

Ninety-Nines

Inspiring Women Pilots Since 1929

September/October 2019

**Ebony Wataku,
African Section
member — the
Warrior from
Kenya**

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A special 99th birthday party is planned on December 7 by the Treasure Coast Chapter for their member Bernice "Bee" Falk Haydu, a Women Airforce Pilot and Treasure Coast member.



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Myra Bugbee (on the wing), Florida Goldcoast Chapter, and Claudette DeCourley, San Diego Chapter, teamed up and made a long-dreamed-of flying adventure come true: flying to each of the 48 contiguous states in the U.S. this summer.

During the 2019 99s International Conference in Dayton, Ohio, Irene Engard, left, and Dea Payette offered an official invitation for members to enjoy the Queen Mary ship hotel for The 99s 2020 Conference in Long Beach, California.

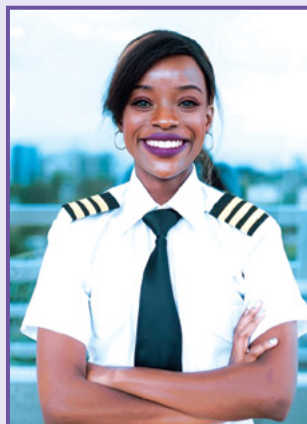


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On The Cover

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Ebony Wataku, a first officer of the DASH-8 Q400 for Jambojet in Kenya, says "Flying for me was an accident, it was never in the plan." However, two influences in her life led her to a flying career. First, her father was the captain of Harambee One, the Kenyan equivalent of Air Force One. Also, African carriers such as Kenya Airways and Jambojet encourage women to fly for their airlines.



Idaho Chapter member Pat Jenkins, with her husband and son, runs a cattle ranch in a remote desert area of southeast Oregon. They graze about 1,200 cattle over 100,000 acres of desert. To work such a large area, they depend on a Cessna 185 and a Hughes 300 helicopter named Woodstock.



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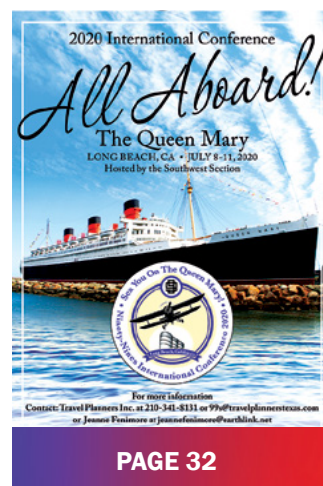
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Old Dominion Chapter members Abby Welch, left, and Barb Gruber worked to introduce 60 SHE Can STEM summer campers to flights in a general aviation airplane. Udvar-Hazy Center and Aviation Adventures sponsored the camp.

Sun, sea and ship... it's a "can't miss" combination! Add the next International Conference to your 2020 calendar, July 8-11 on board the historic Queen Mary in Long Beach, California. Since her retirement from the sea in 1967, an estimated 50 million people have visited her.



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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

NOVEMBER

- 1-2 **Fall International Board of Directors Meeting**, Oklahoma City, Oklahoma. Contact HQ for more information, info@ninety-nines.org or 844-994-1929.
- 2 **Ninety-Nines 90th Anniversary Celebration**, Oklahoma City, Oklahoma. Go to www.ninety-nines.org/anniversary.htm for details.
- 8-10 **China Section Meeting**, Chengdu, China.
- 9 **New York/New Jersey Fall Section Meeting**, The Cradle of Aviation, Long Island, New York.

2020

JANUARY

- 25 **Southwest Section Winter Workshop**, Palmdale, California. Contact Lynne Hsia at lkhsia@aol.com.
- 31 **PPLI Deadline, Spring Session**. Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Spring Session. For more information go to www.ninety-nines.org/resources.htm or email mentoring@ninety-nines.org.

FEBRUARY

- 28-29 **International Board of Directors Spring Meeting**, Oklahoma City, Oklahoma. Contact HQ for more information at info@ninety-nines.org or 844-994-1929.

APRIL

- 24-26 **South Central Section Spring Meeting**, McKinney, Texas. Hosted by the Dallas Chapter.

MAY

- 15-16 **New England Section Spring Meeting**, Kennebunkport Maine, hosted by Katahdin Wings Chapter.

JUNE

- 4 **Webinar: Bylaws**.

JULY

- 8-12 **2020 International Conference and Business Meeting**, Long Beach, California. Hosted by the Southwest Section.

31 **PPLI Deadline** — Autumn Session

OCTOBER

- 2-4 **Big Sky Section Meeting, Cody, Wyoming**. Wild West event sponsored by Montana Chapter, Big Sky Chapter, and Wyoming Chapter.
- 18-19 **International Forest of Friendship**, Atchison, Kansas.



Attending the 2019 International Forest of Friendship ceremonies, are from left, Rio Grande Norte member inductee Angie Slingluff, Robin Smith, Susan Larson and Colorado Chapter inductee Donna Miller. The statue of Amelia Earhart oversees the Forest.

Election Results:

DIRECTOR

Dee Bond, New Zealand Section

Minnetta Gardinier, Iowa Chapter, North Central Section

99s ENDOWMENT FUND

Patricia Ohlsson, Long Island Chapter, New York-New Jersey Section

Virginia Harmer, San Gabriel Valley Chapter, Southwest Section

99s MUSEUM OF WOMEN PILOTS

Dawn Rogers, Kansas Chapter, South Central Section

Sarah Rickman, Pikes Peak Chapter, South Central Section

AMELIA EARHART BIRTHPLACE MUSEUM

Carole Sutton, Nebraska Chapter, South Central Section

PRESIDENT'S MESSAGE

Fall Flying Brought Many Fun 99s Activities

I joined the West Canada 99s at their Section meeting in Vernon, British Columbia. The Vernon Kelowna Valley is a beautiful resort area. The Friday Night Wine and Cheese event and the Saturday morning Annual Meeting were held at the Vernon Flying Club.



Jan is congratulated by International Forest of Friendship Co-Chair Linton Wells on her induction into the Forest.

Our Friday night event was a cocktail party at the Amelia Earhart Birthplace Museum on the lawn overlooking the Missouri River. Saturday brought a walk along the path of the Forest where I saw many 99s I have known over the years. Of course, a quick tour was included of *Muriel*, the only Lockheed Electra airplane left in existence. It is, of course, the type of plane last flown by Amelia, and this one is named after her sister. It is being put on display in a beautiful museum at the Amelia Earhart Airport.

More 99s Section meetings to come this fall, and I look forward to seeing more of you at the many aviation events!

The best part for me was that instead of sitting in a hotel conference room for our meeting, I was looking out a wall of windows at the airport watching helicopters and jets taking off and landing. What a great meeting, outstanding location, and *very* friendly 99s. I left feeling I had made a few more new friends.

The next weekend I flew to Atchison, Kansas, for the International Forest of Friendship weekend event. I was honored to be nominated by the Colorado Chapter 99s for induction into the Forest. As you may know, the Forest was co-founded by our charter member Faye Gillis Wells and so has always been closely associated with The 99s. Sixteen of the twenty women inducted were 99s.



Jan McKenzie
International President

Choose to Soar!
Choose to Fly
Your Dreams!



Above, West Canada Section Meeting attendees.

Below, attendees enjoy the International Forest of Friendship celebration.



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Purchase a Tile in Headquarter's Compass Rose and Your Name Will Be Inscribed in Perpetuity

The compass rose is the official insignia of The Ninety-Nines. The insignia was first used in January 1940 to indicate membership in the organization.

In front of 99s Headquarters is a beautiful compass rose comprised of ceramic tiles. There are approximately 1,750 tiles, composed of different sizes and colors to depict the design of the compass rose.

Put your name on one of the tiles! Tiles can be purchased in honor of someone or in memory as well. What a great way to thank a speaker, honor your Chapter's student pilot who just received her private pilot certificate or just to say someone is appreciated.

The owner receives a certificate suitable for framing that shows the tile number and owner's name. Tiles that honor someone or are a memorial have a short inscription on the certificate as well.

Price of full 4-inch x 4-inch tiles that are still available:

- Blue: \$199
- White or gray tiles: \$99
- Various sized "slivers" of tile: \$49.50

There is an associated tile layout on a framed compass rose diagram at Headquarters that shows who purchased each tile. The actual tiles are not inscribed as that would reduce clarity of the compass rose.

Please make your checks payable to The Ninety-Nines, Inc. and mail to Headquarters. In the memo line, indicate the color or style you have chosen and, if applicable, who it is honoring. Please mail to: 99s International Headquarters, PO Box 950374, Oklahoma City, OK 73195-0374, USA.



Purchasing a tile of the Compass Rose at Headquarters benefits The Ninety-Nines and its programs.

WASP and 99 Bee Haydu Turns 99 on The 99s' 90th Birthday

By Ruth Jacobs, Treasure Coast Chapter

A special birthday party is planned on December 7 for Women Airforce Pilot and Treasure Coast member Bernice "Bee" Falk Haydu. Treasure Coast 99s are planning her 99th birthday party on December 7 from 4 to 10 p.m. at the Palm Beach Shores Community Center, Singer Island, Florida. Those interested in supporting or attending the party, please contact Ruth Jacobs, wildeagle@aol.com.

From 1942 to 1944, the WASP were the first women to fly military airplanes for the Army Air Force in WWII. In 1944, at the age of 23, Bee started the seven-month training program at Avenger Field, Sweetwater, Texas. The program was almost identical to that of the male cadets.

