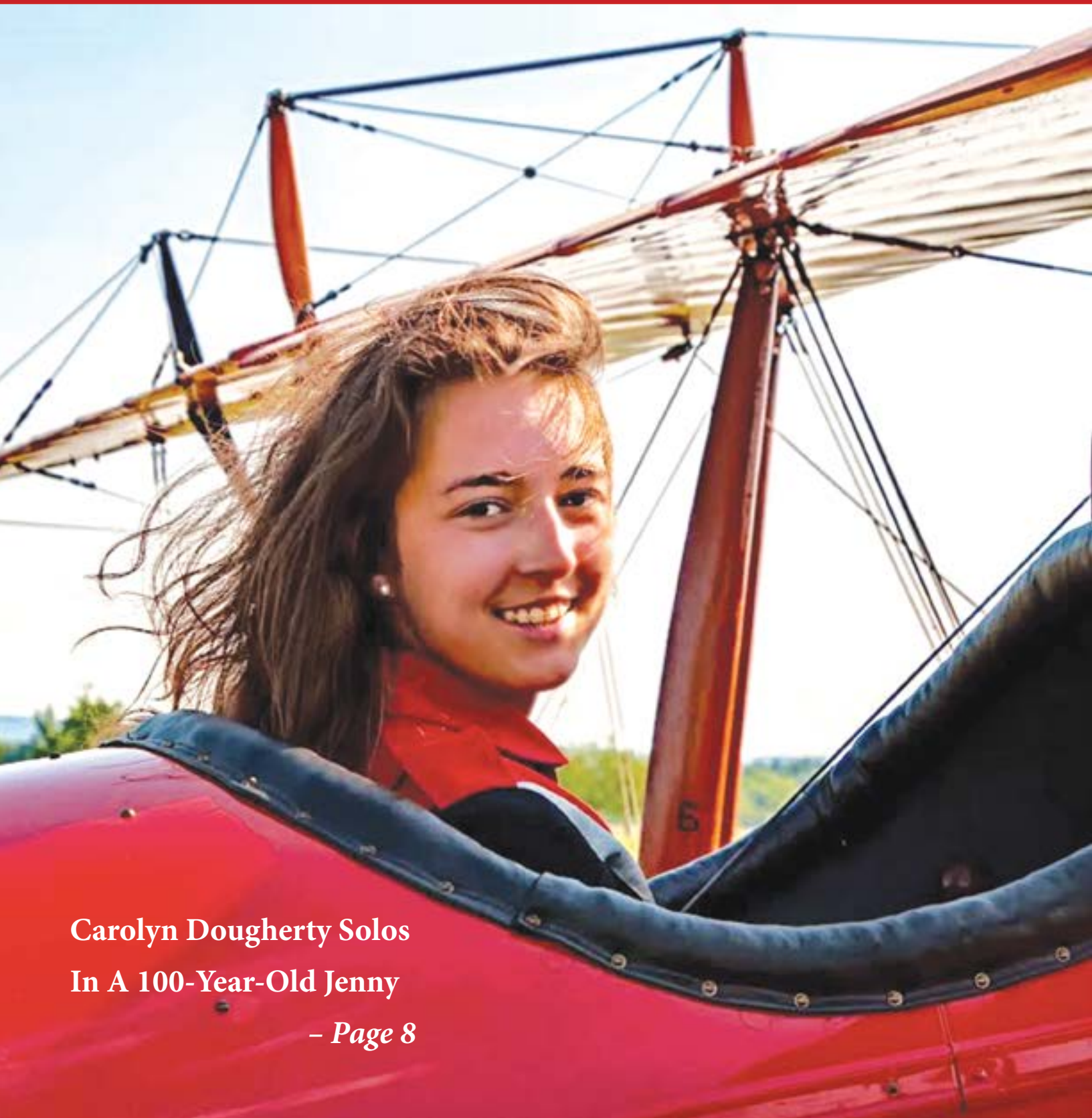




Ninety-Nines

Inspiring Women Pilots Since 1929

November/December 2018



**Carolyn Dougherty Solos
In A 100-Year-Old Jenny**

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Chicago Area Chapter member Helen Sailer, left, of Gainesville, Florida, recently celebrated her 100th birthday. Helen poses with Hazel Hackwith (Peterson) after the Chicago Area Chapter's Air Meet circa 1956.



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Rebecca Hoffman was one of the 18 women who were named recipients of the Fall 2018 Fly Now Awards. This year there were 56 applications submitted from 36 Chapters.



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Although Kathy Fox once dreamed of becoming an astronaut, she channeled her talents in a different direction, becoming Chair of the Transportation Safety Board of Canada (TSB).



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Angela Masson, first woman type-rated on a 747, was inducted into the California Hall of Fame. She's shown, left, in 1969 at Clover Field, Santa Monica Airport (SMO).



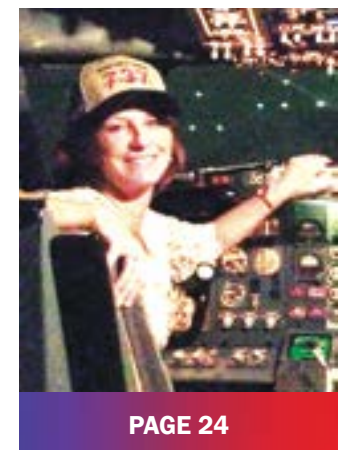
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Alice Fanto was among 20 individuals inducted into the International Forest of Friendship in September. She is a member of the NOLA Chapter.

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The tragedy of 9/11 motivated Dallas Chapter member Elizabeth Polcari to transition from being a writer for Southwest Airlines to earning her Southwest Wings 15 years later.



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On The Cover

First solos are always an exciting experience, but for Keystone Chapter member Carolyn Dougherty, it was an especially memorable event. She had the thrill of flying her father's 100-year-old Curtiss Jenny. See page 8 for story.

Photo by Richard JM Sousa.



The 99s Mission Statement

The Ninety-Nines® International Organization of Women Pilots® promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

EVENTS

2019

JANUARY

- 11-12 Georgia Belles Open Meeting for all Ninety-Nines**, Hospitality Suite, activities and more, St. Simons Island off the Georgia Coast. For more information, contact amychancey5853@gmail.com.
- 26 Amelia Earhart Luncheon**, Southern Museum of Flight, Birmingham, Alabama. Guest Speaker Krystie Dunn. Silent auction and ticket items to try and win. Reservations required. All proceeds to the Amelia Earhart Birthplace Museum. Contact Nancy Miller-Borg, 256-538-2672 or AELuncheon@Alabama99s.org.
- 31 Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Spring Session**, see www.ninety-nines.org/resources.htm or email mentoring@ninety-nines.org for more information.

MARCH

- 14-16 30th Annual Women In Aviation Conference**, Long Beach Convention Center, Long Beach, California. Be sure to visit The 99s booth. For information, visit www.wai.org/19conference.
- 22-24 South Central/North Central Section Meeting**, Kearney, Nebraska. Deadlines: Hotel-March 1, Registration-March 8.

APRIL

- 2 - 7 Sun 'n Fun, Lakeland, Florida**. For more information visit, www.flysnf.org/sun-n-fun-intl-fly-expo.

- 3 WASP Luncheon at Sun 'n Fun**, Lakeland, Florida, honoring the WASP, 11:30 a.m. at the Buehler Restoration Center. Tickets are \$20 each and limited to 60 seats. Deadline for payment is March 25, Contact Co-Chair Mary Wunder, marywunder@gmail.com or cell 484-571-8145.
- 15-19 Australia/New Zealand Annual Meeting**, Brisbane, Queensland, Australia. Contact Australia Governor Jacqueline Milroy, jacqueline_milroy@bigpond.com or New Zealand Governor Bianca Barbarich-Bacher, zkbianca.bb@gmail.com.
- 17-18 Southeast Section Spring Meeting**, Pensacola, Florida. For more information, contact Mae Marquet, ses2017@gmail.com.

JUNE

- 18-21 Air Race Classic**, Start in Jackson, Tennessee, terminus Welland, Ontario, Canada. Terminus activities at Welland take place June 18-21. For more information, visit www.airraceclassic.org.

JULY

- 16-21 2019 International Conference and Business Meeting**, Dayton, Ohio. Hosted by the North Central Section. Stay at the University of Dayton Marriott, book by June 15. Career Expo: July 16; Seminars and Tours: July 17-20; Dinner Under the Wings at NMUSAF – Welcome Reception and AE Scholarship Banquet: July 18; 99s Awards Banquet, July 20; Youth aviation event: July 21. For more information, contact Conference Chairs Minnetta Gardinier, Deb Henrichs, and Paula Rumbaugh at dayton2019@ncs99s.org.
- 22-28 EAA AirVenture Oshkosh**, Wittman Regional Airport, Oshkosh, Wisconsin, eaa.org/en/airventure.
- 31 Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Autumn Session**. For more information go to www.ninety-nines.org/resources.htm or email mentoring@ninety-nines.org.

Note: Ninety-Nines magazine deadlines always fall on the first of the month prior to issue date, ie: December 1 for January/February issue.

To List Your 99s Events, Send Information To:

Ninety-Nines magazine, PO Box 95037, Oklahoma City, OK, 73195-0374; Email: news@ninety-nines.org or fill out Online Form at ninety-nines.org/forms/index.cfm/news_reporter.htm. High resolution photos are 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.

PRESIDENT'S MESSAGE

Sixty, count them, *sixty*, Ninety-Nines flew, drove, descended upon Atchison, Kansas, to induct and celebrate our members at the International Forest of Friendship. The Forest is a living, growing memorial to the world history of aviation and aerospace. It was a gift to America on her 200th birthday in 1976 from the City of Atchison, Kansas, The Ninety-Nines, and the Forest Service of Kansas State University.



