



Ninety-Nines

Inspiring Women Pilots Since 1929

September/October 2020

A High Flying Family



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Inspiring Women Pilots Since 1929

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Contents

Ask a DPE — by Julie Paasch

p.7

Amandine Hivert: Following the Contrails
of her Father and Grandfather

— by Linda Mae Hivert

p.10

Florence Shutsy Reynolds
A WASP Forever

— by Roberta Roe

p.12

Florence ‘Shutsy’ Reynolds was born with the heart of a pilot. She became the first woman to earn a pilot certificate at her local airport and later qualified for the Civil Air Patrol. Shutsy’s next dream was to train as a WASP. She was admitted to the program and graduated in 1944.



PAGE 12



PAGE 7

The Ninety-Nines magazine welcomes new columnist, Julie Paasch, a pilot for 21 years and now a DPE. She’s ready to answer your questions, and, as she says, there are no “dumb ones.”



PAGE 8

Southwest Section Vice Governor Dea Payette was crowned Mrs. California on August 15, 2020. She will then compete for the National title of Mrs. America in Las Vegas, Nevada. It is a preliminary competition to the Mrs. World pageant.

On The Cover

French Section member Amandine Hivert is a third generation pilot, following her father and grandfather into the skies. She is now married to an aerobatic pilot, and she also competed in intermediate aerobatics. Amandine flew for a boutique airline serving Newark and Nice. She still trains on the Airbus and practices aerobatics. See story page 10.



Photo by Gillard et Vincent

Although the presentation of the 2020 International Awards lacked its usual fanfare due to Covid-19, the awardees are diverse and impressive in their fields. We offer our congratulations and will hopefully see some of them at next year's convention. Right: Laura Ohrenberg, President's Award.



PAGE 14

September/October 2020

Volume 46, Number 5

Contents Continued

2020 International Awards
— by Jacqueline Boyd | p.14

It's a Gyroplane!
— by Sue Benua with Sue Lin | p.18

With Her All The Way
— by Carol Levine | p.20

Allison Couch — From Flight Attendant
to Pilot Cadet
— by Allison Couch | p.22

In Each Issue

Calendar	p.4
President's Message	p.5
Touch & Go	p.6
Holding Short	p.8
Careers	p.24
Milestones	p.25
Grass Roots	p.26
New Horizons	p.31
Friends of The Ninety-Nines	p.31



PAGE 18

After spending years raising a family, Eastern New England Chapter member Sue Benua decided to return to the sky, this time in a rarely seen gyrocopter. Sue says gyro flying may not get you there in a hurry, but "that isn't a bad thing if you want to enjoy the flight time."

About a year ago, Carol Levine started a new job training army helicopter pilots and non-helicopter pilots to obtain their private pilot certificate. One of her first students was a Blackhawk helicopter pilot who last year served in Afghanistan. "We were both in it to win it," says Carol.



PAGE 20



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.

CALENDAR

2020

NOVEMBER

- 6-7 **International Board of Directors Fall Meeting**, virtual format.

- 14 **42nd Annual Okie Derby Proficiency Air Rally, Sundance Airport, Oklahoma City, Oklahoma.**

SEPTEMBER

- 17-18 **Forest of Friendship Celebration – World Friendship through Flight**, Atchison, Kansas.

- 24-26 **99s Fly-in**, McKeller-Sipes Airport (KMKL) Jackson Tennessee. Registration is free for the weekend of events. There will be both camping under your wing and a block of hotel rooms available for a nightly rate. Enjoy aviation competitions, educational seminars, movie nights, fun, food, camaraderie, rental aircraft available for currency flight instruction and night currency.

DECEMBER

- 4-9 **India Section Conference**, New Delhi, Agra, and Jaipur. Ninety-Nines are invited to experience the sights, sounds, flavours, and history of “Incredible India” through a six-night/seven-day program, beginning and ending at New Delhi. The itinerary includes an exciting tour of the three most fabled cities of India — the capital city of Delhi (where the old culture and architecture coexists with the new), Agra (for its famous Taj Mahal), and Jaipur (popular for its handicrafts and UNESCO World Heritage sites). For those interested, send a message to Governor Nivedita Bhasin to be added to the India Section 99s Conference WhatsApp group.