As president of the WASP organization from 1975-1978, Bee led the fight in Congress to recognize the WASP.

After graduation, she was stationed at Pecos Army Airfield, Pecos, Texas, which was a UC78 and AT17 advanced training field. Her tasks were engineering testing and utility pilot. If the WASP had not been disbanded on December 20, 1944, she would have been flying B-25s.

Not knowing if women pilots could handle military aircraft and army life, the WASP program was an experimental one with the promise that if it were successful, they would be taken into the Army Air Force. The program was successful. Women flew every aircraft manufactured for WWII from the smallest to the largest, the B-29.

In 1944, Congress passed a bill to include them in the Army Air Force. When the time came to vote, lobbying efforts on the part of male pilots and cadets prevented this from happening.

As president of the WASP organization from 1975-1978, Bee led the fight in Congress to recognize the WASP, which had been promised to veterans of WWII. The Bill was signed into law by President Carter on November 23, 1977.

While many of the benefits were not given, the fact that they were recognized and allowed to utilize the Veterans Administration was a help to many WASP.

Bee continued flying after the WASP disbanded. She was a flight instructor, had a ferrying business, a Cessna dealership and was part owner of a flight school.

She met her husband, Joseph Haydu, who had been a PT17 Stearman instructor for 3½ years in WWII. They had three children, Joe, Steve and Diana (Potter).



Bee Haydu holds her Congressional Gold Medal awarded to the WASP in 2010.



At age 23, Bee Haydu began her training with the Women Airforce Service Pilots.

They both continued to fly until their late 70s, having owned 28 different types of planes. Joe died in June 2006 at 90.

In 2000, Bee was inducted into the Aviation Hall of Fame, Teterboro, New Jersey. Her original uniform is on display in the Smithsonian Air and Space Museum, Washington, DC.

On March 10, 2010, the WASP were awarded the Congressional Gold Medal. Bee witnessed President Obama sign the bill into law July 1, 2009.

Bee also was the recipient of other honors, including induction into the Women In Aviation International Pioneer Hall of Fame, awarded the Wright Brothers Master Pilot Award by the FAA, received an Honorary Doctorate Degree by the Vaughn College of Aeronautics, and was awarded the Quilt of Honor from an organization that recognizes the accomplishments of WWII veterans.

She also received the Award of Inspiration by The Ninety-Nines in 2017, and was awarded the Silver Service Medallion by the National WWII Museum.

Bee wrote a book, *Letters Home 1944-1945*, based on letters her mother had saved. She is currently working on another book, *American Women Pilots*, about the first women to fly military aircraft. It will be released soon.

Wally Funk's Summer Adventures

Ninety-Nines magazine recently received a letter from Wally Funk about her summer adventures. Wally was one of the Mercury 13, an elite group of women pilots who participated in a privately-funded program, enduring the same testing their male astronaut counterparts had. Wally has achieved many "firsts" in the aviation industry, including becoming the first female air safety investigator for the NTSB and first FAA inspector.

Wally's travels have made for a very exciting summer for her, and she wants to share:



In June, I was invited to speak to the Daughters of the American Revolution members in Dallas and was given a Certificate of Award from the DAR after giving a fun speech and meeting all the wonderful women.

Then I was off to London for two weeks, giving 20 speeches, traveling to fun places with all the space folk. I rode the huge Ferris wheel

that holds eight people in a pod, went to the Queen's palace and saw places I'd visited in the '60s.

In July, I was so surprised to be invited to Huntsville, Alabama, to be with the U.S. Space & Rocket Center. At the end of one of my speeches, I was awarded a beautiful, large medal, then a plaque "Hall of Fame" with my name and a huge decorated cardboard. There were so many wonderful people to meet. I toured the buildings where space vehicles are being made and met Beth Moses, who is a pilot for Virgin Atlantic. We hope to fly together in the future. This was a trip of a lifetime.

Three days after getting home, I was off to NASA's Kennedy Space Center and was a guest of Virgin Atlantic. Five hundred people were there, and we enjoyed great tours of all the space centers — lots of walking and bus riding. How great it was to be back at the space industry where I had seen four of our women astronauts launch to the International Space Station.

I was grateful for Virgin Atlantic's hospitality— decorations everywhere, great meals, and a surprise birthday party under a Saturn 5 rocket. Wow, those engines were huge over our dining tables. I surprised Sir Richard Branson; it was his birthday. He was glad to see all of us. I had an urge and ran up to the stage and gave him a big hug. I did not know this was being filmed, and it was on TV!"

'You Fly Gal' Scholarships

"Flying is My Passion, Inspiration is My Mission"

— Maria Harrison-Dooley



Katahdin Wings Chapter member and student pilot Maria Harrison-Dooley is so inspired by her aviation journey that she became compelled to increase membership in The Ninety-Nines by offering membership scholarships. Below, Maria explains why she started the You Fly Gal organization, a 501(c)3 nonprofit.

"I'm incredibly honored and grateful to be a recipient of The 99s Amelia Earhart Memorial Scholarship Spring 2019 Fly Now Award. Getting my private pilot certificate has been a dream for decades. It finally 'took wings' last year at the age of 68. Yes, I'm a late bloomer, but then age is just a number.

"My goal is to lead by example, sharing my story while being a loud voice to inspire young girls and women of *all* ages to follow their dream of Flight.

"Thus, I've decided to establish You Fly Gal and give back through scholarships aimed at student pilots, their sense of community, and their continued training and education in aviation."

The sole purpose of this organization is to encourage young girls and women of all ages to open their hearts and minds to their full potential and help their dreams take flight. It will support that mission through a scholarship fund that awards Student Pilot membership in The Ninety-Nines International Organization of Women Pilots and, through the generous support of the Sporty's Foundation, educational opportunities to women, young and old, toward their initial flight training.

Each You Fly Gal Scholarship recipient will receive:

- First year Student Pilot membership in The 99s.
- Donation to their local 99s Chapter.
- Sporty's Pilot Shop – Private Pilot Ground School.

Each year, a total of 20 scholarships will be awarded.

- Ten in March – Closing date for nominations is Feb. 15.
- Ten in October – Closing date is Sept. 15.

If you know of a student pilot, please encourage them to visit youflygal.org for an application.

Flying Duo Make Their Dream Come True

This past summer, Myra Bugbee, Florida Goldcoast Chapter, and Claudette DeCourley, San Diego Chapter, teamed up and made a long-dreamed-of flying adventure come true.

The Floridian and Californian met in Tennessee during an AOPA Fly-In when Myra was Southeast Section Governor. Claudette was visiting Tennessee and attended the event to lend a hand. The two met and hit it off.

After several more meet-ups at various 99s events, the women decided they wanted to share a similar goal of flying to each of the 48 contiguous states in the U.S.

Planning for this long cross-country began by narrowing down



real IFR conditions, and I flew my first actual IFR approach.”

Myra felt that one of the best parts of the trip was connecting with other 99s around the country. Many opened their homes and hangars and showered the flying duo with generous hospitality. The list of 99s they visited included Janice Pelletti, Pam Phillips, Meagan Harr, Glenna Blackwell, Caroline Hodges, Ellen Herr, Barb Goodwin and Constance Castillo.

A visit with Lin Caywood proved timely as her fiancé, Carlos Cilliers, was able to replace a malfunctioning glass panel.

Myra sums up the trip: “Ultimately, the outcomes of this flying adventure were to empower us, build our confidence, and improve our flying skills, as well as to build relationships and serve as ambassadors for The Ninety-Nines, Inc.

“Building these relationships is not only good for us and our organization but also for the good of general aviation and to inspire others to try something outside of their comfort zone.”

Above, Claudette DeCourley, left and Myra Bugbee, right, on their long cross-country. They made 31 landings in 25 states over 33.4 hours, covering 3862 NM, burning 292 gallons of fuel.



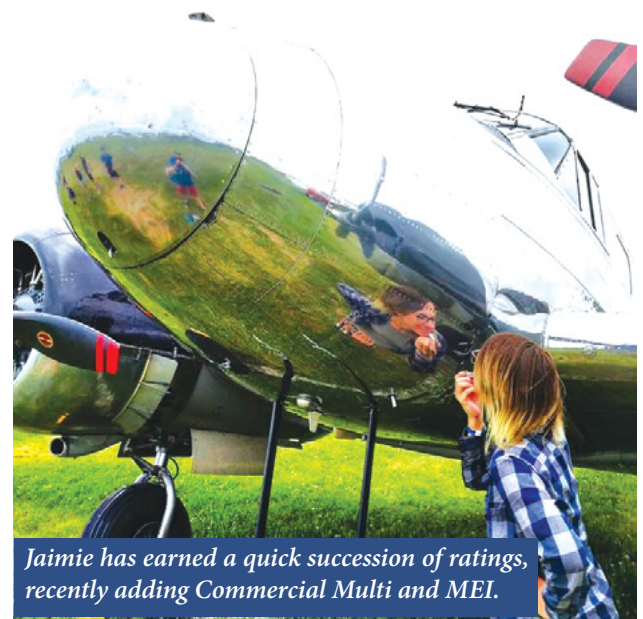
their options, choosing airports that were near friends they wanted to visit, along with places they wanted to see. But the top mission was to land in 48 states.