Fay Gillis Wells, a charter member of The Ninety-Nines and noted journalist, and Joe Carrigan of Atchison, co-chaired the Forest from its inception until their deaths. Their sons, Lin Wells and Pat Carrigan, and families continue their dream of "world friendship through flight."

Recently, Lin Wells reached out to The 99s and asked us to continue the leadership of the Forest. The Forest is perpetually funded through a grant from George Palmer Putnam Jr. I want to thank Ellen Herr, Elaine Morrow, Shannon Osborne, and Kathy Spahr for stepping up to volunteer their leadership to continue our legacy.

Fall found me in the Southern California city of Claremont on a perfect weekend to enjoy the Southwest Section meeting. Did you know that 99s are really good at getting out of Escape

Rooms? And that 99s enjoy skydiving indoors on Friday mornings of their Section meetings?

After the fun, important Section business was discussed and completed. One of their many projects is the investigation of a new online registration forum for Section meetings. We will be closely watching the progress to see if it is a good fit for the International Conference and/or other Sections.

It was a real treat to have Iris Critchell attend the meeting. She competed for the U.S. in the 1936 Olympics in swimming, flew all types of fighters and bombers as a WASP in the 1940s and has been a continuous member of The 99s for 66 years. I am so impressed and so humbled by so many of our accomplished members. What an honor to meet these women!

I hope you will enjoy your holidays and reach out to get to know some of our new members and our seasoned members at your Chapter meetings.

Spread the word about The 99s to women pilots you meet.

Jan McKenzie
International President

Choose to Soar!
Choose to
Fly Your Dreams!

Top, Lin Wells inducts 99 Kathy Fox, Canada TSB Chairman, into the International Forest of Friendship.

Middle, Lin Wells inducts International Director Alice Talnack into the Forest.

Right, sixty 99s attended the 2018 Forest of Friendship Ceremony in Atchison, Kansas.



2019 Conference Spotlight

In his flight over treetops, Orville Wright covered a distance of approximately 1,760 feet in 40-1/5 seconds at Huffman Prairie, Dayton, Ohio, on November 16, 1904. Through a series of unique experiments at the field in 1904 and 1905, the Wright brothers mastered the principles of controlled, powered flight and developed the world's first practical airplane.



Photo: Everett Historical

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TOUCH & GO



Nina Anderson.

England based in Boston. In 1980, Philip Morris Corporation hired her as their first woman pilot to fly jets out of Teterboro, New Jersey.

Nina has been the Connecticut Chapter Chair and is an FAA Wings Rep volunteer presenting safety seminars. She has been a member of the Civil Air Patrol and has been a strong promoter of women in aviation. She is the author of a noted book, *Flying Above the Glass Ceiling*.

Nina Anderson Recognized for 50 Years of Safe Flying

Nina Anderson, one of the first women pilots to fly for a Fortune 500 company during the time when men dominated the profession, received the FAA Wright Brothers Master Pilot Award for 50 years of safe flying. Nina was presented the award on October 14 at the Connecticut Chapter meeting at Brainard Airport in Hartford.

She currently flies for recreation out of Great Barrington's Berkshire Aviation Flight School and works with the FAA Wings Program teaching safety seminars as a volunteer.

She was the first woman pilot for Command Airways out of Poughkeepsie and then Air New

California Hall of Fame Inducts Angela Masson, First Woman Type-Rated on a 747

Angela Masson, Florida Goldcoast Chapter, was honored at the Fourth California Aviation Hall of Fame Induction Ceremony on November 15, 2018. Also inducted were record-setting pilot Dick Rutan, astronaut Mike Melvill, and pilot and author Barry Schiff.

Angela began flying at 15 at Clover Field in Santa Monica.

At 21, she set a record as the youngest person to fly coast to coast in a high performance aircraft. In 1971 she trained armed forces pilot cadets at Claire Walters Flight School, flying over 1,000 flight hours in under a year. She flew as a charter pilot for Express Airways out of NAS Lemoore on a Navy contract.

American Airlines president Robert Crandall hired her as a pilot for American in 1976 at age 25, where she was the first woman to fly as FO on the B-707, 67 and DC-10. In 1984, she was the first woman to be type-rated on the 747.

Angela was the first female chief pilot for American Airlines, earning type-ratings on the A310, B-747, 57, 67, 77, DC-9, 10, and MD-11.

Her multiple patents include the first true Electronic Flight Bag (EFB).



Mother-Daughter Team: Angela Masson with her mother Margo Masson during the 1972 Palms-to-Pines Air Race.

HOLDING SHORT

Meet a Governor — New Zealand's Bianca Barbarich-Bacher

Bianca Barbarich-Bacher, New Zealand Section Governor, comes from a flying family. She loved to see her parents take to the skies and would always hear them talk about flying. This sparked a huge interest for her, and she jumped at the chance to learn.

Bianca is currently a Line Pilot with RidgeAir and a B Cat Instructor at the Marlborough Aero Club in Blenheim, New Zealand. She holds a commercial pilot licence with over 1,500 hours of flying time, beginning at the Walsh Memorial Scout Flying School, where she flew her first solo. Her goal is to fly a wide body jet and eventually become a tech pilot/test pilot, putting her engineering knowledge to good use.

Before flying, Bianca spent many years sailing on the International stage, representing New Zealand with great success in a number of different classes. Competing in over 11 sailing world championships in the double-handed Olympic classes, she holds three world titles.

The New Zealand Section has a small but strong membership, and they are always looking to grow their numbers. Next year, she says, they have an incredible opportunity with the Classic Fighters Airshow at Omaka, in the heart of beautiful Marlborough, New Zealand's wine region. "For the first time the theme of the airshow is 'Saluting Women in Aviation.' This is a unique opportunity for both The 99s and NZAWA (New Zealand Association of Women in Aviation). We are very proud of the fact that this theme aligns with the 125th Anniversary of New Zealand Women's Suffrage." The Section invites visitors to this three-day event, April 19-21, 2019.



New Zealand Governor Bianca Barbarich-Bacher.

100-Year-Old 99 Still Enjoys The Ninety-Nines Magazine

Chicago Area Chapter member Helen Sailer of Gainesville, Florida, celebrated her 100th Birthday with friends and family on March 7, 2018.

Even though she is almost totally blind and reads only with the greatest difficulty, her niece says the latest issue of the *Ninety-Nines* magazine is always proudly displayed on her coffee table. "She keeps all the back issues. Whenever I'm there, we go through the current issue together, especially the obituaries, which isn't surprising."

Born on a small farm near Roseville, Illinois, in 1918, Helen, like so many of her generation, made a tremendous leap to a career in the insurance business with Illinois Bankers Life and later with Washington National in Evanston, Illinois.

Well ahead of her time and on a secretary's salary, she took her first flying lesson in 1940. After the war ended, she went on to become a commercial pilot with a multi-engine rating. A lifetime member of the Chicago Area Chapter of

The 99s, she is also a charter member of The International Woman's Air and Space Museum. When she retired in 1983 and moved to Gainesville, her Cessna 150, Robin, moved with her, and she continued to fly through the early 1990s.

To celebrate her birthday, her family and many friends gathered for a festive luncheon. Of course, airplanes and balloons played a major role in the party decorations—as they still do in her life.

Helen still remembers when she first became interested in flying. "In 1922, when I was four years old, my cousin Howard stopped by our farm, flying his father's WWI three seat, open cockpit

biplane. He wanted to take my father and brother for a ride. When they returned, I begged and pleaded for him to take me up, and he said he would if my mother came along for the ride. She finally relented, and I was hooked for life! To this day I remember hanging my head out over the side of the open cockpit. With the sun low in the west and the Mississippi River on the horizon, the river looked like a golden snake. It was just beautiful."

— Enid Lagree, Helen's niece



Helen Sailer is still a 99 at 100.



Helen, left, and Sylvia Roth at end of the 1957 Transcontinental Air Race.

“I Had a Different Dream”



Photos by Richard JM Sousa

When most teenagers imagine their Sweet 16, they think of extravagant parties or luxurious trips. I had a different dream. I imagined making my first solo flight in my father's 100-year-old Curtiss Jenny.

A few years ago, we realized that the Jenny would be 100 years old when I turned 16. I would always say, “It'd be fun if I could take it flying for its hundredth birthday when I'm old enough!” Sure

enough, I decided to turn that dream into a reality, and I was willing to do anything to make it happen.

My entire life has been surrounded by aviation, and I've always known that I wanted to be a pilot. My bedroom window overlooks the grass runway, and I love waking up to the sound of an airplane taking off. With the Golden Age Air Museum practically right outside our door, I continually spent more and more

time there. I was fascinated by the vintage aircraft restorations, meeting the volunteers and visitors and, of course, going flying with my dad.

He took me for my very first airplane ride in the Cessna 195 when I was just two years old, but unfortunately I can't remember anything from the flight. Growing up, my dad would take me with him in the 1932 Taylor E-2 Cub, and he would even let me take the controls, which

Caroline Dougherty took her first solo in her father's 100-year-old Curtiss Jenny. “My goal was to do something unique, something that had never been done before.”

sparked even more interest in learning to fly.

When I turned 14, I officially started logging my flight time and taking lessons, and I was very fortunate to have my dad as my instructor. We did most of my training in the E-2 Cub, but I also learned a fair amount in the Champ and Cessna 150. I had accumulated over 50 hours of logged flight time, but I was not able to solo because of my age.

