That's why this book is so good, precious and illustrative for an AE admirer and researcher; as it presents exactly these important things in Amelia's life: where, how and surrounded by whom she grew up, and how she became that Amelia Earhart who did what she did, inspiring so many people. This is a fascinating read that I would recommend for everybody."*

— Oleksandr "Alex" V. Mandel, PhD, Associate  
Professor of Biophysics, Odessa National  
Medical University, Odessa, Ukraine

To order online, go to [www.Blurb.com/Bookstore](http://www.Blurb.com/Bookstore). Cost of the book is \$85.99 plus shipping from Blurb.

For those who would like a signed copy, please contact J.A. Kiehl at [windsorgateliteraryltd@gmail.com](mailto:windsorgateliteraryltd@gmail.com). The author will sign a copy and mail it to you. U.S. purchases of a signed copy are: \$85.99 plus \$6.45 tax, \$4.00 shipping, \$3.00 handling. Total = \$99.44

International purchases of a signed copy are: \$85.99 plus \$6.45 tax, \$23.00 shipping, \$4.00 handling. Total = \$119.44 (USD)



Jeannine Wyatt, who writes under the pen name of J.A. Kiehl, is a former Trustee of the Amelia Earhart Birthplace Museum, shown in the background. Jeannine also grew up in Atchison, where she first became fascinated with Amelia.

# WELCOME NEW MEMBERS

## Alabama

Field, Cristina  
Haney, Madison, (F)  
Hughes, Lindzey, (F)  
Pavlovec, Kelli, (F)  
Smith, Katelyn, (F)

## Alameda County

Scheff-King, Meredith, (F)

## Alaska

Duvall, Marlene, (F)  
Mitchell, McKenzie  
Porter, Clare Catherine, (F)  
Willett, Kelly, (F)

## Alberta

Fehr, Amilia

## All-Ohio

Miller, Rachel

## Aloha

Attrill, Joanna  
Pangorang, Elima, (F)

## Antelope Valley

Theurer, Mary  
Vanhoy, Helida, (F)

## Arabian Section

Walker, Amanda, (F)  
Walker, Bridget, (F)

## Arkansas

Dawe, Christine  
Guillen, Jordyn, (F)  
Hutton, Abby

## Austin Hill Country

Beckett, Maria, (F)  
Peterson, Molly  
Schwausch, Carrie  
Spinetta, Alexis, (F)

## Australian Section

Leggett, Inez

## Austrian Section

Dries, Sonja

## Big Sky

Arnold, Connor  
Utter, Lacey, (F)

## British Columbia Coast

Cardiff, Debra

## Carolinas

Couzzi, Shelby, (F)  
Hawes, Susan, (F)  
Langford, Mia

## Central New York

Berry, Rachel, (F)

## Chicago Area

Graver, Chloe  
Khabir, Rhonda  
Kozlowski, Eva, (F)  
Lichtenwalter, Sarah, (F)  
Settle, Jennifer

## China Section

Fang, Meiying,

## Coachella Valley

Christensen, Kathleen, (F)  
Newmark, Robyn, (F)

## Colorado

Ben Majed, Jennifer  
Breisch, Leslie  
Cassel, Deborah, (F)  
Galvan, Katherine, (F)  
Perry, Julia  
Rachfalski, Christina  
Santamaria, Hannah, (F)

## Connecticut

Pagoni, Alexandra

## Dallas

Einemo, Hanna, (F)  
Laurens, Darisa, (F)  
Lezama, Summer, (F)

## Daytona Beachin Eagles

Abemathy, Lauren, (F)

## Delaware

Louriqate, Zineb, (F)

## Eastern New England

Cavignano, Ashley, (F)  
Collin, Anne, (F)  
Das, Smita  
Dettinger, Jennifer  
Kaufman, Katrina  
Roche, Mary  
Rousseau, Jaimie, (F)  
Yusov, Alison, (F)

## Emerald Angels of the Gulf Coast

Parks, Lana, (F)  
Sines, Shyann

## First Canadian

Abdul-Baki, Ghalia, (F)  
Brooks, Crystal, (F)  
Hammond, Whitney  
Trottier, Melanie, (F)

## Florida Firstcoast

Lagergren, Erika

## Florida Goldcoast

Bourdage, Jillian, (F)  
Clavette, Suzanne  
Diaz, Marcela  
Grainger, Leslie  
Williams, Jacquelyn, (F)

## Florida Heartland

Rahmani, Niloofar

## Florida Suncoast

Baker, Vanessa, (F)

## Fort Worth

Cholet, Chloe, (F)  
Fleury, Alicia  
Krasselt, Miranda  
Manning, Melissa, (F)  
Stanford, Alexandria, (F)

## Garden State

Pavlinetz, Natasha, (F)

## Georgia Flying Belles

Bryan, Hannah  
Stallings, Lee, (F)

## Greater New York

Sacco, Christina

## Greater Seattle

Hall, Angelyn, (F)  
Hoy, Mary  
Myers, Kari, (F)  
Simison, Brandy, (F)  
Warren, Kiah, (F)