Their daily goal was to land in two states per day, flying two to three hours per day. More logistical parameters included runway length consideration, fuel availability and contacting each airport of intended landing to be sure the runways would be open at the time of their visit.

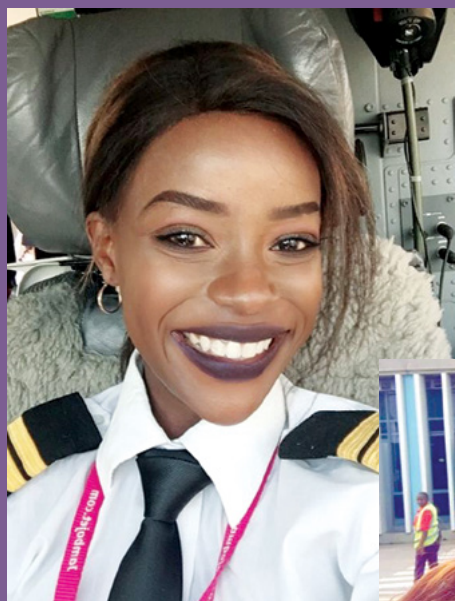
Myra reported, “This was an incredible flying adventure, and we feel like we accomplished more than our goal for this year. We landed in 25 states east of the Mississippi River. Next year, we plan to fly in states west of the Mississippi. For me, flying is a way to grow and, as a pilot, my personal minimums expanded on this trip.

“We learned a lot about weather. (We appreciated guidance from Terry Carbonell, our weather guru.) We planned to fly the trip VFR but were prepared for IFR, when necessary. (Thank you, Ninety-Nines, for awarding me the AE Scholarship to earn my instrument rating! The rating was a blessing.) We actually had a few flights in

Eastern New England Chapter member Jaimie Rousseau spent some time at AirVenture in Oshkosh, Wisconsin, this summer, admiring the classic aircraft on display – but being the resourceful pilot that she is, she took advantage of the aircraft’s reflective surface and made sure she was looking her best as well!



Jaimie has earned a quick succession of ratings, recently adding Commercial Multi and MEI.



Ebony Wataku

The Warrior from Kenya

By Ciara O'Toole, Italian Section Governor

Ebony Wataku, a first officer of the DASH-8 Q400 for Jambojet in Kenya, says "Flying for me was an accident, it was never in the plan. I wanted to be a doctor or a lawyer."

Her father, Victor Ndiema Wataku, was the Captain of Harambee One, the Kenyan equivalent of Air Force One. "I always looked up to my dad. He has always been a military man: straight arrow, well-kept and put together. I have photos from a young age of me looking up at him. I always loved the uniform. He flew the biggest plane and has touched so many people. I loved when people said how much they admired him."

Although his career influenced her, she says she believes she would have ended up becoming a pilot in any event. "We lived near the airport, and I saw planes flying over all the time. As a little girl, I used to look skywards, fascinated."

When Ebony decided to become a pilot, her parents urged her to take a prudent approach and have a backup to her aviation

career. "My dad once flew with a first officer who was injured during one of his leaves. The aviation medical report resulted in his not being able to fly anymore. He was in his twenties, had just married, had all this responsibility — and then he was stuck." So my dad said to me, "If you want to fly, you're going to university as well." For four years, I was either in a class or I was flying."

She admits that doing both at the same time was difficult. During her third year in university studying economics, she was also in ground school for her CPL. Studying eight aviation subjects and six subjects in university became too much for her.

"I came home, and my mom asked if I was okay. I burst out crying. She said 'Why don't you defer for a bit. Do flying and then go back to university?'" But Ebony finished her CPL ground and completed her flight test in her fourth year. She graduated university with honours. "I never give up. I always push for better."

Ebony cites an airstrip called Diani South Coast as a particularly

challenging flying environment in Kenya. It is a popular vacation area, with many tourists. The airport has a short and challenging runway that is captains-only landing and take-off. Jambojet flies there frequently.

Ebony has observed many landings and says it's a lot of pressure. "The coast winds can really pick up, and you can always see the other person sweating."

She recounted a particularly difficult landing on a very turbulent, windy day when she was in the jump seat. "At one thousand feet, when the captain called out the minimums, you could hear a little quiver in his voice. Being a really short airstrip, you're not looking for a greaser, you're looking to get it down. The Q400 is a heavy aircraft, the heaviest going in there, and it's quite strenuous to have it on your roster several times in a week."

She says that in Kenya everyone is very technical about terrain and ridges when it comes to what to do and what not to do.

"We have so many different airstrips. I loved flying in Maasai Mara, there are so many small strips, and flying 500 feet above the ground, you can see the giraffes and elephants."

Ebony has also flown in Uganda. "It was one of most beautiful experiences ever, the landscape is incredible. There's so much weather, so many squall lines. Flying a caravan in that environment is always like, 'Well are we going or not?'"

When it comes to future goals, Ebony would like to become a captain of the DASH-8 or 777, especially the 777.

"It's the size of it! I'm quite small, five foot two, and sometimes people are surprised to know I fly big heavy aircraft. When I think about the 777 and how massive she is, I think how incredible it would be to sit on the left side."

Ebony believes the rest of the world could take a leaf from

**"My father's
nickname in the
airforce was
Fighter. That is
what he and my
mom made me."**

African countries and what they do when it comes to the advancement of female pilots. "My gender has never played a role in my getting a job. I've met so many female pilots, because carriers such as Kenya Airways and Jambojet encourage women and hold outreach programs." When she worked for Air Kenya, 50 percent of the pilots were women. She says of Kenya, "As a country we have our flaws, but when it comes to aviation, we definitely give our women a leg up, and that itself is impressive."

She believes that while the outreach programs are great, what really motivates little girls to dream about being a pilot is seeing women already in the positions. They are inspired by photos of female pilots such as Kenyan Captain Irene Koki Mutungi, who was the first female on the African continent to become certified as a captain of the Boeing 787 Dreamliner.

Ebony says when it comes to flying, you really need to put in the work. "You can't be half in, you have to be all the way in, regardless of your situation."

Her father's call sign in the military was "Fighter," and she says he made her a fighter too. "From a young age, when I've wanted something, I've gone for it. And my mom is my rock and has pushed me to be a better pilot and better at university."

The biggest life lesson that aviation has taught her is that nothing worth having is easy. "I do not give up. If you want something, you work for it. You really have to fight for it — from PPL to CPL to ATPL.

"Aviation is an ongoing learning experience, you're always learning. You can learn from anyone. It doesn't matter if they're junior, ground staff, a captain, peers, or the chief. One thing I appreciate is always being willing to learn. Anyone can be a teacher, even in the smallest way.

"Learn and teach, learn and teach. That's the cycle of aviation."

Photos opposite page, left, Ebony in the Q400 cabin; center, Ebony with senior captains; right, an all-female crew, from left, senior captain Elizabeth Nderi, Ebony, flight purser Margaret Ogutu and flight attendant Emily Nyaga.

Photo near right, Ebony with friend Tariq Lazzari and Captain Daniel Njuguna. The selfie was taken at 24,000 feet enroute back to Nairobi.





*Conference photos by
Jeneanne Visser,
Iowa Chapter*

2019 International Conference

Ninety-Nines Take The 'Wright Way' To Dayton

By Corbi Bulluck, Kitty Hawk Chapter

Exciting keynote speakers, stimulating and educational seminars, fun aviation-themed tours, infinite networking opportunities, and boundless camaraderie made for another Conference to remember.

Wednesday night's sneak preview of the film "CAF Rise Above: WASP" was followed by a marvelous reception at the National Aviation Hall of Fame and was a preview of the wonderful events in store for us.

Conference attendees enjoyed four days of more than 20 educational seminars. The topics, ranging from lighter-than-air aviation, CFI perspectives and experiences to flying missions for charity, aerobatic flying and the legacy of Louise Thaden, offered something for everyone.



From left, Capt. Pam Torell, Heidi Edwards, Capt. Elyse Swedberg, Capt. Jenny Beatty, Col. (Ret) Cassie Barlow, Col. (Ret) Kathryn Hughes, and Lynda Rutledge.

Thursday's "dinner-under-the-wings" Welcome Reception and Amelia Earhart Scholarship banquet at the National Museum of the U.S. Air Force was a once-in-a-lifetime event and featured Lt. Col. (Ret) Christine Mau, who inspired us with her keynote speech, "Pushing Forward."

Later in the week, keynote speaker Greg Feith, former Senior Air Safety Investigator for the National Transportation and Safety Board, shared lessons learned from accidents and incidents, including the investigation of Eastern Airlines flight 980, which proved to be one of his most challenging investigations. Keynote speaker Jeff Duford, Lead Curator and Project Manager for the Memphis Belle Restoration and Exhibit at the National Museum, provided a personal overview of the project and led an up-close exploration of the iconic World War II aircraft.

Topics discussed during this year's fast-paced, high-energy "Maximizing LIFT (Leading Into the Future Together)" roundtable session included AE Scholarships: What Chapters and Sections Need to Know; Using Social Media Effectively; The Paper Chase – Record-Keeping and Bylaws for Chapters and Sections; We've Got Members – Let's Keep Them; Let's Get Started with Let's Fly Now; Chapter Scholarships – How Do we Get Started?; The 99s Chapter Leadership Manual – Make it Work for You; and Ideas that Work for Section Leaders. Many participants commented that the LIFT session was extremely valuable for both beginner and experienced leaders.