It finally came time for the big day in May, and Dad let me choose from his personal collection. My goal was to do something unique, something that had never been done before. It was important for me to create my own footsteps and not just follow the path of someone else. With that in mind, I followed my dream and decided to fly the Jenny on my first solo.

Not only does this 1917 Curtiss JN4D Jenny have a great historical significance, but it is part of the family. My dad and his father spent seven years restoring the OX-5 powered biplane. The restoration is to original condition, and it is crazy for me to think it had not been flown since the 1920s. It produces 90 horsepower, weighs 1,920 pounds, has a very long wingspan of over 43 feet, and without an airspeed indicator, we estimate it cruises around 70 miles per hour.

The Jenny was used as a primary trainer for pilots in World War I, and flying it is

like taking a step back in time to 1917. Every time we used it for a flight lesson, I couldn't help but compare it to learning to fly during the war. Approximately 6,000 were produced, and they became famous for their barnstorming feats after the war.

The red “Daugherty” paint scheme represents Earl S. Daugherty, a famous barnstormer and Hollywood pilot of Long Beach, California. We typically get asked why our last name is spelled incorrectly on the side of the airplane, but our family does not have any relation to Earl Daugherty.

Due to Pennsylvania weather conditions in winter and early spring, I wasn't able to transition my training to the Jenny until about a month before my birthday. Although I had only about three hours in the airplane at the time of the solo, I'd very vigorously performed many takeoffs, landings, and simulated emergency landings.

The big day finally arrived, and I can't say that it went as planned. I woke up to rain, virtually no visibility and too much wind for the Jenny. The initial plan was for the flight to be made in the morning before an audience arrived at the airport, but Mother Nature had other plans. After hours of waiting, the rain stopped, the ceiling rose, and the wind calmed enough to fly.

Before making the flight, Dad and I went up for two flights around the pattern.

“**The wheels and tailskid gracefully kissed the ground, and I felt very relieved that I brought Dad's favorite toy back without a scratch.**”

The most distinct memory I have from the day is when he turned around in the front seat and asked, “Are you ready?” I nodded with a confident, “Yes.” He asked again, “Are you sure?”

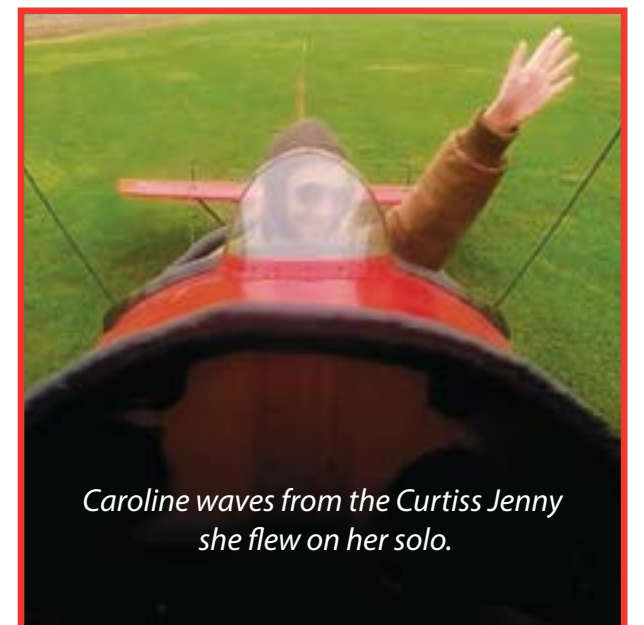
I had never felt so ready to solo.

Dad climbed out of the front seat, gave me a few words of instruction and

encouragement, and before I knew it, I was lined up on the runway. I pushed the throttle forward, quickly glanced at the tachometer to check for the full 1450 RPM, let my feet dance on the rudder bar to keep the nose straight down the runway, and soon enough, I was up in the sky all by myself.

I kept climbing, constantly eyeing up fields in case of an emergency landing. After all, I was putting my faith in an original, 100-year-old OX-5. I treated it just like another flight, continually checking the oil pressure and water temperature. It did take a moment, though, to realize, “Wow! I'm actually up here all by myself!”

The Jenny definitely handles differently than other airplanes, but I consider it a relatively easy airplane to fly. For one thing, it has no elevator trim. When Dad is in the front seat with me, my arm gets tired from con-



Caroline waves from the Curtiss Jenny she flew on her solo.



Caroline with her father/instructor by the 100-year-old Jenny in which she soloed.

stantly adding back pressure to the heavy stick. In medium to steep turns, it takes two hands and a good amount of opposite aileron to bring it out of the turn.

If you are cruising straight and level, it will feel like there is someone in the front seat playing with the rudder. The rudder bar can be felt trying to move itself, and it takes a lot of rudder corrections to keep it coordinated.

It also has a tendency to randomly drop a wing, and it takes a lot of force to bring it back to level flight. Another thing differentiating the Jenny is the absence of an airspeed indicator, which most people aren't used to. The pilot must fly by feel and listen to the engine and the air flowing around the airplane. We get asked many questions about its speed, but

we aren't precisely sure. Another unique characteristic of the Jenny is it has no brakes, and instead of a tailwheel, it has a tailskid.

It wasn't long until I was set up on the downwind leg, and I pulled the throttle back

as I passed the airport. When beginning to fly the Jenny, it took me a while to adjust to its heavy sink rate, and it's essential to keep the nose down and the speed up. While descending, I occasionally goosed the throttle to clear the idling OX-5. I lined up with the runway, slowly eased the stick back, and began to flare. The wheels and tailskid gracefully kissed the ground, and I felt very relieved that I brought Dad's favorite toy back without a scratch.

During the taxi in, I was bursting with enthusiasm, and I couldn't wait to tell my parents about my solo adventure. The crowd of people that gathered to watch, and the historical significance of the flight, never crossed my mind, but I was thrilled that my hard work had led to accomplishing my dream.

After my first solo flight, I decided I wanted to do it

again. This time, I was in the 1932 Taylor E-2 Cub, which also has its share of historical significance. The Cub was my primary trainer, and I was very confident about flying it. I made two beautiful landings but got too cold in the open cockpit to fly it any longer. There wasn't enough daylight left to fly the 150 as well, but it wasn't long before I had an opportunity to solo it.

I have been so privileged to experience such a once-in-a-lifetime event, and I could not be more grateful for the opportunities it has brought me. I have worked with many wonderful people, and it was an honor to speak at a holiday dinner for the New Jersey Chapter.

I recently received my private pilot certificate after I turned 17, and I am now beginning my senior year of high school and working towards my instrument rating. I'd like to study aerospace engineering in college and build flight time by becoming a CFI and sharing my passion for aviation.

There is also a good possibility of an airline career in my future. I have dreams of representing our country on the U.S. Unlimited Aerobatic Team and performing in air shows.

My dad is teaching me aerobatics in the Christen Eagle, which we have brought to the air show circuit, and I narrate his aerobatic routine. I also enjoy volunteering at the Golden Age Air Museum.

“
My dream was not to become the first person to make their first solo in a 100-year-old airplane on my 16th birthday. It was to solo in my dad's 1917 Curtiss Jenny that he and his dad spent seven years restoring. This experience has proven to me that hard work and determination really do pay off, and I hope it will inspire others to chase their dreams!
”

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Forest of Friendship Induction Highlights Aviation Weekend

By Ellen Herr
IFOF Co-Chairman

This year the International Forest of Friendship joined the Amelia Earhart Birthplace Museum, AE Airport, and the AE Hangar Museum for a group of events on the weekend of September 21-22. The Forest changed its Celebration dates from June to September and was rewarded with cool and dry weather for the weekend.

The theme for this year's Celebration was "Security and Solace through Flight," honoring contributions from the U.S. Armed Services, from organizations such as Angel Flight, Royal Flying Doctors Service, Pilots N Paws, and from innovative organizations using drones to deliver humanitarian assistance.

Twenty individuals with diverse backgrounds were inducted this year, sharing the common bond of their dedication to and support for aviation. Several were master mechanics, and many were accomplished aviators, including

flight instructors, test pilots, acrobatic champions, air carrier captains, and a retired Air Force general. Others were being honored for accomplishments as film makers/authors/editors, airport managers, volunteers and legislative advocates, air traffic control and transportation safety managers, and museum curators. Please see the Forest website www.ifof.org to read their biographies.

Festivities began with the Friday evening cocktail party at the AE Birthplace Museum, attended by more than 100 people. Sixty 99s were also among the attendees, a significant increase from last year. NOLA 99s, dressed in their purple shirts and red shoes, were out in force to honor the four inductees from Louisiana.

Saturday morning events at AE Airport began with breakfast, with proceeds benefitting the Boys and Girls Clubs of Atchison. A fly-in and kids' educational activities were also included.

The airport's ongoing revitalization will take a big step forward with the completion of the Amelia Earhart Terminal/Hangar Museum. Later that morning, Atchison dignitaries attended the groundbreaking for the new facility, which will combine a new FBO facility adjacent to a hangar and museum.

The Hangar Museum portion will be the permanent home for "Muriel," the last surviving Lockheed L-10E Electra, the same model aircraft Earhart flew on her around the world flight attempt.

At noon, a sculpture honoring the late airport co-manager, Bethany Root, was dedicated. Bethany was leading the airport revitalization before she was killed in an aircraft accident last year. Located at a downtown park, "Root to Rise" is an 18-foot-tall kinetic sculpture created by Jeff Kahn and celebrates everyday people who rise above what they thought was possible.

Lunch at the Atchison Event Cen-

ter featured presentations by Captain Sharifah Czarena, Cynthia Putnam, and Keynote Speaker Lt. Gen. (R) Bob Allardice.