2021

JANUARY

- 31 **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.
- 31 **Deadline for 2021 International Awards Submission.** For more information, email Awards@ninety-nines.org.

MARCH

- 19-21 **South Central Section Spring Meeting**, Baton Rouge, Louisiana.
- 1 **Australian Section Annual Meeting**, Broken Hill, New South Wales, Australia.
- 13-18 **Sun 'n Fun Aerospace Expo**, Lakeland, Florida.
- 24 **New York-New Jersey Section Spring Meeting**, Oneonta, New York.

APRIL

- 8-11 **Southwest Section Spring Meeting**, Nugget Hotel Casino, Sparks, Nevada, hosted by the Reno High Sierra Chapter. Depending on the status of the virus, there will be a tour of Top Gun at NAS Fallon.

JUNE

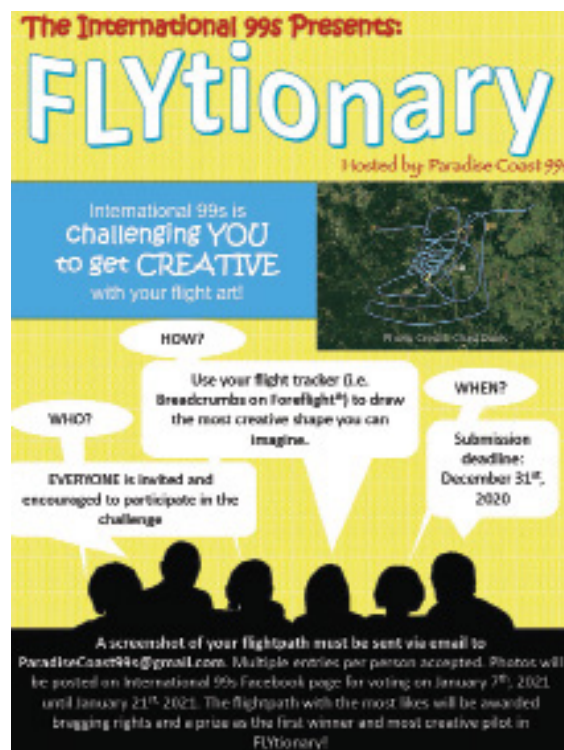
- 4-7 **New Zealand Association of Women in Aviation Annual Rally**, Motueka, New Zealand.
- 5 **New Zealand Section 99s Annual General Meeting (AGM)**, Motueka, New Zealand.

JULY

- 7-11 **2021 International Conference and Career Expo on the Queen Mary**, Long Beach, California.
- 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.

AUGUST

- 13-15 **Palms to Pines Air Race**, California to Oregon.



PRESIDENT'S MESSAGE

Making Lemonade Out of Lemons

A while back, a friend tried to explain his involvement in a local group of pilots. He wrote, "We fly because something inside us craves it, and you can't put that down in words. 'You either get it' – or you don't. Part of the fellowship of flying is spending time with those who belong to this fraternity... oops, fraternity/sorority."



Connecticut Chapter members Denise Robinson and Laurie Strand fly in the New Jersey Chapter's Poker Run.

Our lives are busier than ever! At least, it seems that way to me. We are busy with jobs and families, perhaps education and training, and all the associated responsibilities. If you are like me, you also belong to numerous professional organizations, civic groups, and social clubs, each requiring an investment of your time and energy.

At the end of the day, I'm exhausted. There is a big temptation to slink home, shut the doors, close the curtains, and lock out the rest of the world. But no matter how hectic life gets, I cherish my membership and involvement in The Ninety-Nines. This wonderful organization is my "magic pill." Being around other 99s always energizes and restores me!

However, that doesn't happen by accident. I must give my time and energy to make it happen. I've found that the more effort I put forth, the more benefits I reap.

Now with many in-person activities postponed or cancelled due to the pandemic, getting and staying involved can be even more challenging...or not. Many Chapters and Sections have been gathering online, offering a wide variety of activities ranging from business meetings, educational classes, and safety seminars to aviation-themed bingo and trivia games and just-for-the-fun-of-it social chats. While not the same as in-person gatherings, these online events allow members to participate regardless of their physical locations. In fact, many Chapters have reported seeing members for the first time in years... if ever. What a great way to make lemonade out of lemons!