The three Meet-and-Greet events held for first-time attendees, air racers, and Friends of The 99s/99s Life members, allowed individuals to spend time getting to know each other and share flying stories.

Our second annual Career Expo, chaired by Brittini Latos



The AEMSF Banquet was held under the wings at the National Museum of the U.S. Air Force.

and Terry Carbonell, featured a “Women in Leadership” panel discussion, airline briefings, a networking lunch, and a room full of exhibitors from airlines, flight schools, military contractors, and university programs.

Conference attendees took time out and toured the National Museum of the U.S. Air Force, Carillon Historical Park, Huffman Prairie Interpretative Center and Flying Field, the Wright ‘B’ Flyer, Hawthorne Hill (home of the Wright Brothers), and the Dayton Art Institute.

Of course, the always-busy Hospitality Room, offering delicious food and beverages, was the place where members gathered to share stories, make new friends, and renew lifelong friendships.

The Annual Business Meeting included discussions and the passage of two proposed amendments to our Bylaws and Standing Rules that will help modernize the Bylaws and update election procedures.

After each candidate made brief speeches, the Mid-Term elections were held, and elected International Directors and Trustees were installed. Officers are Directors Dee Bond, New Zealand Section, and Minnetta Gardinier, Iowa Chapter, North Central Section. Endowment Fund: Patricia Ohlsson, Long Island Chapter, New York-New Jersey Section, and Virginia Harmer, San Gabriel Chapter, Southwest Section. 99s Museum of Woman Pilots: Dawn Rogers, Kansas Chapter, South Central Section, and Sarah Rickman, Pikes Peak Chapter, South Central Section. Amelia Earhart Birthplace Museum: Carole Sutton, Nebraska Chapter, South Central Section.

Representatives from our Amelia Earhart Birthplace Museum, Amelia Earhart Memorial Scholarship Trust, Endowment Fund, and the 99s Museum of Women Pilots provided updates on their activities and events.

At Saturday evening’s inspirational International Awards Banquet, attendees recognized and celebrated those who have made significant contributions to aviation and to The 99s.



Newly installed officers are, from left, Sarah Rickman, 99s MWP; Patricia Ohlsson, Endowment Fund; Minnetta Gardinier, Director; Dee Bond, Director; and Virginia Harmer, Endowment Fund.

For the first time ever, our annual Conference featured a community-service activity. On Sunday, The 99s hosted a youth aviation program at the local airport. Girl Scouts from the local area were introduced to aviation through a variety of stations such as Aviation Communication, Forces of Flight, Weather, Careers, and a Bonanza pre-flight. A big thank-you goes to the Kentucky Bluegrass Chapter and Kathy Hughes for sharing their love of aviation with the next generation of pilots. All too quickly, our time in Dayton came to an end.

Thank you to the North Central Section and Conference co-chairmen Minnetta Gardinier, Deb Henrichs, and Paula Rumbaugh for your hard work and efforts to ensure a successful event from start to finish. We’re looking forward to seeing everyone at our 2020 International Conference, hosted by the Southwest Section onboard the Queen Mary in Long Beach, California, on July 8-11!

Ninety-Nines 2019 International Conference Dayton, Ohio



AEMS F Trustees from left Linda Mathias, Chair Jacqueline Boyd, Peggy Doyle, Dottie Norkus, Dorothy Berthelet and Shelley Ventura.



Darcy Kulesha, Wisconsin Chapter, at the NMUSAF.



99s view WWII aircraft at NMUSAF.



Jacqueline Boyd, Chair, at AEMS F Banquet.

Background photo, B-18 Bomber, National Museum of the Air Force, Wright-Patterson Air Force Base by Dan Simonsen



Mercury 13 pilots Sarah Ratley and Gene Nora Jessen.



Sarah Rickman, right, MWP Trustee, talking with Terri Hull.



Meeting Sentinels, from left Susan Glisson, Susan Harper, Ginger Jabour, and Chair Pat Ohlsson.



Past and current AEMSF winners.

99s 2019 International Awards



President's Award — Cecile Hatfield

The President's Award is presented by the current President to an individual or organization that promotes The 99s and/or aviation. This year's award goes to Cecile Hatfield, Florida Goldcoast Chapter, Southeast Section and General Counsel to The 99s.



Cecile has been a proud member of The 99s since 1965. We have been most fortunate to have Cecile as our General Counsel to The 99s, its International Board of Directors, Sections, Chapters and Trusts for over 20 years.

Cecile has long had a passion for aviation, obtaining her pilot certificate in 1964 and her ground instructor certificate shortly thereafter.

She received her law degree in 1975 from the University of Miami after graduating with high honors from the University of Florida, where she was elected to the Hall of Fame.

In her early career, she helped pioneer the path for women in aviation. She was the first woman to serve as Associate General Counsel for Piper Aircraft Corporation. She previously worked for the United States Department of Justice in Washington DC for nine years as an aviation trial lawyer trying complex aviation cases in Federal Courts all over the U.S.

Cecile is the recipient of the 2015 International Aviation Women's Association "Aviation Industry Woman of Excellence Award." She is currently the Past President and Contributing Editor of the Lawyer Pilots Bar Association and has been the Program Chair of the annual Embry Riddle Aviation Law and Insurance symposium for many years. These are but a few of her many aviation legal accomplishments.

Why was Cecile chosen to be the recipient of this year's President Award? Just in this last year, Cecile has reviewed and provided critical legal advice on over 40 contracts. She has spent her time and talent providing over 60 legal opinions on Federal Lawsuits, Legal Demand Letters, Bylaws, Indemnity Agreements, etc. Her guidance in matters

of law has always been spot on and has protected The 99s from any number of legal problems.

If The 99s had to obtain outside legal counsel for all of this, it would be way over \$100,000 a year. "For me personally, I was able to rely on Cecile's intelligence and excellent aviation legal advice to navigate a Federal lawsuit and an out of country legal demand letter," says nominator President Jan McKenzie. "This is not the first time a 99s President chose Cecile Hatfield to be the recipient of the 99s President Award. I am very happy to be recognizing her again for her tremendous personal contribution to The 99s. Cecile embodies the best part of The 99s, giving of herself to enable the mission of our organization. She has helped me in so many ways for the last several years, and I am proud to have her as a friend and advisor."



Award Of Achievement For Contributions To The Ninety-Nines — Madeleine Monaco

The Award of Achievement to The Ninety-Nines recognizes significant contributions to the mission of The Ninety-Nines or any of the organization's activities. This year's award recipient is Madeleine J. Monaco. Madeleine took her first private flight with a friend. One ride, and her future was changed. Her flight instructor was a 99 and her role model. She set her goal to become a CFI. Her training was pay as you go — she pushed and persevered.



Madeleine has been a continuous member of the Chicago Area Chapter since she joined The Ninety-Nines on December 28, 1978. She volunteered to be Membership Chair when the position became vacant. She was suddenly handed a box of files — and declared Chair. She has been active in aviation both within and outside the Chapter for 40 years, as well as an active and respected member of the general aviation community in the greater Chicago area.

The Chicago Area Chapter, in conjunction with the state of Illinois, has provided free annual safety seminars. For many years, Madeleine has been instrumental as both an organizer and a participant of the seminar. Over the last two years, she has chaired these events and mentored new members. She is the "go to" person for answers to Who's Who and What's What. Madeleine has been North Central Secretary, AEMSFS Scholarship Chair, and Membership Chair.

At the International level, Madeleine has filled many key positions. In 1987, she was elected as an International AEMSFS Trustee and remained in that role until resigning only a few years ago as AEMSFS Permanent Trustee. In 1988, Madeleine was chosen as The 99s International Legislation Chair and was involved in multiple teams analyzing regulatory issues related to safety and efficacy impacting General Aviation.

She has also served on the International Nominating Committee, been involved in soliciting advertising for the *Ninety-Nines magazine* and has written articles for The Ninety-Nines publication on both training and legislative activities. Congratulations and thank you, Madeleine.



Award Of Achievement For Contributions To Aviation — **Gretchen Jahn**

The Award of Achievement recognizes significant contributions to any facet of aviation, such as aviation/ aerospace education, aviation science, aviation history, aviation commerce, aviation and legislation.

Gretchen, adviser to public and private global enterprises, earned her pilot certificate in 1985. Her first introduction to The Ninety-Nines was an air race sponsored by the Colorado Chapter, sparking a passion for air racing. As her involvement in aviation deepened, Gretchen shifted her talents for leading company startups and turnarounds from the software industry to the aviation industry. As a result, Gretchen led business transformations as CEO of Mooney Airplane Company, general manager of Alpha Aviation Ltd. (New Zealand), and COO of REMOS Aircraft (Germany).

She was board chairwoman of DeltaHawk Engines and consulted at the executive and board level of numerous aviation corporations and nonprofits. In New Zealand, she fostered increased aviation capacity and capability in the country through her consultation to the New Zealand government.

Today, Gretchen continues to promote aviation workforce development and entrepreneurship as a board member of the Aviation Community Foundation, the CABA Foundation, and AeroInnovate. As an avid pilot and airplane owner, Gretchen holds a U.S. commercial pilot certificate with instrument and seaplane ratings, and a New Zealand private pilot license.

Gretchen's heart and talent are shared most with the Air Race Classic (ARC) as volunteer, racer, and 14-year board member. Her passion for the ARC and cross-country handicap speed racing led her to create sustainable systems, build the ARC corporate structure, and nurture fresh leadership in the organization. She continues to contribute countless hours as assistant director and project manager to create the current ARC website, database, and applications.