Each guest also received a commemorative postal envelope courtesy of Ann Holtgren Pellegrino, the pilot whose 1967 flight around the world commemorated the 30th anniversary of Earhart's flight. Ann's husband Don was inducted into the Forest this year.

Captain Czarena is the first female captain at Royal Brunei Airlines (RBA) and the first woman to fly for any flag carrier in Southeast Asia. She spoke about her training and career with RBA, as well as her visits to schools, giving career talks and motivating children, especially girls, to follow their dreams.

A Butterfly Magnolia tree honoring Brunei was planted in the Forest to commemorate her induction.

Keynote Speaker Lt. Gen.(R) Bob Allardice, USAF, discussed his career, including command of humanitarian airdrop missions into Afghanistan.

Following the luncheon, the Induction Ceremony was held at the Gazebo at the International Forest of Friendship. Improvements to the grounds include the newly completed handicap accessible restroom near the gazebo.

The Honor Guard and Parade of



Flags preceded the ceremony and included volunteers of all ages from the community. They placed each state and each country's flag adjacent to its tree in the Forest.

The audience gathered around the gazebo as Forest Co-Chair Lin Wells introduced each honoree and gave them a beautiful plaque. Following the ceremony, guests had an opportunity to walk through the Forest and enjoy a

beautiful afternoon.

The busy day ended with a well-attended barbeque dinner at the Amelia Earhart Airport hangar, followed by a 1940s-themed dance with music provided by the Atchison Jazz Express.

Next year's theme at the Forest will be "Discovery through Flight." Please consider sponsoring an honoree and join us for Aviation Weekend on September 20-21, 2019.



From left, first row (seated): Capt. Sharifah Czarena, Donna Jean Zimmerman, Alice Talnack, Dee Becker, Deborah Begley, Louise Foudray, Ann Holtgren Pellegrino for Don Pellegrino.
Second Row: Lin Wells, Marina Saettone, Kathleen Fox, Captain Becky Howell, Heather Taylor, Marcie Smith.
Third Row: Mae Marquet, Janet Gonzales for Bill Adams, Stacy Howard, Claudette DeCourley, Alice Fanto, Deborah Furstenberg Rhin-Harvey.
Top Row: Jim Becker, James Riviere, Jr., Lt. Gen. Bob Allardice, Ron Mayer for Tamra Helen Sheffman, Russ McElwain for Bethany Root, his daughter for Dick Martin. Absent from the photo is inductee Janice (Brown) Sullivan.



Top photo, Ann Holtgren Pellegrino presents guests with a commemorative envelope of her 1967 flight around the world that honored the 30th anniversary of Amelia Earhart's flight.

Second row left, Sharifah Czarena, the first female captain at Royal Brunei Airlines, talks about her career.

Second row right, over 100 people attended the Friday evening cocktail party at the Amelia Earhart Birthplace Museum.

Left, the Honor Guard and Parade of Flags preceded the induction ceremony.

18 Members Chosen for Fly Now Awards

BY JACQUE BOYD, Amelia Earhart Scholarship Fund Chairman

First, here's a BIG congratulations to the 18 women who were named recipients of the Fall 2018 Fly Now Awards. It was a tremendous accomplishment considering that the AEMSFS Trustees received 56 applications from 36 different Chapters. Those Chapters represented 10 separate Sections representing the U.S., Canadian and Arabian Sections. Those 56 applications asked for \$275,500 worth of funding. The Trustees were able to give only 18 Awards worth \$71,500, so the competition was fierce.

We have been asked if "older" student pilots should apply. Absolutely! Out of the 192 Fly Now Award recipients, 138 of the winners have been aged 15 to 32, and the other 56 have been from 33 to 67. Needless to say, you don't have to have a career goal as a professional pilot. You do need a well-developed plan as to why you want to get your initial flight certificate. The better you can articulate those plans, the more successful your application will be.

Several changes have been made in the 10 years that we've been able to offer awards to Student Pilot members of the organization. One of the biggest changes leading to the most success was the addition of a mentoring process. The first New Pilot awards didn't include a mentor, and our success rate was lower than we would have liked.

Thanks to input from the Ventura County Chapter, sharing their experiences with the AE Trustees and utilizing guidelines from one of their scholarships, we were able to develop a system that worked more successfully for the applicants.

Several of the past Fly Now recipients have become mentors for newer applicants. The last group to have reached their finishing deadline had 80 percent of the recipients receiving their PPL!

The Chapter submits their Fly Now applications directly to the AE Trustees, which is a departure from the system used for the AEMSFS Flight Training and Academic Scholarships. The Chapters are our most important entities. They provide the atmosphere by which most members evaluate our organization – there is a personal, grassroots approach in the set-up of our organization. The Fly Now Award instructions are very specific concerning the role the Chapter plays in the process.

Because of input from the Chapter level, another change has been instituted: The applicant for the Fly Now Award must have been a member of the organization for at least three months prior to application. In the past, some Student Pilot members had never gone to a Chapter meeting and didn't know anyone in their Chapter.

Likewise, the Chapters might not have known their applicant. That made the process less-than-successful and presented a difficult situation when writing Letters of Recommendation. With an increased membership period, we hope the applicant will get to know their Chapter members and find a mentor who truly fits their needs.

We also added the requirement of at least five hours of flight time. Having that little bit of experience will add to your success. Our advice: Start early to give time for polishing the application with Chapter assistance!

Ghalia Abdul-Baki

*First Canadian Chapter, East Canada Section
Mentor: Lesley Page*

Wanting to become a certificated pilot was by far the quickest decision I have made. I recall my first visit to the flight school and registering that very day. I am truly grateful to be a Fly Now Award recipient and to be part of The Ninety-Nines. My long-term aspiration is to align my passion for business and aerospace by becoming the leader of a major aerospace player. The first step to achieving my goal is to gain knowledge of the aviation industry by receiving my PPL and pursue my journey to earning further ratings and my commercial license.



Elizabeth Baldwin

*Iowa Chapter, North Central Section
Mentor: Jeneanne Visser*

I am a single mother of one living in southern Iowa, and aviation stole my heart just over a year ago. Learning to fly has been an amazing challenge with many hurdles to overcome, but it has also been one of the most fulfilling experiences of my life. I hope to inspire others to follow their dreams of flight no matter the obstacles by sharing my story and becoming an instructor after earning my PPL. Receiving the Fly Now Award is such an immense honor and blessing, and I am forever grateful to everyone playing a part in my journey to become a pilot.



Gwenllian Bradbury

*Arabian Section
Mentor: Sabina Szymanska*

I'm honoured to have been awarded the Fly Now award! I achieved my first solo in May 2018, and I will use this award to complete my PPL before commencing training towards my instructor's certificate. To help another discover their passion for flying as an instructor will be amazing! Once I've built my hours as an instructor and completed my airline training, I can live my dream of flying for a commercial airline. I'm extremely grateful to The Ninety-Nines, especially my Arabian Section sisters, everyone at Retford (Gamston) Airport, and Gamston Flying School. Your support has been incredible. Thank you!



Alyssa Carson

*NOLA Chapter, Southeast Section
Mentor: Kelli Angelle-Kuntz*

Ever since I was a little girl, I had my heart set on the stars. At just 17 years old, I am a graduate of National Flight Academy, Virginia Space Flight Academy, Cosmosphere, and Euro Space Academy. In October 2016, I was the youngest to be accepted and graduate from the Advanced Possum Academy and youngest to be an astronaut trainee. In 2018, I was one of five women chosen to complete geology training in Iceland. Now, with this award, I will be able to complete my flight training that will further my goal to help with the mission to Mars.



fly now **Winners!**



Katie Clagg

Paradise Coast Chapter, Southeast Section

Mentor: Joelle Petersen

I decided to take the path towards a career in aviation after a discovery flight earlier this year. I spent the last 10 years working in national parks and resorts all across the country. In choosing a profession, I was looking for something that could grant me equal adventure and greater challenge. Learning to fly has awarded me both, as well as a community of support and encouragement. My goal, as I finish earning my PPL and continue my education, is to share the joy and pay it forward to other aspiring career pilots.



Autumn Eells

Oregon Pines Chapter, Northwest Section

Mentor: Debra Plymate

I am a small town girl who discovered her love of flight in April of last year when I used my tax returns to fund a discovery flight at Aurora Aviation. I then began flight training in March of this year and have been enjoying every minute! Recently, I became an AGI at my flight school and have relocated to Redmond, Oregon. I am so profoundly grateful to The 99s for their invaluable support in my chosen career. My goal is to become a commercial airline pilot. I plan to move into instrument training after obtaining my private certificate.



Rebecca Hoffman

Utah Chapter, Southwest Section

Mentor: Mandi Stuart

When I was a little girl, I learned about Amelia Earhart. I was enamored by such a strong, independent and adventurous woman. I vowed that I would be like her. Fast forward many years: I have decided to change my career and do what makes me feel proud, do what makes me feel most alive. After all, life is about living. Flying has changed me, and my goals are to become an airline pilot. I am forever grateful to The 99s, especially my Chapter President, Pam Nichols, for helping me achieve my dreams! I cannot wait to pay it forward and help girls and women become who they are capable of being.

Emily Kruse

Ambassador Chapter, South Central Section

Mentor: Alana Erickson

I'm a senior in high school from a rural community near the sleepy coastal town of Coos Bay, Oregon. My interests are diverse: I raise beef cattle in the 4-H program, compete for my school in basketball and cross country, and play the saxophone. My newest hobby, flying airplanes, has quickly become my favorite. I'm close to reaching my goal of becoming the first student from my school to graduate with my private pilot certificate. After graduation, I hope to attend a collegiate flight school, fly for Fed-Ex or UPS, and continue my involvement with The 99s.