During the COVID-19 shutdown, many Chapters have found ways to have in-person meetings and events while still maintaining safe social distancing. One Chapter enjoyed a socially

distanced campout, no doubt sharing lots of aviation stories around the campfire. Several Chapters and Sections participated in flyovers to honor three WASP, two of whom are 99s Life Members. We've also seen quite a few new compass roses being painted by our Chapters.

While maintaining six-foot distancing, many members have been busy flying, taking fun sight-seeing trips, flying missions for Pilots N Paws and other worthy humanitarian causes, stretching their wings by making long solo cross-country flights or simply practicing maneuvers to stay proficient.

Even so, the last several months haven't been all fun and games. The aviation industry has been particularly affected by the pandemic, and many of our members are facing furloughs and layoffs. In another "make lemonade from lemons" moment, with the help of Jenny Beatty and a team of professional pilot 99s, we've launched a new Facebook page, Pro Pilots 99s, where women pilots can share, learn, and encourage while discussing all topics related to pilot careers: scholarships, mentoring, job search, challenges, job loss, career development, leadership, and more.

Despite the challenges and roadblocks, despite how busy and hectic our lives are, we cherish the support and camaraderie we gain by being involved in The Ninety-Nines. Through all that we face, we recognize the need to be involved with others who are also drawn to the sky and understand the magic of flying.

So that's the challenge — to me and you. Get involved and stay involved. The rewards are limitless!

Although I often think about reducing my workload, I know that I will never give up my involvement in The Ninety-Nines. By belonging to this wonderful organization, I've found a group of people who understand what it means to be a pilot. As my friend wrote, you "get it." Hallelujah!



Corbi Bulluck
International President



Oregon Pines Chapter members enjoy an outdoor get-together.

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TOUCH & GO



John Wayne Orange County Airport now features an exhibit that showcases aviation items and photos from The Ninety-Nines history. Above, Jessie Wood's parachute scarf was created from a parachute. She and her husband Jimmie had the longest running air circus, the Flying Aces Air Circus. Jessie also served in the Civil Air Patrol during WWII. Included in the display are Ruth Rukert's cap and goggles. She served as a WASP and later Governor of The 99s Southwest Section and International Treasurer.

WASP Exhibit at John Wayne Airport

By Irene Engard and Shirley McFall, Orange County Chapter

The Orange County Chapter is excited to announce an exhibit in four free-standing display cases located in John Wayne Orange County Airport (JWA/KSNA).

As Ninety-Nines, we are always looking for ways to educate the public about our history and purpose. The idea of a display showcasing local aviation came about when Marisa Unvert, manager of Customer Relations at JWA, shared a post by Sanjal Gavande, our Chapter's Public Relations Chair, about the WASP history display at the San Antonio Airport Terminal.

Marisa introduced Sanjal to Jeffrey Frisch, Arts Program Coordinator for JWA. The display could not have come into existence without the efforts of Sanjal, now Orange County Chapter Chairman; Jeffrey; the generosity of the 99s Museum of Women Pilots coordinated by museum manager Shaylyn Sawyer; and Ninety-Nines Past International President Pat Prentiss. Everyone involved worked hard to make the display interesting and relevant to travelers while conveying the history and importance of The Ninety-Nines.

The 99s Museum of Women Pilots loaned items of historical interest for the display, including logbooks (one from Jackie Cochran), a white flying scarf made from a parachute, pilot goggles, and a soft helmet.

Pictures of members and past meetings illustrate our long history, including a 1934 Southwest Section Annual Conference in Oakland and a 1978 Palms Chapter meeting at Santa Monica Airport. Personal memorabilia include Lucille Wright's WASP pin, Wanda Gannon's compass rose pin, and Mary Ann Greer's embroidered emblem patch.

A prominently placed placard outlines the formation and early history of our association, our mission statement, and those who collaborated to bring the display into reality.

Despite the global pandemic, our passion and enthusiasm for aviation and the influences of history are shared with all who pass by.

You can find the Orange County Chapter's display located within the secure departure area of Terminal C, opposite Gate 14, in the Vi Smith Concourse Gallery. It will be available for viewing through March 2021.