## Greater St. Louis

Dameron, Wendi  
Foote, Cheryl  
Hagood, Laura, (F)  
VanMeter, Allyssa

## Hampton Roads

Williams, Christina, (F)

## Houston

Comodero, Ligaya, (F)  
Jordan, Michelle, (F)  
Power, Belynda

## Idaho

Carter, Elizabeth, (F)  
Stoltz, Dena, (F)

## Imperial So-Lo

Gallinat, Lisa, (F)

## India Section

Shevde, Swati  
Thengdi, Indra

## Indiana Dunes

Assan, Grace, (F)

## Intermountain

Beaumont, LaDonna, (F)

## Iowa

Darr, Michele, (F)  
Long, Sarah, (F)  
Rickers, Catherine, (F)

## Israeli Section

Goel, Nirit

## Kansas

Perry, Madison  
Rolland, Jennifer

## Kentucky Bluegrass

Compere, Ruth, (F)  
Hill, Natalie

## Kitty Hawk

Hess, Trisha, (F)  
Valentine, Susan

## Long Beach

Brock, Fatima, (F)  
Ito Takako, (F)

## Los Angeles

Lopez, Eve, (F)

## Maple Leaf

Van Huizen, Alexandra, (F)

## Marin County

Guo, Christine, (F)  
Kalua, Karen

## Maryland

Brenneman, Lauren  
Daffin, Lauren  
Walker, Clare

## Michigan

Streng, Isabelle  
Vedder, Alexis, (F)

## Montreal

Scattolin, Karina

## Mt. Shasta

Balle, Alejandra, (F)

## New Jersey

Conant, Ashley, (F)  
Cresse, Barbara, (F)  
Denby, Lorraine  
Konopka, Lauren, (F)  
Treyger, Cindy, (F)

## NOLA

Fangue, Nicole, (F)  
Prestenback, Kayla, (F)

## Oklahoma

Croney, Victoria  
McAllister, Erin  
Walderich, Lori

## Old Dominion

Gruber, Barbara, (F)

## Palomar

Johnson, Erica, (F)

## Paradise Coast

Huston, Cami, (F)

## Phoenix

Castillo, Sarah, (F)  
Dean, Acacia, (F)  
Hahn, Katherine, (F)  
Otto, Zion, (F)  
Tuel, Alexus, (F)

## Pikes Peak

Gray, Abigail, (F)  
Wall, Christine, (F)

## Reno High Sierra

Scolari, Jenna, (F)

## Rio Grande Norte

Caskey, Jessica, (F)  
Koenig, Colleen  
Marquardt, Diane, (F)

## Sacramento Valley

Roberts, Julia, (F)  
Schmidt, Miranda, (F)  
Vogt, Amanda

## San Diego

Bilyk, Stephanie, (F)  
Hickenbottom, Jenna, (F)  
Lopez, Ashley, (F)  
Mouzooni, Natalie  
Preciado, Viviana, (F)  
Rovell, Brynn

## San Fernando Valley

Chen, Cathy, (F)  
Gale, Morgan, (F)  
Lee, Carolyn  
Mirzaei, Shokoufeh, (F)  
Weier, Stephanie, (F)

## San Gabriel Valley

Flores, Sarah, (F)

## San Luis Obispo County

Sach, Tiphani, (F)  
Shapero, Jessica, (F)

## Sarasota Ladybugs

Fisher, Alana, (F)

## Scioto Valley

Murakami, Christine

## Sedona Red Rockettes

Uhrig, Elizabeth

## Shreveport

Bradley, Heather  
Hutchins, Madelynn, (F)

## Southwest Section

Rhoades, Jennifer, (L)

## Sugarloaf

Wivell, Paula

## Texas Dogwood

Dancer, Lisa,

## Treasure Coast

Clarke, Jennifer, (F)  
Coronel Becske, Alicia, (F)

## Tucson

Larkin, Melissa, (F)

## Utah

Frasier, Olivia, (F)  
Hoffmann, Rebecca, (F)  
Nichols, Elaine  
Plunk, Katrina, (F)  
Riely, Merilee

## Ventura County

Charlesworth, Ruth, (F)  
Robinson, Stephanie, (F)

## Virginia

Martin, April, (F)

## Washington DC

Giddings, Morgan, (F)  
Jung, Daun  
Umhau, Lydia, (F)

## Waterloo on the Grand

Cordi, Emily, (F)  
White, Olivia, (F)

## Western New York

DiFrancesco, Ashley

## Western Washington

Williams, Eleanor, (F)

## Wisconsin

Bales, Ally  
Walukas, Annika, (F)

## Yavapai

McIntire, Stacey, (F)  
Teal, Erin, (F)



## New Sponsorship Program Takes Off

In an effort to increase fundraising and help widen the reach and recognition of The 99s, a new Sponsorship Program has been launched.

The program's focus is on supporting the core of our organization's activities by supporting the mission of The 99s: promote the advancement of aviation through education, scholarships and mutual support.

The primary target of the program are corporations and businesses, large and small. Various levels of support offered range from a \$10,000 Diamond level to \$500 Bronze.