Gretchen's dedication to The Ninety-Nines spans 30-plus years of inspirational leadership and active membership on many committees. She served as Colorado Chapter secretary, vice-chairman, and chairman. Currently she serves as Governor for the South Central Section.

For International, Gretchen spearheads the effort to modernize the organization's bylaws, standing rules, and procedures, a multi-year project, leveraging her extensive corporate governance experience.

Her numerous contributions and generous years of service to aviation, combined with her international business acumen for building organizations, exemplify the art of blending work-life passions.



Award Of Achievement For Humanitarian Efforts **Kelli Kuntz**

The NOLA Chapter nominated Kelli Kuntz for the 2019 Award of Achievement for Humanitarian Efforts. The get-it-done attitude ingrained in the Cajun culture manifested in August 2017. Hurricane Harvey inundated coastal Texas with over 50 inches of rain, causing utter devastation.

Kelli, a survivor of similar disasters and a previous beneficiary of generous humanitarian aid, knew she had to help. Kelli, a certified Red Cross volunteer, used social media to ask for donations including cases of water, baby supplies, cleaning supplies, clothing, and school supplies. Her repaired house soon became a collection center. When her home became overloaded and there was a need for a more central collection point, Kelli arranged for the terminal building at Louisiana Regional Airport (KREG) to be turned into a temporary collection center. She then transferred supplies from her house to the airport.

Kelli learned there was a call that went out from Lakefront Airport in New Orleans for pilots to fly supplies to airports in Texas, so she volunteered to serve as a satellite collection and launch site. The Cajun Airlift was born from this pilot-led effort. Kelli played an integral role in recruiting donations, facilitating deliveries with local ground crews. She also became a dispatcher for the Cajun Airlift, coordinating with volunteers all along the Texas Gulf Coast.

Kelli even opened her home to two pilots who flew in from Missouri, not once, but twice, just to be part of the team. After the devastation wrought by hurricanes Irma, Maria, Florence, and Michael, Kelli has solicited donations and shared her experience with other 99s to help those in Florida, South Carolina, and Puerto Rico create a network of aviators willing to use their passion for flying to help. Kelli also continued to serve as a director and board member of the Cajun Airlift.

The NOLA 99s, and all of us, can be proud to have their sister-of-the-air, Kelli Kuntz, honored by the International Humanitarian Award.





George Palmer Putman Award — David Oreck

The George Palmer Putman Award recognizes the support provided to The Ninety-Nines by an individual. The NOLA Chapter of The Ninety-Nines nominated David Oreck.

David began flight training in the Civilian Pilot Training Program prior to World War II. He experienced the war as a B-29 pilot, navigator, and bombardier.

He returned to civilian life and made a name for himself as the General Sales Manager for RCA in New York, where he introduced America to many innovative appliances for the home. David founded the Oreck Corporation and made it into a household name with his durable OreckXL vacuum cleaner. He has been recognized as a master in marketing.

David explained that he had a good idea, a lot of energy, and no money. After 20 years of hard work, his belief, "Never, never, never give up," paid off. David has also been described as the ultimate motivator. He is fond of saying, "Bad luck is sometimes a person's good luck in disguise."

When a student pilot member of the NOLA Chapter found herself unemployed, David met with her on a weekly basis, mentoring her through her decision to start her own business. Before becoming a 49½, David was a longtime supporter of The 99s International Conferences by sponsoring hospitality rooms. He also served as a judge for the 2014 Amelia Earhart Memorial Scholarship Fund.

For many years, the New Orleans Chapter met at the Oreck hangars at Lakefront Airport. In 2005, a major hurricane caused considerable damage that forced a change in location. David opened, and continues to open, his home to monthly Chapter meetings.

Frequently, the meetings begin with one of his interesting jokes but more often with insightful comments or words of encouragement. During the first Chapter meeting held two months after the hurricane, David reflected on not only how lives had been changed but how fortunate The 99s were to be part of a unique organization that bonds us through a common passion and creates long term friendships to cherish.

David was extremely instrumental in encouraging the NOLA 99s to work with The National World War II Museum in New Orleans to develop a WASP exhibit. He facilitated a meeting with museum staff that resulted in the museum committing to the project.

David was once quoted as saying, "I think in the final analysis, a measure of a man's worth, in the relatively short life we have on this planet, basically is what favorable impact you've had on others." Let there be no doubt that David Oreck's impact on his family, friends, society, aviation, and especially The 99s, is priceless.



Award of Inspiration — Thelma Cull

I never wanted to sit next to Thelma in 99s meetings. One is supposed to have some professional decorum in those meetings and be respectful of who is talking. However, if you were seated next to Thelma, she would lean over and make the most witty and funny comments, and I could not help laughing aloud. And then everyone in the room would look at me, and Thelma sat there with this respectful, listening look on her face. This happened throughout the meeting.

If you can't tell, I loved Thelma, and so did every 99 and every person that ever met her. We were so lucky to have her as part of our lives. Thelma earned her pilot certificate in August 1965. She participated in many air races, including the Powder Puff Derby, the Air Race Classic, the Pacific Air Race and the Palms to Pines.

She flew as a navigator in her first Air Race Classic in 2009 at the age of 76 with Joyce Wells. They placed 4th out of 34 airplanes. So, she was also a heck of a pilot!

Thelma joined The 99s in 1965 and was a member for 53 years. As a Sacramento Valley Chapter member, she held many offices. In the Southwest Section she served as Vice Governor, then Governor from 1980 to 1982. For the last 18 years, she was International Credentials Chair.

She took part in all areas of The 99s, airmarking, aerospace education, NIFA, membership and Internal Forest of Friendship, to name a few.

The newly formed Sutter Buttes Chapter in 1998 was honored to have Thelma as a Charter Member. She served as Vice Chair, Chair, Scholarship Chair and Membership Chair. She was in constant contact with members, making them feel welcome.

Thelma never knew a stranger and was known for her beautiful smile, her quick wit and her love for The 99s. She led a "life well lived," was a friend to all, and is sadly missed but fondly remembered!

— Jan McKenzie



Nominees Invited to Apply for 2020 International Awards

By Phyllis Kollar, International Awards Chairman

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2020 International Conference in Long Beach, California. The deadline for submitting nominations is **January 31, 2020**.

Award	Description of Award	Who May be Nominated
Award of Achievement (for Ninety-Nines)	Three separate Awards of Achievement may be presented for: <ul style="list-style-type: none"> • Contributions to The Ninety-Nines; • Contributions to Aviation; • Humanitarian Efforts. 	An individual member of The Ninety-Nines (living or deceased); a group of Ninety-Nines; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee, or Trust. An individual recipient must be a current member, or have been a current member at the time of her death.
Award of Merit (for non-Ninety-Nines)	Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.	An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.
George Palmer Putnam Award (for non-Ninety-Nines)	Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.	An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

Who may submit nominations? A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address, and telephone number of the nominee, or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. One high resolution photo of the nominee must be included and local P.R. contact information. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline, Friday, January 31, 2020.

Note: Previous nominees may be resubmitted.

Questions? Contact Phyllis Kollar, phylliskollar@gmail.com.



Pat Jenkins

Ranching by Helicopter

By Jann Clark
Eastern New England Chapter

Pat Jenkins, along with her husband and son, runs a cattle ranch in a remote desert area of southeast Oregon. They graze about 1,200 cattle over 100,000 acres of desert, breeding cows and selling the calves.

Pat and her husband learned to fly in a fixed-wing plane and then moved on to get helicopter ratings to make covering that much territory easier. They now own a Cessna 185, a Hughes 300 helicopter, and owned a Super Cub for about five years. There is a small airstrip on the ranch.

Pat and her husband learned to fly in 1970 in a Cessna 182 from the only CFI in the nearest town – 60 miles away. They traded beef for lessons. In 1975, they bought a Cessna 185. In 1980, they bought a yellow helicopter named Woodstock that had only 90 hours of flying time.

The next challenge was to find someone to teach them how to fly it. A friend, a military flight instructor, flew 180 miles to the ranch to teach them, staying at the ranch and flying home on weekends. It took Pat 200 hours to get her commercial helicopter rating.

The ranch employs a few cowboys and provides them housing and meals. Using the helicopter for certain tasks, such as tracking down a lost cow, allows for more efficient use of the cowboys' time.

In the winter, the cows are kept close to the barns and are fed by tractor. In the summer, when they're scattered in remote areas, Pat loads the 50-lb salt blocks into Woodstock and flies them out to the cattle. She can finish that chore in much less time than it would take the cowboys.

Another chore that is easier by helicopter is checking fences and gates. Pat makes sure that fences are intact and the gates are closed. She urges stray cattle back to where they belong by flying behind them about five feet above the ground. Pat says their mature cattle are used to the helicopter. They know what they are expected to do and don't panic. A stray cow from another herd is easily identifiable when it runs away from the helicopter. Calves sometimes panic at first but soon get used to the helicopter.

When it's time to round up the cattle in the fall, Pat uses the helicopter to assist in the process. The cattle know their way home but need some urging to go there. The cattle graze on a mountain,

so Pat flies uphill from where they are and moves them down to the cowboys on horseback who herd them home.

Pat usually flies Woodstock alone. At an elevation of 4,200 feet MSL, Woodstock could not take off with the three passengers it is designed to carry.