Nobi Buntin Receives Memorial Scholarship Honoring Alice Ecalle

The newest Scholarship on the International Scholarship Registry is the \$5,000 Alice Ecalle Memorial Scholarship. The scholarship was won by Nobi Buntin, Aloha Chapter.

"It is a tremendous honor to be selected for the Alice Ecalle Memorial Scholarship," says Nobi. "Receiving this incredibly generous scholarship will enable me to expedite my advanced flight training to become a commercial pilot. Aloha nui loa to everyone who believed in me and offered support as my dream continues to morph into reality."

Alice Ecalle was an ambitious, charismatic, accomplished pilot in a field dominated by men. She dreamed of flying commercial but tragically lost her life at the age of 34, along with her husband and two young children, in a plane crash before reaching her goal. In one interview with an airline, she was told they would not hire her simply because they did not believe that mothers could be commercial pilots.



Alice Ecalle Memorial Scholarship recipient Nobi Butin.

While gender equality has evolved since Alice's time, women only account for five percent of professional pilots around the world. The Alice Ecalle Memorial Scholarship committee believes that having more mothers in the commercial aviation workforce will create a positive impact, opening the aviation industry's doors to more women. Having more mothers piloting planes and commanding flight crews will also improve the experience of all moms who fly, whether in the cabin or the cockpit.

To honor Alice's legacy, her brother Ted Brennan, his friends and family support mothers by alleviating the financial burden of commercial pilot training. For more information, please visit the www.rememberingalice.com website.

—Robin Hadfield



Alice Ecalle and her family lost their lives in a tragic airplane accident. The Memorial Scholarship honors Alice's legacy.

Ask a DPE

By Julie Paasch
Air Hearts-Utah Chapter



I remember my first day of ground school. My instructor was starting to teach us about systems, and I was so excited and terrified. He started describing the four-stroke cycle. I had no idea what a cylinder or piston was, and I didn't have the courage to raise my hand to ask.

Since becoming a Designated Pilot Examiner, I have found that applicants and instructors often have questions and are reluctant to ask them. DPEs don't have all the answers, but we often can point you in the right direction. I am excited to partner with The Ninety-Nines to have a column where members can email me a question, and I will choose one question to answer in each issue. It can be anything from a technical question, checkride advice, or something related to flight training.

For the last 21 years, I have had the privilege of flying airplanes with a wide variety of experience. I have been a contract corporate pilot for the last 16 years and a DPE for six years. My experience also includes eight years as a Chief Pilot and part 135 experience. In addition, I was awarded my first type rating through the 99s Amelia Earhart Scholarship.

If you have a burning question you would like answered, you can email me at askadpe99@gmail.com. Include your question, your first name and Chapter if you'd prefer to remain anonymous. I look forward to hearing from you. There are no dumb questions!

HOLDING SHORT

“Classic” ARC Memories... The 1984 Air Race Classic

About one month before my wedding, I flew as co-pilot with Diana Peterson in the 1984 Air Race Classic. We flew in Diana's Beechcraft Bonanza F33. It was our first Air Race Classic. The race route was Pasco, Washington, to Gainesville, Georgia — 2,214 statute miles. Our call sign was our race number, Classic 25. Bob Hoover was the race starter.

The challenge of flying over unfamiliar terrain and not getting lost was fun. Then landing at each stop — Rock Springs, Wyoming; Scottsbluff, Nebraska; Dodge City, Kansas; Joplin, Missouri; and Paducah, Kentucky — included meeting local pilots, interviews with the press, and then hangar flying at night with our sister racers. Finally we landed in Gainesville to great fanfare and an awards banquet.

—Lynn Kastel Hsia, Antelope Valley Chapter



1984 Air Race Classic pilots Lynn Kastel Hsia and Diana Peterson.

99s Compete for Mrs. America World Title

As we know, members of The Ninety-Nines are very talented, and not only in the field of aviation. Two U.S. members recently stretched their wings and entered competitions that enabled them to share their message that aviation is open to everyone regardless of age or gender.

Bakersfield 99s Chapter Chair and Southwest Section Vice Governor, Dea Payette, was crowned Mrs. California on August 15, 2020. She went on to compete for the National title of Mrs. America in Las Vegas, Nevada. This is a preliminary competition to the Mrs. World pageant to be held in Sri Lanka. Dea is a private pilot working on her helicopter add-on.