Chelsey Larson

Palomar Chapter, Southwest Section

Mentor: Carole White

Throughout my life, I've struggled with self-doubt and fear that prevented me from pursuing my dream of flying. I simply believed I wasn't good enough. At age 35, I found just enough courage to say yes to my dream and haven't looked back. My goal is to become a CFI and offer a mentor/flight training program that will help other women navigate through their "I can't" and discover their ability to say "yes" to their dream of flying. I can't thank The Ninety-Nines enough for being a part of my journey and supporting my mission. Remember, keep saying yes!



Valeriya Mordvinova

Eastern Ontario Chapter, East Canada Section

Mentor: Sophie Veilleux

Although I had an interest in aviation since childhood, I did not think about flying until, half-way through my university degree in economics, I read a very inspirational book. From that point on, I knew I wanted to fly as a career. Now working full-time as an economist, I am pursuing my flying dream at the Rockcliffe Flying Club. After completing my PPL, I will continue onwards to CPL and towards my dream career as a pilot. I am honoured to receive the Fly Now Award, and I thank The Ninety-Nines and the Eastern Ontario Chapter for their support.



fly now **Winners!**



Bridgett Neu

Wisconsin Chapter, North Central Section
Mentor: Laurie Probst

I have always wanted to learn to fly. A mother of two, I currently serve as the Director of Education for the Aviation Heritage Center of Wisconsin. I'm also a member of Women in Aviation and AOPA. In addition, I'm the Young Eagles coordinator for EAA chapter 766, the Aviation Merit Badge for Boy Scouts and squadron 7 commander for Youth Aviation Adventure. I'm a real estate agent, actively serving on the board of my local Habitat for Humanity affiliate and enjoy spending time with my family. I'm thankful to be a recipient of the AE award and hope to complete my private pilot certificate in 2019.



Genae Randall

Kitty Hawk Chapter, Southeast Section
Mentor: Stephanie Hurst

I am honored to be a recipient of the Fly Now Award. My passion for traveling and dream of becoming a pilot began at a young age and carried into adulthood. As an American Airlines flight attendant and student pilot, I'm living my passion while working on making my dream come true. This award will assist me in completing my private pilot certificate and ultimately carry me one step closer to achieving a commercial license. I am eternally grateful for the support and encouragement I have received from The 99s and my Kitty Hawk Chapter.



Daniell Ann Rhoda

Reno High Sierra Chapter, Southwest Section
Mentor: Lynn Meadows

For most of my life I took aviation for granted; flying was simply a means to an end for my other hobbies – cave diving and firearms enthusiast. When my husband introduced me to general aviation, I discovered the joy of flight and began savoring the journey. Being a passenger was not enough. I wanted to be at the controls myself. Earning my PPSEL is just the first step. I cannot wait to spend the rest of my life learning about aviation and sharing my newfound love of flying with others. I have met some of the best people through aviation and value the camaraderie I have found in The 99s.

Andrea Saarkoppel

First Canadian Chapter, East Canada Section
Mentor: Wendy Cragg

I work for the Ontario Ministry of Natural Resources and Forestry (MNRF) as an Information Officer and would like to one day fly yellow-birds. Prior to working for the MNRF, I was a volunteer agent for the Ontario Society for the Prevention of Cruelty to Animals and would love to fly pet rescue missions too. My training to obtain my PPL has been the most challenging journey of my life. Obstacles have had to be overcome, and these challenges only served to fuel my perseverance. Because of this, achieving my PPL will be more rewarding than I can ever express.



Hannah Santamaria

Colorado Chapter, South Central Section
Mentor: Jane Link

I am extremely honored to have been chosen for The 99s Amelia Earhart Fly Now Award. I am 28 years old, born and raised in Colorado. I crave overcoming the challenges I put in front of myself. In the summer of 2016, I bicycled from Virginia to California in 59 days by myself, with no previous training. I became a firefighter/EMT in 2014, joining a very male-dominated field. I have the desire of combining my passion for the fire service with my love for helicopters. My dream is to become a firefighter pilot and a search and rescue pilot.



Stacie Schuchardt

Colorado Chapter, South Central Section
Mentor: Babette Andre

I decided to pursue a career in aviation after my discovery flight – little did I know that nothing would ever be the same. I am enjoying the journey to become a pilot, and I also appreciate opportunities to inspire the next generation of young pilots. My goal is to fly commercially, whether that is flying ATP or as a bush pilot. Only time will tell. I am fully committed to the hard work and dedication necessary and am grateful for the guidance of all who have helped me along the way. This is a journey I could not do alone.





Emily Spratte

Phoenix Chapter, Southwest Section
Mentor: Lauren Bills

I am extremely honored to have been chosen as a recipient of this award. As the first person in my family to be involved in aviation, this award will truly help me advance my pilot career. I became enthralled with aviation at a young age, always fascinated by airplanes and airports, but terrified of flying. This year, I decided to conquer that fear, and I haven't looked back since. Aviation is something that is so important to me, and I cannot wait to share the love I have for it with others. I am grateful to The Ninety-Nines for this opportunity!



Arianna Terry

Intermountain Chapter, Northwest Section
Mentor: Amber Phillips

I am a high school senior in Sandpoint, Idaho. I am so excited to be a part of The Ninety-Nines, and I am extremely thankful for the Fly Now Award. I will use it to complete my private certificate, and then I am going to obtain my commercial helicopter rating. My long term goal is to be a search and rescue pilot. I see being a young pilot as an advantage as I am getting a head start on my career early and can be a role model to other young women who want to follow their aviation dreams!

AEMSF Scholarship Dates Change

In response to requests from Chapter and Section AE Scholarship Chairs, the AEMSF Trustees have changed the application deadlines beginning with the 2019 Scholarships. The new schedule moves the Chapter and Section screening process out of the busy month of December and reduces the amount of time between application and award.

Applicant to Chapter or Section – January 1, 2019

Chapter to Section – January 15, 2019

Section to Trustees – February 5, 2019

Trustees' Finalists to Outside Judges – March 22, 2019

Results Announced no later than – April 15, 2019



Amelia Earhart, July 30, 1936. Everett Historical



BY DONNA MILLER
International Careers Committee

Passion

There is no passion to be found playing small — in settling for a life that is less than the one you are capable of living.

—Nelson Mandela

This summer I finally did one of the things that has been on my bucket list for most of my life. I went to South Africa to see wild animals and learn more about apartheid from the prison cell of Nelson Mandela. What I didn't see coming was the amazing opportunity to connect with local women pilots. Through the magic of social media and the slow, but occasionally sure, Internet connection, I met two women who inspire me beyond measure.

It's easy for us to say flying is expensive (yes, it is) and planes at the club are hard to schedule (yes, they can be). Imagine, though, being a female in a country that has had democratic elections for just 24 years, starting when the black majority sought to recover its rights from the dominant white minority. Water is rationed, and the average annual income is just \$5,480.

I met Laura Ilunga and Refilwe Ledwaba, who are on the leading edge of the women's pilot movement in the country. Refilwe graduated with a BSc in Microbiology and Biochemistry, then went into business and completed an MBA.

She started in aviation as a member of the cabin crew and trained and worked as a helicopter pilot for the South African

Police Services. She was the first black woman to fly for them. She started a non-profit organization for young women to learn about and network with women in the aviation industry.

Laura Ilunga was born in the Democratic Republic of Congo and, as a young child, fled with her family from a country in political turmoil. She began her career in aviation in the South African Air Force. Laura flew as a helicopter pilot in mountain and offshore rescue, firefighting and undersling operations, and VIP transport. She was named one of South Africa's 50 most inspiring women in STEM. Her goal is to fly helicopters for a non-profit organization and to inspire girls by showing them the possibilities.

To say that these women have passion to live a life they are capable of is an understatement. They both have leaned in, and with grit and determination, have persevered to create a path to live their most fulfilling lives. As they create their paths to the future, they are guiding young women to follow in their footsteps, creating a wave of talented aviators.

As you continue to pursue your aviation careers or work toward that next rating, remember the passion that brought you beyond your doubts to this point. Continue to seek out role models and mentors who share that spark and inspire you. Look for constructive feedback from those you respect, and know that you can live the life you are capable of living. And then live it.

MILESTONES

Yoshie Aoki, Private, Bay Cities

Jaimie Rousseau Cimabue, Private, Eastern New England

Shea Greene, Private, Bay Cities

Sheila Gruba, High Performance Endorsement, Minnesota

Christina Larson, CFI Glider, Minnesota

Olivia Loveless, Private, ASEL, Intermountain

Natalie Mouzooni, Commercial, San Diego

Wendy O'Malley, BD700 type rating, Bay Cities



Christina Larson, Minnesota Chapter, earned her CFI glider certificate on September 7. She achieved this milestone following four days of intense cross-country and advanced training at Air Sailing Gliderport in Reno, Nevada. She is shown with her father.

Dani Rhoda, Private, Reno High Sierra

Elsbeth Roach, Complex Endorsement, Intermountain

Stephanie Robinson, Private, Ventura County

Renee Sandell, Commercial ASES, Bay Cities

Madelif Schelvis, Private, Bay Cities

Jenna Scolari, Private, Reno High Sierra

Lauren Shoemate, Solo, Ventura County

Hailey Truax, Commercial, Reno High Sierra

Mikayla Vovk, Commercial, Ventura County



Kathy back on the ground following her annual Christmas Eve birthday flight.