Pat sometimes takes one passenger, such as a neighbor looking for a lost cow. She flew Woodstock once to the nearest town in a medical emergency, but otherwise, Woodstock is used only on the ranch.

Pat has the only helicopter in the county and is often asked by the Bureau of Land Management to check on herds of wild horses, antelope and other game. The Game Commission asks her to help

count how many antelope or elk or such are in a herd, and she flies low behind the herd so that a counter can do his or her job. She also looks for coyote dens.

Pat has had a couple of close calls. Once, while counting antelope in the winter in the Super Cub, she had a partial engine

failure but was able to land safely in a field with no damage to the plane and no injuries. A rancher, who saw the plane come down, picked her up and drove her 40 miles home.

Having handled that emergency successfully, she wasn't frightened later when she had a partial engine failure in Woodstock. She was flying near a ridgeline with sloping terrain on one side and a steep drop-off on the other. She was able to glide down to a road and land with no damage.

The biggest concern landing a helicopter in brush is damage to the tail rotor. She was 80 miles from home in an area with no cell phone coverage but was able to hitch a ride home and recover Woodstock with a trailer.

The helicopter has 60 hours to go before needing its fourth engine. Engines last for 1,500 hours and cost, nowadays, \$26,000. Pat and her husband do most of the maintenance, but a mechanic flies in to do the annual inspection. Pat is thinking of retiring Woodstock, which will change her life drastically.

Pat joined the Idaho Chapter in 1972 when she was feeling isolated and lonely on the ranch, driving 200 miles one way to meetings. She loves the camaraderie of the group and will rely on her sister 99s for flying time if she retires Woodstock.

Pat has the only helicopter in the county, so she is often asked to check on herds of wild horses, antelope and other game.



BY DONNA
MILLER

*International
Careers
Committee*

Those Moments

When you finally get that call, meet that person, walk that walk, and live that dream, do you think you will even care that there were a few dark and scary moments in a journey that made them all possible? Trust me, you won't even remember. –The Universe (Mike Dooley)

I love seeing strong women who are living their dreams. It encourages me when I hear them speak on a stage or give an inspiring Ted Talk. I love seeing ladies at the airport preparing to fly to faraway places. They appear so confident, so put together... so amazing.

"They were born to do this," I think to myself. Certainly they didn't struggle like I did in my journey to become a pilot.

I had a cushy desk job that came with flight benefits and was not so subtly told that I "couldn't steal second with my foot on first." (Thank you Captain Stiles!) So I left my comfortable position on first base to fly car parts to Mexico. This would be second base. A regional airline represented third, and home plate looked like the huge jets at the major airlines.

It sounded so logical. So simple. Until I actually left. I remember thinking the night before my first checkride how I could devise

a story to come back to my cushy desk job without looking like a failure. How dismissively could I say, "It just didn't work out."

I was scared to even take the checkride. I was shaking, blinking back tears and thinking I had made a colossal mistake by leaving. But here I was. The owner of the company had me scheduled to fly with him first thing in the morning. I had been given a 90-day leave of absence, so I could go back... and wouldn't it be better to go back before I failed?

But even if no one else knew, I would know that it wasn't that "it just didn't work out," but that I was too scared to even try. Shame is such a controlling, relentless emotion. Certainly, the women I have always admired have never felt like this! I felt like a poser. And then I passed that first checkride.

It would not be my last checkride or the last time I felt scared to try. It would not be the last time I blinked back tears before steeling myself for the next challenge. But it was the first time I really knew that I could overcome the dark and scary moments in an amazing journey of a professional pilot career.

Now when I see amazing women, I wonder what they might have overcome to get where they are, what struggles have become an integral part of their strength. I understand now that they have followed through despite fear and how that has built confidence in them. I admire them more for the struggles they have endured. They know those moments.

MILESTONES

Sable Abitbol, Commercial, Manitoba
Malia Badis, Commercial Multi-Engine, Aloha
Rika Ballard, Commercial, Connecticut
LaDonna Beaumont, Private Intermountain
Alyssa Behrens, Private, Bay Cities
Malia Bragg, Private, Maui
Lilly Cardenas, Solo, Maui
Jessica Caskey, Private, Rio Grande Norte
Jung Yeun Choi, SIC, Florida Suncoast
Sandra Feliciano, MEI, Sugarloaf
Steisha Felteira, Solo, Maui
Kathleen Fredericks, Commercial, Hampton Roads
Becky Fruehling, CFI, Treasure Coast
Sarah Greiner, Private, Golden Triangle

Carmen Kivisto, Commercial, Minnesota
Kelly Poulin Lamontagne, ME, Montreal Chapter
Greta Liebler, Private, Ventura County
Eve Lopez, Private, Los Angeles
Kayla Marshall, Private, Maui
Grace McDonald, Private, Florida Suncoast
Anne-Marie Minda, Instrument, Hampton Roads
JoAnn Raimond Minor, Commercial SEL, Multi-Engine add-on, San Diego
Katie Mullins, Instrument, Lake Charles
Rowan Phlieger, Private, Rio Grande Norte
Genae Randall, Private, Kitty Hawk
Courtney Robson, Type Rating CRJ 200/300, Kitty Hawk
Jenna Rouillard, Instrument, Katahdin Wings
Tiphani Sach, Private, Orange County

MacKenzie Shepherd, Multi-Engine Instructor, Treasure Coast
Jan Squillace, CFI, Kitty Hawk
Manon Sudan, Private, Montreal
Heidi Theile, A320 type rating
Madeline Ungurain, Private, BC Coast
Nour Utayim, Aeroplane Instructor, Montreal
Abby Welch, Old Dominion, CFI
Nicole Wolfe, Gulfstream G280 type rating, Greater Seattle
Jordan York, CFI, Kitty Hawk
Elizabeth L'Heureux, Commercial SEL, Maui
Ellen Quist, Commercial, Minnesota

Note: As room allows, we will publish Milestone photos. Please email a high resolution photo along with your Milestone information to news@ninety-nines.org.

Right: Celebrating the first flights, from left, Frida Norberg, six participating Smithsonian interns, Abby Welch and Peter Deer.

Below right: Aviation Adventures Pilot Peter Deer introduces several SHE Can STEM summer campers to the flight controls and the experience of flying.

Below left: Abby Welch (left) and Barb Gruber.



99s Help SHE Can STEM Campers Experience Flight

By Susan Passmore, Old Dominion Chapter

The Smithsonian's National Air and Space Museum, Steven F. Udvar-Hazy Center Museum, and Aviation Adventures, a flight school in Northern Virginia, worked together to introduce 60 SHE Can STEM summer campers to flights in a general aviation airplane. The collaborators, Barb Gruber and Abby Welch, are also members of the Old Dominion Chapter of The Ninety-Nines.

Barb Gruber, Assistant Director of Education for the Smithsonian Air & Space Museum, designed and ran the museum's summer camp for middle school students from underrepresented communities in the District of Columbia, Maryland and Virginia. The museum wanted to make a

difference by empowering these students to seek and succeed in science, technology, engineering, and math (STEM) disciplines. The free camp, supported by the Walton Family Foundation and the DaRin Butz Foundation, introduced the students to the science of flight and diverse careers in aviation.

This was the second year that Barb Gruber ran the SHE Can STEM Summer Camp. The first session was held from June 19 to July 3. The second session was held from July 29 to August 9. Thirty campers participated in each session. Several Smithsonian interns helped Barb run the daily activities of the camp.

Abby Welch, a certificated flight instructor with Aviation Adventures, led the effort to coordinate the flights for all the campers. The flights took place at Manassas Regional Airport over several days during each session.

Aviation Adventures pilots/instructors Frida Norberg, Peter Deer, and Abby Welch flew the campers in a Cessna 172. Each camper flew twice, once in the back seat of the airplane and once in the front with the flight controls. Most campers exited the airplane with huge smiles on their faces. The museum gave each camper a personalized logbook.

Additional SHE Can STEM camp activities included launching model rockets, skydiving experiences, launching a high-altitude weather balloon and analyzing the weather data it collected.



They also toured FAA air traffic control facilities including Dulles Tower, Potomac Terminal Radar Approach Control (TRACON), and the Air Traffic Control System Command Center (ATCSCC), visited an aircraft mechanic school and flew FAA-qualified flight simulators.

Aviation Adventures offers flight training at four locations in Northern Virginia, including Manassas, Warrenton, Leesburg, and Stafford airports. Aviation Adventures has received numerous flight training awards from AOPA (Aircraft Owners and Pilots Association), including Outstanding Flight School in 2013. This year, AOPA awarded Aviation Adventures the Presidential Citation for being recognized as one of the best flight schools in the country. The flight school also celebrated 30 years of teaching pilots to fly.



Old Dominion Chapter

From May 31 to June 2, the Old Dominion 99s met in Ocracoke, North Carolina (W95), for another annual adventure. Four planes and 10 people explored Ocracoke Island, including Rose Brown, Judy Shaw, Morgen Reeb, RJ McGlasson, Peg Doyle, Debbie Gallaway, Sue Passmore, Chuck Gallaway, Rick Koenig, and Dan McGlasson. It was Morgen's first time joining us.

There are only two ways to arrive at Ocracoke Island — by ferry or by airplane. Most of the island is National Park. Transportation on land is mostly by bicycle or golf cart.