The benefits of each level can include web and print exposure to our membership; membership in The 99s or Friends of The Ninety-Nines; *Ninety-Nines* magazine subscription and advertising opportunities;

participation in our Annual Conference; recognition at the 99s Museum of Women Pilots, Amelia Earhart Birthplace Museum and other events.

Friends of The Ninety-Nines member Elizabeth Vance became The Ninety-Nines Sponsorship Program Representative at the November 2017 meeting in Oklahoma City. Elizabeth will be reaching out to companies with our newly developed Sponsorship Program and appreciates any recommendations on companies to approach.

Please visit [www.ninety-nines.org/sponsors](http://www.ninety-nines.org/sponsors) to view the Sponsorship page set-up and to download the Media Kit explaining each level of sponsorship. Or contact Elizabeth directly at [sponsor99s@ninety-nines.org](mailto:sponsor99s@ninety-nines.org) or phone (954) 260-0655.

## Corrections:

### *Sorry, Corbi and Monica*

We inadvertently misspelled Corbi Bulluck's last name on page 24 in the Elections section of the last issue. Another incorrect name in that section was for Monica Randolph-Graham on page 29. She was listed as Randolph Graham.

To help us maintain name accuracy, we've appointed a new Publications Committee member, Linda Horn, to be our official name checker, in addition to providing other assistance. Thank you, Linda, for joining the Committee.

### *Incorrect Attribution*

The attribution for the Judy Phelps article in the January/February issue should have stated, "By Carol Vautin, Ventura County Chapter, and edited by Janice Pelletti."

## Photo Tips

Have you ever submitted a photo to the *Ninety-Nines* magazine and wondered why it didn't look as sharp in the magazine as it did on your Smartphone?

To take the best quality photos with your phone, look for megapixels. The more the better. Factory settings are usually set low, but for the best quality, the setting needs to be changed manually to the highest megapixels possible (it may appear as "M pixel" under picture size). Also set "Picture Quality" to "Super Fine" or the highest setting for your smartphone.

Don't be surprised if this results in a larger file. It means you'll be getting a sharper picture in the magazine!

## NEW HORIZONS

This space is dedicated to our members and 49½s who have passed on to New Horizons. We will miss them, and thank these 99s for all their contributions to our organization. Our members who recently flew to New Horizons were:

**Meriem Anderson**, Kansas Chapter, January 5, 2018.

**Fran Bera**, Coyote Country Chapter, February 13, 2018.

**Joan Campbell**, January 14, 2018, New Zealand Section.

**Donna Marie Deaken**, First Canadian Chapter, December 8, 2017.

**Alicia Ross Erickson**, Minnesota Chapter, December 30, 2017.

**Marilouise Hurley**, Imperial So-Lo Chapter, February 14, 2018.

**Gladys Lacey Jones**, Tennessee Chapter, February 23, 2018.

**Mary Hassell Maxon**, Sedona Red Rockettes Chapter, June 8, 2018.

**Marilyn C. Orloff**, Santa Clara Valley Chapter, December 12, 2017.

**Dorothy Rungeling**, First Canadian Chapter, February 17, 2018.

**Daphne Schiff**, First Canadian Chapter, December 15, 2017.

*Please Note: For obituaries listed on this page, please submit only the name, date of death, and Chapter. Notices of 49½s will be listed similarly.*

*The full obituaries and photos are now posted on The Ninety-Nines website. To submit an extended obituary, please submit a personal write-up and not a copy or a link to an online obituary. These will not be published. To read the full obituaries, go to [www.ninety-nines.org/new-horizons.htm](http://www.ninety-nines.org/new-horizons.htm), or you can access the obituaries from the home page of the website. Click on the Who We Are tab, then click on History in the sidebar, then select New Horizons.*



## Our most recently enlisted Friends of The 99s

Jennifer Allen, Anaheim, CA  
Mary Anderson, Berryville, AR  
Atlantic Cape Community College, Jim Taggard,  
Mays Landing, NJ  
Jim Bell, Winnipeg, MB Canada  
Jackie Bera, Norco, CA  
Janae Bickford, East Wenatchee, WA  
Rebecca Cormier, Ipswich, MA  
Lidisis Cruz, Davie, FL  
Danielle Dieckhaus, Moscow Mills, MO  
Joseph Finnell, Fountain Valley, CA  
James Gates, Redondo Beach, CA  
Wayne Glover, Vernon, BC Canada  
Lynette Halter, Tallahassee, FL  
Thomas Inglima, Pembroke Pines, FL  
Michelle Jordan, Port Arthur, TX  
JongHyun Kang, Prescott, AZ  
Rob Mark, Evanston, IL  
Margot Mayes, Austin, TX  
Stacey McIntire, Prescott, AZ  
Sydney Melton-Johnson, San Luis Obispo, CA  
Barbara Murray, San Diego, CA  
Richard Orenstein, Sarasota, FL  
John Rousch, Sebring, FL  
Christine Schick, Santa Ana, CA  
Sandra Shelton, Oklahoma City, OK  
Ken Swaringen, New London, NC  
Elizabeth Vance, Dania Beach, FL  
Jay Wallstein, Ocean Ridge, FL



# Support Your 99s!

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