Kathy Fox

When Kathy Fox was a little girl, she wanted to grow up to be an astronaut. Instead, after a varied career, Kathy serves as the Chair of the Transportation Safety Board of Canada.

by Jann Clark, Eastern New England Chapter

Kathy Fox is a woman with many accomplishments in the world of aviation, and now, as Chair of the Transportation Safety Board of Canada (TSB), those accomplishments have expanded to other areas as well.

As a little girl, Kathy wanted to be an astronaut when she grew up. She took her first flight at age 13 in a family friend's Cessna, but when she was old enough for flying lessons, she couldn't afford them. She had to choose between flying and university, and she chose McGill University. Studying mathematics and science would be a stepping stone toward her dream of becoming an astronaut. She could learn to fly later.

While at McGill, Kathy took up skydiving. "If I couldn't fly a plane, I could at least jump out of one." Her fifth-grade teacher noted on a report card that Kathy had "reticent leadership ability that should be encouraged." That skill flourished in skydiving, and soon she was elected president of the Canadian Sport Parachuting Association for three two-year terms, taking a couple of teams to the world/international championships.

As would happen often in her career, Kathy filled a leadership void with enthusiasm and skill that took her to senior positions in the organizations in which she was involved. Her motivation for moving up in any organization is "to make a difference," and she certainly has done that.

After graduation, Kathy started looking for an aviation job, although she had not yet learned to fly. She landed a job with Transport Canada (TC) and became a licensed Air Traffic Controller in 1976, although she still hadn't learned to fly. "If I couldn't fly an airplane, I could at least tell pilots where to go."

She finally earned her private pilot licence in 1978, and soon after, she gave up skydiving, feeling that if she could land a plane, she no longer needed to jump out of one. Over the years, she has flown many types of aircraft, the most sophisticated being the Cessna 441 Conquest II twin turboprop.

While working as an air traffic controller, Kathy joined a flying cooperative and acquired her commercial licence and flight instructor, multi-engine, and IFR ratings. She later added her airline transport pilot licence, although she never flew for the airlines.

She and two other pilots and a mechanic went on to establish Dynamair Enterprises, which developed into a flight school, charter operation, and maintenance center. There she instructed, flew charters, did the financial end of the operations. She acquired a Master's degree in Business Administration from McGill, all the while continuing in her ATC job.

As Kathy moved higher in the Transport Canada hierarchy, she had to cut back her involvement with Dynamair

and eventually sold her interest in the company. Even so, she never lost her interest in flying, instructing, and flight testing for private and commercial licences. To this day, she has maintained her currency and credentials and instructs on a part-time basis (as a volunteer these days, as her current position does not allow other paid work).

Although she enjoys instructing all levels of pilots, she particularly likes instructing pilots working on the flight instructor rating, as she feels they have an important role in developing a safe aviation community, reinforcing safe practices beginning at the first lesson.

In 1996, Kathy transferred from Transport Canada to Nav Canada, a privately run, not-for-profit corporation that owns and operates Canada's civil air navigation system. She moved up through the organization and eventually retired as Vice President, Operations, in June 2007. She announced her retirement several months in advance but had no specific plans beyond continuing to fly and instruct and doing some traveling for fun.

She did extensive traveling for work but wanted to experience travel without the work obligations. Full retirement was not to be, however, as the TSB had an opening and she was approached to become a Member of the Board.



Kathy Fox, Eastern Ontario Chapter member, was named Chair, Transportation Safety Board of Canada, in 2014.



Kathy flying at the Rockcliffe Flying Club (RFC).

She started that new assignment immediately after leaving Nav Canada. As a part-time member, working up to 150 days a year, this gave Kathy time to do some things she wanted.

However, when the TSB Chair decided to retire, she applied for the full-time position and was appointed Chair in 2014. Her second term as Chair, for which she had to apply again, started in August 2018 and will run for five years.

The TSB conducts occurrence investigations in four areas: air, railways, maritime, and pipelines. An issue that Kathy considers of prime importance is the use of voice recorders and data recorders for all modes of transportation. Such devices provide objective, hard data that allow investigators to determine what happened and why. The TSB has made recommendations on this issue to the Minister of Transport, who is considering these recommendations to create new regulations.

Kathy's accomplishments in her 45 years in aviation are too numerous to list, but included in her official TSB biography, she received the Transport

Canada Aviation Safety Award in 1999, the Elsie MacGill Northern Lights Award in 2010, and the David Charles Abramson Flight Instructor Safety Award in 2011.

She was inducted into the Quebec Air and Space Hall of Fame in 2004, Canada's Aviation Hall of Fame in 2016, and The Women in Aviation International (WAI) Pioneer Hall of Fame in 2018.

Kathy's career has taken her in a different direction from her initial goal of becoming an astronaut, although she did apply when Canadians were first recruited to become astronauts. Women far more qualified than she were selected, and she went on to find many other ways to make a difference in aviation. She is now waiting for a commercial ride into space to become available at a price she can afford.

When asked what Kathy would advise female pilots, she said, "Pursue your dreams but realize your life path may take you in a different direction. Be flexible – you might end up in a better place than you ever dreamed of!"



Tragic Day Inspired Elizabeth Polcari to Sit in the Right Seat

By Peggy Pierce, Dallas Chapter

Dallas Chapter member Elizabeth Polcari's dream of becoming a pilot turned into a calling after 9/11. As a writer in the Rapid Rewards Department for Southwest Airlines, she left the company during the most critical time in commercial aviation history. She found her way back 15 years later, earning her Southwest Wings.

Beth grew up around aviation. Her father was a Navy pilot. She would get so excited going to Cecil Field Airport to welcome him home from deployment. She still remembers the moment she knew she wanted to be a pilot, sitting in a Navy Blue Angel aircraft, still in her First Communion dress.

During college, Beth applied to Officer Candidate School. She had a hard time finding any encouragement from others to follow her dreams. She was told the military was no place for a woman. Instead of OCS, she married and raised four children.

Eventually, Beth divorced and made her way to Southwest Airlines working as a writer. Although Beth loved her job, she was not the type to sit behind a desk. She was in the process of preparing paperwork for *Inflight* to become a flight attendant when she heard the tragic news "heard around the world." The day was 9/11.

The staff received an email from headquarters stating, "All of our airplanes are down and everyone is safe."

"We watched TV at work all day, and the media predicted that this was the end of Commercial Aviation." The next day, however, a memo was circulated stating that no one would lose their job.

It was on that fateful day that Beth decided to go to flight school instead of becoming a flight attendant.

She spent eight months visiting flight schools. Seeking advice, she spoke to a retired chief pilot from a Fortune 500 Company who told her she was too old and they'd never hire a woman. Beth was 40 years old at the time.

Feeling discouraged, she continued her search. She finally decided on Flight Safety Academy in Vero Beach, Florida, partially because of its curriculum that included unusual attitude recovery, flying four hours in a Zlin, a Czechoslovakian aerobatic plane, doing aileron rolls, stall series and other stunts.

Class times also accommodated her children's schedules. After finally working out the astronomical financial logistics to cover her flight training and living expenses, Beth learned to fly.

After receiving her ratings, she engaged in the arduous task of building time and experience. She flew all types of jobs: flight instructor, flew Part 135 and Part 91 in small jets, Hawkers and Citations, among others. During hard times, on and off through the years, she augmented her income as a substitute teacher. Later, she spent a year in Afghanistan flying turbo props.

Back in the states, she flew Intelligence, Surveillance and Reconnaissance (ISR) missions for a defense contractor. That job allowed her to fly with

her brother, which she says was an absolute blast.

When the aviation branch of that company dissolved, she went back to work in a King Air 350 flying Part 135 for Gama Aviation/Wheels UP.

Beth started applying back at Southwest Airlines once she reached 1,002 hours. It took her several times to hit the open window to submit her application.

"The windows for a meet and greet would open and close so fast!" Her persistence finally paid off, and she landed an interview. She officially started her eight-week training course on November 14, 2017 with 27 others. Beth was one of 12 who already held a B-737 Type Rating. With the help of a dispatcher, she started her Initial Operating Experience with a 9.9 fuel load for good luck.

What once was only a dream became a reality for Beth when she earned her Southwest Wings. Women everywhere face hardships and a lack of encouragement. Beth is such an inspiration to all women displaying courage and determination, so much so that her story was featured by Southwest in a video for International Women's Day.



Top left, Elizabeth Polcari in the right seat; above, at Denver Centennial on her birthday with her daughter, Vanessa, who came to sing happy birthday to her mom.

Chicago Area Chapter

For a recent fall meeting, we flew back in time to the era of all grass runways at Dacy Airport northwest of Chicago. To add to the fun were unforgettable rides in a 1942 Stearman with Tom Lowe, a notable local pilot. Tom is a member of the Illinois Aviation Hall of Fame and the founder of a large Stearman fly-in every summer.

We all enjoyed the hospitality of our meeting hostess Larisa Kano, and also Maggie Dodson, the Dacy instructor, speaker, and Chapter 99. Maggie talked about grass landings and "pick your field" emergencies.

The new Dacy FBO is fantastic, and everyone is invited to try their plane on their grass runways.

In another event, Chapter member and seaplane pilot Sharon Schorsch invited a group of her seaplane flying friends for a shore lunch and seaplane bash at Silver Lake in Wisconsin. Despite windy conditions, about 30 people and 5 seaplanes showed up, including a Grumman Goose, Lake Amphibian, Rans, Cessna 180, and a Cessna 185.

Other Chicago Area 99s attending were Marie Spear, Madeleine Monaco and Amanda Wagner. Sharon credits her wonderful neighbors for grilling burgers and chicken and also helping with setup and cleanup. It was a fun afternoon!