Ocracoke Island is known as the second most beautiful beach in the United States. Even after all these years visiting the island, The 99s still know what to do to have fun.

This year, some of us took the historic tour of Portsmouth Island Village, which lies across the inlet from the Ocracoke Harbor. Portsmouth Island was established in 1753 and abandoned in 1971. The remains of the village are now part of the Cape Lookout National Seashore.

Accompanied by National Park Service guides, we toured the U.S. Life-Saving Station with an abandoned grass runway, the church, and other key houses. The boat ride there was also fascinating as the owner has lived in Ocracoke all his life. He stopped by Pelican Island, owned by the National Audubon Society, so we could see the nesting birds. Portsmouth Island is also a very good place to find shells. The Scotch Bonnet is the North Carolina state shell and Morgen found one.

— Sue Passmore



Arrival lunch on Ocracoke Harbor. From left front to right front: Sue Passmore, Rose Brown, RJ McGlasson, Chuck Gallaway, Morgen Reeb, Rick Koehnke, Debbie Gallaway, and Judy Shaw. Photo by Peg Doyle.

Update: Sadly, Ocracoke was hit hard by Hurricane Dorian even though it was a Category 1 hurricane by the time it arrived. Those on the island not needing disaster relief are in the minority. The flood water was higher than anything they've seen before. We have been in touch with our friends from the Ocracoke Harbor Inn and everyone is safe, but the island has a lot of rebuilding to do!



From left, Wendy Oliver, Gracey McKinney, Meagan Harr, Liz Edgar, Adrienne Smith and Janice Pelletti participated in a special 75th anniversary of D-Day event. They recognized two local pioneering pilots.

Appalachian Aviatrixes

The Appalachian Aviatrixes shared WWII aviation history as a part of a special 75th anniversary of D-Day event. A Walk in Their Boots, a reenactor group, invited the Chapter to be part of this special celebration.

The Chapter highlighted two local pioneer pilots. Helen Garst Jones, a local teacher, was selected as one of two teachers from each county in Tennessee to take pilot training so she could teach others. Mary Jane Dulaney Hilbert was the first certificated woman pilot in Virginia and the first airport station manager in the United States. She also taught pilots in the Civilian Pilot Training Program during WWII. The WASP were also featured. Appalachian Aviatrix Lorianne Carver presented WASP stories.

Also helping at the event were 99 daughters Lucy Carver and Olivia Smith. Ninety-Nine mom Wendy Oliver, wearing her new "Ninety-Nine Mom" T-shirt, pitched in too. The Chapter raised \$175 in sales and donations for their scholarship fund.

— Janice Pelletti

GRASS ROOTS



New England Chapter members and friends enjoy their First Annual Amelia Earhart Birthday Picnic.

Eastern New England Chapter

July 13, the Eastern New England Chapter held its First Annual Amelia Earhart's Birthday Picnic at Laconia, New Hampshire Airport (LCI). Twenty-four people, including 99s from Eastern New England Chapter and Katahdin Wings Chapter, 49½s, friends, and kids attended and enjoyed camaraderie, special cupcakes made for the occasion by 99 Karen Mitchell's mom, and games and prizes. We hope to make this an annual event!

—Jann Clark

Keystone Chapter

The Keystone Chapter, Mid-Atlantic Section, held their annual summer picnic and pool party on July 10.

— Nancy McCurry

Pictured in the front row are attendees whose ages span 71 years, from age 18 to 89 (not counting 6-year-old goldendoodle Amelia).



Minnesota Chapter

The Minnesota Chapter completed two compass roses in August, making a total of four this summer! On August 2, we completed a new rose at the Pine River Airport with a crew of Trudi Amundson, Cheryl Daml, Tracy Davenport, Brianne Forman and Patti Sandusky.

On August 9, Hutchinson, Minnesota, received a new compass rose thanks to crew members Majel Baker, Cheryl Daml, Tracy Davenport, Elaine Morrow, Teegan Palmer (Cheryl's niece), Patti Sandusky, and Deb Thompson.

— Robyn Stoller



Minnesota Chapter 99s Trudi Amundson, Cheryl Daml, Tracy Davenport, Brianne Forman and Patti Sandusky completed a Compass Rose at Pine River Airport.

GRASS ROOTS



Forty-five members and two guests attended the East Canada Section Annual Meeting.

Race Classic competition and won the Most Congenial Team!

First Canadian Chapter member Christina Von Bulow won the Webster Memorial Trophy regional flight competitions and is now selected to compete among the best pilots in the country at the National Webster Memorial Trophy Competition in August.

— Lesley Page

East Canada Section

We had a wonderful East Canada Section Annual Meeting on May 25 hosted by the First Canadian Chapter. Forty-five members and two guests attended.

On Saturday morning, East Canada Section executives held three seminars: New and Student Members 99s Orientation; Scholarship Tips — how to be successful in winning a scholarship; and the Professional Pilot Leadership Program.

The morning seminars were followed by lunch and the annual business meeting where the Chapters and various committees reported on the year's activities.

The later part of the afternoon was filled with programs organized by the First Canadian Chapter: a wine and cheese social hour, silent auction, and a very interesting panel of members "Sharing Our Stories." The silent auction tables were overflowing due to the generous contribution from Chapter members.

In more recent news, we have three members who deserve a special shout-out: Susan Begg, Eastern Ontario Chapter, and Asti Livingston, First Canadian Chapter, participated in the 2019 Air



Susan Begg, left, Eastern Ontario Chapter, and Asti Livingston, First Canadian Chapter, participated in the 2019 Air Race Classic competition and won the Most Congenial Team award.

Connecticut Chapter

The Connecticut Chapter of The Ninety-Nines was recognized for its work by the State of Connecticut on Amelia Earhart Day, July 24, 2019. Lt. Governor Susan Bysiewicz and Secretary of State Denise Merrill presented the Chapter with a citation for "their continued commitment to work towards the advancement of women in aviation through education, scholarships, and mutual support." The event was held at the New England Air Museum at Bradley International Airport, Windsor Locks, Connecticut.

Mary Goodrich Jensen (1907-2004) was remembered for her contribution to women's aviation history. She was the first woman to obtain a private pilot certificate in Connecticut and one of the original Ninety-Nines.

Ninety-Nines member Peggy Loeffler, a friend of Mary's, informed the audience that Mary and others who had roles in New England's aviation history will soon have a permanent exhibit at the museum. The New England Women in Aviation Exhibit will honor those who contributed to the history and industry of aviation in the area. The exhibit will highlight the lives of these trailblazing pioneers, pilots, astronauts, and engineers, and will



Susan Bysiewicz, Lt. Governor, State of Connecticut (6th from right) and Denise Merrill, Secretary of State of Connecticut (2nd from right) joined other local dignitaries and members of the Connecticut Chapter.

serve to educate and inspire future generations.

The Connecticut Chapter is grateful that their efforts to encourage women's participation in aviation have been recognized by the State.

—Pam Berardino

GRASS ROOTS

Maui Chapter

Maui 99s held their Inaugural Chapter meeting June 19, 2019. Highlighting the meeting was lei making and a unanimous vote of all present to begin a new Hawaii Chapter for the Valley Isle of Maui.

The Annual Girl Scout Day at Maui Aviators was attended by a record number of Girl Scouts and 99s. The Girl Scouts completed their tailor-made packets to earn their badge. They learned about the forces of flight, parts of an airplane, interviewed their 99s mentor, preflighted a Cessna 172 and a Cherokee 6, and made gliders to compete in a spot landing contest.

The following weekend, Maui 99s presented at the Piipholo Camp STEM Day with 46 Girl Scouts in attendance. The Girl



Forty-six Girl Scouts had a fun STEM Day camp with Maui 99s.



Attending the Maui Chapter Inaugural Chapter meeting were Kimberly Fong, Kerri Ballard, Julie Strong, Anita White, Kayla Marshall, Leslie Caubbe, Elizabeth L'Heureux, Shellby Gott and Shannon Christensen. (Almarosa Amador not photographed).

—Photo by Kaiave Arnold

Scouts worked with different airplane designs and flew their planes over the volleyball net in beautiful upcountry Makawao. They learned about Bernoulli's Principle, flight controls and the highways in the sky.

Maui 99s August meeting focused on scholarship applications, mentoring, upcoming events and fundraising. Marcelaine Lewis was appointed our Merchandise Chair.

We are so grateful for our Southwest Section and International's approval of our Maui Chapter.

— Elizabeth L'Heureux

Rio Grande Norte Chapter

In the wee town of Walsenberg, Colorado, down near the New Mexico border, pilots from the Rio Grande Norte and Colorado Chapters met for an early breakfast at George's Drive-Inn Restaurant. With the promise of ugly heat, most were airborne by 7 a.m. on August 17 from their respective airfields. We nailed the arrival time within five minutes of each other – five airplanes did some amazing flight planning. Departure around 10:30 reminded us of density altitude from an airfield with 6,056 feet of elevation at near 90 degrees. It computed to around 9,000 feet.

Flying in from Colorado were Terry Fiala and Karin Carter, Stephanie Wells and June Stewart; from New Mexico were Connie Smith and Belinda Karp, Susan Larson and Angie Slingluff, Elizabeth Hunke, Marianne Francois and Steve Ross. A joint summer fly-in is becoming a hit, with this our second annual event, last year's being in Salida, Colorado.