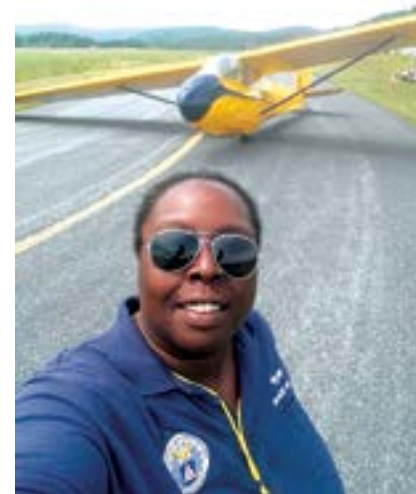
— Diane M. Cozzi



Above, from left, Linda Uznys, Lindsey Spiegel, Ellen O'Hara, Madeleine Monaco, Deena Schwartz, Julie Richey, Chapter Chairman Jill Feldman, Tom Lowe (Stearman pilot), Maggie Dodson, Tom Lowe's wife, Sharon Schorsch, Larisa Kano, and Alissa Kano.



Two of the seaplanes at the shore lunch at Silver Lake in Wisconsin.



Naraline Coqk attended glider training in Vermont.

Long Island Chapter

Our September meeting was held at the Airport Diner near Long Island MacArthur Airport (ISP). Eight members were present, including our newest member Janie Frazier. Janie relocated from Virginia to Long Island and is attending Adelphi University. She has her SEL and CFI certificate and also has helicopter ratings.

Before we gathered for the meeting, Mae Smith, JC Follender and Jill Hopfenmuller attended the FAA Safety Seminar at Mid-Island Air at Long Island MacArthur Airport.

During the meeting, Jill, as Secretary/Treasurer, presented scholarship awards to two young girls who attended one of the recent Mid-Island aviation summer camps, Camp Bravo for Middle School age girls interested in pursuing aviation. These awards will

be used by the girls toward an Introductory Flight lesson.

During the week-long camp, the students of varying ages are involved in many aviation activities, including visits to the tower, visiting fields where radio controlled airplanes are being flown, and an introduction to flying a simulator. Depending on the age of a group, they may get a flight to somewhere for that \$150 hamburger we all love. These camps are costly, so all money that is donated helps some young person become familiar with all that aviation has to offer.

Vice-Chairman Naraline Coqk, an active CAP member, attended a glider training activity in Vermont. She worked coordinating the various events throughout the week.

Recently reading the book by Sarah Byran Rickman, *WASP of the Ferry Command, Women Pilots, Uncommon Deeds*, it was noticed that the name of one of our deceased members, Marjorie Gray, appeared in several areas of the book. This came as a lovely surprise as Marj was a member of the Long Island Chapter and was as devoted to The Ninety-Nines as we were to her.

We are also saddened by the loss of Harold Campbell, husband of Dottie Campbell. Harold was a staunch supporter of our Chapter and of Dottie's devotion to the Chapter and The Ninety-Nines. He too will be missed.

— Patricia J. Rockwell

San Diego Chapter

The San Diego Ninety-Nines had a very successful booth at this year's airshow. Not only was it great publicity for the organization, exposure for our scholarship program and the Chapter in the community, but we also got to promote our upcoming fundraiser to aviation enthusiasts.

Volunteers met several women who were interested in getting their private pilot certificate. Chapter members were happy to help them out with advice on how to reach their goal and tell how The 99s is a wonderful resource for support, mentoring and flight scholarship opportunities.

This year, volunteers had the opportunity to attend the Miramar Officers Club Block Party where we networked, met the Blue Angels and other performers, listened to the live bands and had a grand time post airshow too.

We are also proud of Claudette DeCourley, one of the 2018 honorees inducted into the International Forest of Friendship. Annelie Brinkman, who was previously inducted in 2012, accompanied Claudette. The ceremony was impressive and inspiring.

The San Diego Chapter is sponsoring the Darlene Kelly Advanced Certificate/Rating Flight Training Scholarship. One \$2,000 award will be presented to help fund training for the instrument, commercial, multi-engine or any flight instructor



Kathleen Devlin, Hanna Fowler, Debbie Balsley, Dottie Norkus and Yvette Espinoza give Matt Beaubien a lift.

certificate. Applicant must be a member of the Southwest Section, have a current medical, and have a private pilot certificate. There is a 90-day limit to apply funds towards training.

The application deadline is December 31. For more information, visit <http://www.sd99s.org/scholarships.html>.

— Kailyn Flowers and Stephanie Bilyk

Bakersfield Chapter

Janice Sullivan of Bakersfield, California, was honored as a 2018 inductee into the International Forest of Friendship in Atchison, Kansas, during ceremonies in September. Janice was recognized for contributions to aviation with her involvement with the Bakersfield Chapter.

Janice is part of the Bakersfield Flying Club, where she is currently a flight instructor with ratings of CFI, CFII, Multi-engine, Glider and ATP. She works with the FAA as a FAASTeam representative to promote aviation safety. Janice has competed in the Air Race Classic several times and has logged over 10,500 hours of flight time of which 5,000 hours are as a flight instructor.

— Dea "Cooper" Payette



Janice Sullivan is congratulated by Lin Wells, Co-Chair of the International Forest of Friendship. Janice was recognized for contributions to aviation through her involvement with the Bakersfield Chapter.

Eastern New England Chapter

The Eastern New England Chapter had an active fall. On September 8 and 9, we had a booth at the Beverly (BVY) Air Show for the first time. Thanks to donated goods to sell, we made \$1,000 for our Chapter Scholarship Fund. We also had 14 people sign up for our mailing list — hopefully, some future Ninety-Nines!

On September 23, we ran a successful Poker Run. We had to move the event back one day because of weather, so we didn't have as many participants as we had hoped. However, those who flew in or drove to the various airports had a great time and won many donated prizes.

— Susan Lin



Staffing the Eastern New England Ninety-Nines booth at the Beverly Air Show were Jessie Zuberek, Jaimie Rousseau Cimabue, Suzanne Tucci, Lynne Matedi-Regan, and Jann Clark. Not shown is Servet Yetin.

NOLA Chapter

On July 23-27, the Chapter hosted six high school students for the Louisiana Aviation Career Education (ACE) Camp at Louisiana Regional Airport (KREG). The course is designed to focus on the knowledge needed for the private pilot ground school, including the major components of the Airplane and Aviator, Flight Planning, Weather, Airport Design, and Communications.

During lunch hours, special guest speakers shared details of their aviation careers, ranging from commercial pilot to airport management to ATP. The week culminated with flights to Baton Rouge (BTR) airport and communication with ATC.

On September 21, 15 NOLA 99s and two 49½s traveled to Atchison, Kansas, to celebrate the induction of our members Mae Marquet and Alice Fanto into the Forest of Friendship.

We enjoyed a cocktail reception Friday evening at Amelia Earhart's childhood home. The Nola 99s were easily spotted, as we all wore purple LSU shirts in honor of Mae, and red Converse shoes in honor of Alice.

Saturday began with a trip to Amelia Earhart Airport to view Muriel, the last remaining Lockheed 10-E Electra, which is the same model Amelia flew when she disappeared. This was followed by a luncheon at the Atchison Event Center, where we heard some inspiring stories from diverse speakers.

After the luncheon, we traveled to the Forest of Friendship for the induction ceremony. Mae and Alice were all smiles as they received their brick along with much praise from the NOLA 99s cheering section, while sporting the same red shoes and matching



NOLA members at the International Forest of Friendship Induction.

purple shirts of course. Everyone definitely knew who we were, and were recognized at the end of the ceremony as an example to follow. As the afternoon turned into evening, we headed back to the airport for dinner, live music and, most importantly, airplane rides.

— Karen Weldon



Above, the West Canada Section Annual General Meeting in Abbotsford, British Columbia.

Left, Cindy Pang passes the ceremonial gavel to newly elected Chapter Chair Jenna Forseth.

British Columbia Coast Chapter

The British Columbia Coast Chapter (BC Coast) hosted this year's West Canada Section Annual General Meeting (AGM) in Abbotsford, British Columbia.

We had members from the Canadian Rockies and Alberta Chapters, and our special guest, International Treasurer Leslie Prellwitz from Chicago, was also present.

A Wine and Cheese reception attended by members and their guests was held on the evening of September 21. Also invited were local supporters of The 99s. The next day, a Continental breakfast buffet was enjoyed prior to the West Canada Section AGM led by West Canada Governor Rosella Bjornson.

The successful meeting was followed by a tour of a local winery. In the evening, a delicious organic, locally sourced dinner was prepared by our Chapter's 2018 Fly Now award recipient Madeline Ungurain, who is also a professional chef.

The evening was capped off with a presentation, Flying for the UN, by our Chapter member Angie Tanton. Angie is now a pilot with Transport Canada patrolling our Pacific Oceans region.

We also have a new a newly elected Chapter Chair, Jenna Forseth, a 2016 Fly Now award winner as well as this year's recipient of the West Canada Section Scholarship. She is excited and will lead our Chapter with new ideas and enthusiasm.

— Cindy Pang

Bay Cities Chapter



Louise Franco with Girl Scouts.

It's been a busy and exciting summer and beginning of fall for the Bay Cities Chapter. It kicked off with presenting a Girl Scout STEM event at the Oakland Aviation Museum that graciously hosted our event. We were able to return the favor by volunteering at their well-attended Open Cockpit day. Winging parties saw us meeting up with other Chapters in Santa Rosa (STS) and enjoying boating to enjoy lunch on the California Delta after landing at Byron (C83). Several members also took the opportunity to participate in the fly-in event to Travis Air Force Base and were treated to a safety briefing, lunch and tours. We celebrated summer by flying something different – kites at the Berkeley Marina – along with a potluck picnic. Members also attended and volunteered at Oshkosh and the Reno Air Races. Lastly, we had the opportunity to support a local airport by manning a booth at the Hayward Airport Open House.

— Christine Sue Malcomson-Young

Appalachian Aviatrixes Chapter

Once again, the Appalachian Aviatrixes Aviation Celebration successfully raised funds for Chapter scholarships. Acquiring over \$5,500 in donations and product sales, the fundraiser highlighted the Arizona Wing Commemorative Air Force B-25.

Other displays during the six-day event included a P-51, Ballad Health medivac helicopter, ETSU ROTC, East Tennessee State University programs and drone displays, Walk in Their Boots Re-enactors, Tennessee Aviation Hall of Fame, helicopter rides, F.L.I.G.H.T. Foundation introductory flights and several food trucks.

Once again SE Section Governor Mae Marquet traveled from Lafayette, Louisiana, stopping along the way to pick up SE Section Director Ramona Banks in Alabama. To the delight of many children, Ramona brought along her interactive weight and balance display.

This year local artist and entrepreneur Damon Soileau donated a handcrafted medallion and his own line of aviation inspired hot sauces for us to sell. The Chapter also owes special thanks to help from our corporate sponsors Tri-City Aviation, Tri-Cities Military Affairs Council and Tri-Cities Airport Authority.

After such a busy start to September, members were able to attend a relaxing meeting on September 22 in Asheville, North Carolina. Thanks to 99 Alisa Burnette, Chapter members spent an



Wrapping up Aviation Celebration 2018. L-R, Mae Marquet, Janice Pelletti, Gracie McKinney, Meagan Harr, Pam Phillips, Adrienne Smith. Not pictured, Ramona Banks.

enjoyable afternoon at the famed Biltmore Estate. After a working lunch in one of the estate restaurants, we toured the Chihuly glass sculpture displays in the gardens surrounding the mansion.

— Janice Pelletti

Treasure Coast Chapter

On September 23, Treasure Coast Ninety-Nines hosted a Girl Scouts Aviation Patch Program at Witham Field in Stuart, Florida.

Stuart Jet Center provided two hangars for the event. Thirty-three Girl Scouts attended to take six different classes on aviation and visit the tower. Kaye Ebelt, Jennifer Clarke, Tanille DeLair, Evelyn Galus, MacKenzie Shepherd, Bev Mautner, Bev's daughter and Shelby Anyzeski instructed them, along with 49½ Nick Meier.

At lunch, the girls went to the tower in small groups. Also at lunch, historical aviatrixes Jackie Cochran (Kaye Ebelt), Bessy Coleman (Shona Cardwell), Pancho Barnes (MacKenzie's mom Shawn Shepherd) and Amelia Earhart (Anita Mixon) made an appearance and taught the girls a little history of women pilots.

We had an awesome panel for the girls to ask questions. Nancy Bradshaw, Tia Jolie, Jess Meier, Nick Meier, Jennifer Clarke, Jody Smith, and Bev Mautner fielded the questions from the girls.

Two airplanes were onsite for the girls to touch and feel. Alexis brought Lisa and Dave's C172 over. Ray Daughhetee was on site for viewing his fabulous Citation X+.

The girls all received an award certificate with a special 99s patch for the Girl Scouts.

—Ruth Jacobs, Kaye Ebelt, Debby Artman



Ninety-Nines hosted a Girl Scouts Aviation Patch Program at Witham Field in Stuart, Florida. They had a chance to explore a Citation X+, above. Photo Bill Barbosa



Mary Smith and Kelly Salazar Regan are all smiles flying together for fun and prizes.



Deborah Cassel, June Stewart, Terry Fiala, and Gretchen Jahn are a few of the many who made the event a success.

Colorado Chapter

The Colorado Chapter's fourth annual Poker Run took place on September 8 and was a great success. The event is the Chapter's single largest fundraiser for their Future Woman Pilot Scholarship Fund, awarded each spring to a Colorado woman to help her achieve her primary pilot certificate.

The route took pilots to five Denver and Colorado Springs area airports, and the weather was great – almost everywhere! There was an unusual lingering morning fog layer over Colorado Springs and Meadow Lake, while Limon, Centennial, and Front Range were perfect with light winds and typical Colorado bluebird skies.

Twenty-three people participated via flying and even driving for fun and great prizes.

The event raised \$800 for the scholarship fund. Even more than that, it gave our non-flying members an important reason to get involved by volunteering on the ground while giving our flying members a great adventure. Many brought friends and family members.

— Terry Fiala

GRASS ROOTS

Florida Suncoast Chapter

Our September 8, 2018 Chapter meeting was held at the Zephyrhills Military History Museum located on the Zephyrhills Airport with 17 members attending. The museum is opened on Saturdays and is a “must see” if in the area.

Our 2018 Florida Suncoast Chapter scholarship winner was announced. Congratulations to Nichole Marcus. Nichole will use the scholarship to obtain her instrument rating. Also attending was Marie Choi, who is participating in The Ninety Nines Professional Pilot Leadership Initiative (PPLI) Program.

— Sophia Payton



Seventeen Florida Suncoast members attended the September Chapter meeting at Zephyrhills Airport.

Pikes Peak Chapter

On September 29, 10 members of the Pikes Peak 99s took an orientation tour of the Cheyenne Mountain Complex, known as “America’s Fortress.” It is located at Cheyenne Mountain Air Force Station (CMAFS) south of Colorado Springs, Colorado.

Members were briefed on the history of the complex and

saw the unique design of the blast doors, floor springs, building connectors and how the mountain and complex are maintained.

“The complex is a true engineering marvel,” said Di Gillings, Chapter Chair. “We also gained a better understanding of the NORAD and USNORTHCOM missions.”

On August 26, the Chapter celebrated its birthday with a backyard picnic. Di Gillings gathered a jovial crew for the get-together.



Pikes Peak 99s visiting the Cheyenne Mountain Complex: From left, Rose Mattie, Caitlin Walton, Meagan Hasty, Ashleigh Lopes, Maegan Johnson, Joanne Wormsbacher, Zoan Harclerode, Di Gillings, Megan Szewczyk, and Elizabeth Keller.

Pikes Peak Chapter organized another successful fly-in on August 18. Two planes made it to Larned, Kansas on IFR flight plans. The VFR flight remained in Colorado Springs and enjoyed breakfast burritos.

Sarah Tobin, Bekki Manville, Tamaron Sharp Nicklas, Zoan Harclerode, Katie Jurgensen and Michele Elias made it to Fort Larned for a fun and informative tour and an all-you-can-eat fried chicken lunch. These events are always a great adventure and fun way to gain cross-country hours.

Two of our members have reached milestones: Megan Szewczyk earned her Commercial rating, and Maegan Johnson earned a High Performance and Complex endorsement.

— Sarah Byrn Rickman

LETTERS

EAA Not CAP

I received my September/October *Ninety-Nines* magazine today. I was so proud to stand with our National President at the Oshkosh booth. So thrilled for the article on my aviation life accomplishment 50 years report.

EAA did get credit, but CAP in large letters in headline [page 7/Holding Short] reads like I was honored by them. It was disappointing as it was a National USA EAA Chapter competition.

Also, my boys and I did not move to Sequim. My second husband Trent and I moved to Sequim. My feelings are hurt.

— Donna Wilson Sommer

Editor’s Note: Our apologies for the unintentional errors, Donna. Congratulations once again on your outstanding honor.

Caterpillar Club

In the March/April 2018 issue, page 13, regarding Faye Gillis Wells, it states, “She had the distinction of being the first female member of the Caterpillar Club...by jumping from an airplane.”

On page 20, it states, “Georgia (Tiny) Bradwick was the first woman to parachute from an airplane.”

Most likely it was Georgia.

— Pat Forbes

Editor’s Note: According to the Smithsonian National Air and Space Museum, “The Caterpillar Club originated in October 1922 at Wright Field, Ohio, when a suggestion was made to start a club composed only of persons whose lives were saved by the use of the parachute when forced to leave an aircraft in flight. The name comes from the fact that parachutes were made from silk, produced from the caterpillar cocoon. By 1940 there were some 700 members of the Caterpillar Club, including such noteworthy members as Charles Lindbergh.”

Since Faye Gillis Wells jumped to save her life, we credited her with being the first female member of the Caterpillar Club.

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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:

Harold Campbell, 49½ of Dorothy Campbell,
Long Island Chapter, August 18, 2018

Thelma Jean Cull, Sutter Buttes Chapter,
November 3, 2018

Ann Koenig Reed, Dallas Chapter,
October 17, 2018

Barbara Walker Thisted, Intermountain Chapter,
August 20, 2018.

Jan Wood, WASP, San Fernando Valley Chapter,
September 12, 2018.

Mary Glassman, San Fernando Valley Chapter,
October 18, 2018.

For obituaries, 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. To read the full obituaries, go to www.ninety-nines.org/new-horizons.htm.



Our most recently enlisted Friends of The 99s

Tony Adams, Bridgeport, Connecticut
David Bonorden, Cedar Park, Texas
Brenton Bright, Meeniyen, Victoria, Australia
Lois Carroll, Shreveport, Louisiana
Erica Dawson, Sarasota, Florida
Dave Hadfield, Utopia, Ontario, Canada
John Northrop, Fairfield, California
David Rosenblum, Stony Point, New York

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