Although flying is always the best part of these events, along with meeting 99s sisters from another Chapter, the airport's courtesy car, an antiquated jeep with manual transmission, was an experience not to be soon forgotten. Many thanks to Connie Smith for organizing the fly-out.

If you'd like to join us next August, contact me or Terry Fiala.

— Susan Larson



Back row from left, Elizabeth Hunke, Susan Larson, June Stewart, Connie Smith, Stephanie Wells, Belinda Karp, Marianne Francois; Bottom from left, Angie Slingluff, Karin Carter, Terry Fiala.

Orange County Chapter

Members of the Orange County Chapter and guests toured the Jet Propulsion Laboratory (JPL), a subsidiary of the California Institute of Technology. Of special interest was the Assembly Room where the next Mars rover is being assembled in a clean room meeting ISO 9000 standards. The Mars 2020 rover will be named in a contest slated for fall of this year.

JPL is soliciting names to be stenciled on microchips in the rover (for information please go to www.jpl.nasa.gov/). Part of the tour included replicas of satellites and equipment developed at JPL and a short history of how the lab was created and staffed. Some of us had toured the lab before, but there was much new to see and learn.

We held our annual Pilot of the Year banquet in June. This year's POY is Lena Wilson, our Chapter Treasurer, who is acquiring ratings with amazing speed. Lena, for whom English is a second language, also tutors other students in accounting at her community college and works part-time to pay for her lessons.

A second highlight of the banquet was the awarding Chapter scholarships. Eleanor Todd Aviation Scholarships were awarded to Anastasia Vetrova, Long Beach Chapter, for a multi-engine rating and to Melanie Seymour, Fullerton Chapter, for a commercial certificate. The Shirley Tanner Memorial Scholarship was awarded to Patricia (Trish) Magdaleno, Orange County Chapter, for a private pilot certificate. We wish much success to our scholarship winners, who were selected from an impressive field.

— Shirley McFall



Lena Wilson, Pilot of the Year

NOLA CHAPTER

On June 1, nine members of the NOLA 99s and SE Section Governor Ramona Banks, attended the new Broadway musical, *Come From Away*, at the Saenger Theatre in New Orleans. *Come From Away* tells about events surrounding 9/11 and how a plane piloted by 99 Beverley Bass was forced to land in Gander, Newfoundland and how all the passengers were welcomed for an unplanned stay on the tiny island.

After the musical we were taken on a back stage tour arranged by Beverley where we met Becky Gulsvig, the lead actor playing Beverley, and obtained insight as to how she prepared for the role. After that we had a wonderful dinner in a nearby French Quarter restaurant.

On June 10-14, the NOLA 99s sponsored an Aviation Career Education (ACE) camp for nine high school students and a member of the St. Croix Island Paradise Chapter at the Louisiana Regional Airport (KREG). ACE camp is a hands-on introduction to aviation for high school students interested in exploring aviation as a career or hobby. ACE camp instructors were experienced pilots who are active members of the NOLA 99s.

Topics included airport design, airplane and aviator teaching principles of flight, parts of an airplane, and pre-flight; weather; flight planning, including working with sectional

charts and the E6B; and radio communications.

The June meeting of the NOLA 99s was also held at Louisiana Regional Airport at the conclusion of Tuesday's activities with 14 members in attendance and Rhonda Campbell from the St. Croix Island Paradise Chapter.

—Karen Weldon



Nola Chapter members and friends enjoy the Broadway musical "Come From Away."

GRASS ROOTS

Chicago Area Chapter

Chicago Area Chapter members and guests gathered at Northern Illinois Poplar Grove Airport (C77) for our first event of the summer, a Hangar Party and Installation of new officers.

Our hostess Mary Lou Erikson and her helpful 49½, Gregg, provided both their hangar and a delicious lunch. We also enjoyed a “Search the Hangar” game (with prizes!), a super swap meet, and yes, a little bit of business.

Madeleine Monaco conducted an Installation of Officers ceremony. The gavel was passed from outgoing Chair Jill Feldman to new Chair Eva Kozlowski. The position of Vice Chair was passed from Natalie Berman to Mona Knock. Outgoing Secretary Mary Lou Erikson passed the airplane pen to Cynthia Madsen, and Madeleine Monaco passed the ledger and endorsement stamp to new Treasurer Colleen Murphy.

We had a 50-year member and lots of 40, 30, 20 and 10-year members. We also had new or very recent members and a number of student pilots reporting on their progress in flight training. We had high time pilots and CFIs, an FBO manager and chief pilot – 99s all.

The Swap Meet offered lots of clothes, household goods, games, jewelry, and just “stuff.” All items remaining were delivered to a local charity.

— Diane M. Cozzi



Chicago Area Outgoing Officers (standing): Jill Feldman, Natalie Berman, Mary Lou Erikson, Madeleine Monaco; New Officers (seated): Eva Kozlowski, Mona Knock, Cynthia Madsen, and Colleen Murphy.

Long Island Chapter

The Long Island Chapter had five members in attendance at this year's International Convention. Pat Ohlsson and Diane Fisher drove up from Florida, while Naraline Coqk and Nancy Neumann drove from Long Island. Rachel Siegel and her mom Jennifer flew commercial. Rachel attended the Professional Day on Tuesday.



From left, Diane Fisher, Naraline Coqk and Patricia Ohlsson.

“The 99's sure know how to plan a Conference,” commented Pat Ohlsson, who was elected a Trustee to the Endowment Fund Board Committee for a term of three years.

We were saddened to hear of the passing of one of our Long Island Charter Members, Doris Abbate. She was our Parliamentarian, mentor and friend. She was always a great helper and knowledgeable advisor for whatever the Chapter needed. Ron Abbate donated her 99 Wings to the recent International Conference to be used at the auction.

In June, the Bayport Aerodrome Society and the Antique Motorcycle Club of America celebrated a vintage transportation event. Long Island Ninety-Nine JC Follender supervised the CAP cadets who volunteered to help assist with crowd control, parking cars, and giving directions and information. The Antique Airplane Club displayed many bi-planes and other older airplanes based there. Even some modern airplanes could be seen and enjoyed.

JC Follender was active with the cadets while helping at the Bayport Aerodrome Society Annual Pancake Breakfast in July, making and serving the pancakes. In the fall, JC will oversee the CAP Airmen's Leadership Academy at their overnight bivouac at the Bayport Aerodrome grass strip. The Bayport Aerodrome is the only public grass field on Long Island and sponsors many events which include The 99s.

— Patricia J. Rockwell



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Books



By Jacqueline Boyd
Senior Book Review Editor

Me And The Sky: Captain Beverley Bass, Pioneering Pilot

By Beverley Bass with Cynthia Williams
Pictures by Joanie Stone

ISBN: 978-0-525-64549-8, Rhcbooks.com @randomhousekids
US \$17.99/\$23.99 CAN

The story in this book beautifully chronicles Beverley Bass's flying dreams and career. Although I think the "washing machine" is a little overused as a connector-image, the content of the text is the obvious outcome of much thought. Dealing with being a female in a man's world is handled particularly well, and the verbal illustrations of those "moments" are well done. It's as much a

lesson for women in the early stages of the airline world as it is for history.

Joanie Stone's illustrations are particularly satisfying. I love the inside leaf of the book. While the book is also available in an ebook format, I would recommend the hardcover version. It's produced in a larger size than some (8.5 x 11) and would make a great gift. This is really one where the quality of the book outside matches the quality of the book inside.

The timing for the release of *Me and the Sky* coincides with the 18th anniversary of the 9/11 disaster, a tragedy in our history with which American Airlines Captain Beverley Bass has an intimate connection. Bass's flight from Europe was one that was grounded in Gander, New Foundland, and has now sparked its own bit of history with the advent of the "Come From Away" Broadway musical phenomenon. In fact, the last few pages in the ending section, "Beverley Bass, Trailblazer," are a synopsis of her history, including the Gander time period, and brings us up to the present moment of her life.



Saturday, November 2, 2019

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LETTERS

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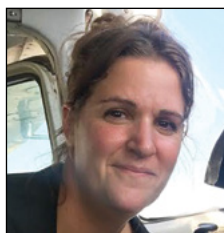
I am so honored and grateful for the Award given to me at the recent Dayton Conference. To my dear friend, Joan Kerwin, for suggesting it, to my Chicago Area Chapter officers and members for endorsing and nominating me, and to The 99s for offering so much opportunity for growth and commitment to the mission of The Ninety-Nines. I was very pleased to be chosen and very happy to have been presented this honor by President Jan McKenzie.

— Madeleine Monaco

A Double Correction

In the Amelia Earhart Scholarship section of the July/August *Ninety-Nines* magazine, the name and school of scholarship recipient Abbey Cross, Santa Maria Valley Chapter, were incorrect. She attends Middle Georgia State University in Eastman, Georgia (USA). She is using her Academic Scholarship for financial assistance towards completing her BS in Aviation and Aerospace Management, as well as her flight certificates to prepare for a career with the airlines. Our apologies to Abbey for the errors.

— Danielle Clarneaux, Editor



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:

Jim Griffin Sr., August 21, 2019

49½ of Jean Griffin, Eastern New England Chapter

Jo Neal, April 2, 2019

Indiana Chapter

Katherine 'Kate' Macario, September 6, 2019

Eastern Pennsylvania Chapter.

Mary Jane Rice, July 17, 2019

Minnesota Chapter

Mary Jane was the longest continuous member of the International 99s, joining in 1949.

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.

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