In addition to Dea, Kitty Hawk Chapter member Rae Banks wrote: “I wanted to let you know that although I didn’t win Mrs. North Carolina, I placed in the top 10, but more importantly, I won the ad page award! My ad about my platform, supporting females in flight, got recognition and attention, and I thought that was wonderful.”

RAE BANKS
MRS. JOHNSTON COUNTY AMERICA

Critical shortage: 42% of pilots will retire over the next decade

Only **6%** of pilots are women

My platform generates female interest in aviation to help ease the impending shortage and increase the 6%

SUPPORTING FEMALES IN FLIGHT

[HTTPS://RAEBANKS.COM/SIXPERCENT](https://raebanks.com/sixpercent)

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Catching up with Nour Utayim

Montreal Chapter member Nour Utayim, who recently graced the cover of the *Ninety-Nines* magazine where she shared the story of chasing her dreams from Syria to Canada, is excited to announce her next achievement:

Following the great news of me being one of the AEMSF winners, I finally completed my multi-engine rating two weeks ago! I then started IFR on the multi and got it two days ago. All while working as an instructor.

I'm very grateful to The Ninety-Nines for having given me this golden opportunity!



Spaceport Chapter Announces Scholarship Winner Rachel Cuthrell



The Spaceport Chapter awarded their annual scholarship to Rachel Cuthrell. As of August 11, Rachel passed her instrument check ride and is now working on her commercial certificate.

Rachel is currently a student at Flight Safety in Vero Beach, Florida, on the path to be a multi-engine professional pilot.

She has been interested in flying since attending her first air show when she was seven.

Rachael attended the Coast Guard Academy, graduating in 2013. She served in the Coast Guard in many capacities until 2018 when she moved to Vero Beach to pursue her flying dreams.

COVID-19 has slowed her progress considerably, but she is determined to follow her dream.



Good News to Share...

While 2020 has been a challenging year, we've been getting a lot of good news to report on too. Recently San Fernando Valley Chapter's Lisa Fusano reported that their member Annelie Hubinette "has really hit it out of the park this year!!! As a single mother homeschooling four beautiful daughters, she never ceases to amaze me!

"Not only has she achieved her Instrument and Commercial recently but she has just successfully graduated from: Glendale Community College, A.S. Pilot Training, A.S. Aviation Administration, GPA 3.8"

Annelie was able to complete the double degrees with help from an Amelia Earhart Memorial Scholarship she won in 2019.



Amandine with her competition aircraft.

French Section Member Amandine Hivert Follows the Contrails of Her Father and Grandfather

By Linda Mae Hivert, Reno Area Chapter

French Section Ninety-Nine Amandine Hivert was fortunate to be immersed in aviation her entire life, following in the paths of her father, grandfather and grandmother. Even as a third-generation aviator, Amandine struggled on her path to a flying career.

Her introduction to aviation began with a glider flight when she was only 10, and she continued to accumulate 80 soaring hours as a teenager. "I realized I wanted to make career in aviation during my first time in command of a glider."

However, she took her first aerobatic flight in a glider and did not enjoy it. "I was badly installed in the glider and didn't touch the command."

Aspiring to become a fighter pilot, she dreamed of following her grandfather's adventures. He learned to fly in the U.S. Air Force with the Mutual Defense Assistance Program during the Cold War and in the French Air Force. Her father was also an airline captain

for several French airlines.

"I have always had a particular attraction for this area. I did a few trips with my father. The revelation happened when I was 14, during a gliding course. Once at the helm, I caught the virus, and it has never left me.

"What I like when I'm flying is a feeling of well-being. I'm in the right place, everything seems easier in the air. When you are flying, you leave all your problems on the ground, we free our mind and are concentrated on the flight, and what a view! There's also no flight like another. You always learn something with each flight."

Later realizing she could handle the G forces, it was aerobatics nonstop, first in the Cap 10, then the CR 100 and Extra.

"What I like about aerobatics is surpassing myself. I think it makes us better pilots, enabling us to learn unfamiliar phases of flight, such as stalls, spins, unusual positions, and I have my competitive spirit."

Amandine became a 99 when the new French Section was created in 2010. She flew with them at Le Bourget Air Show for Women's Day that year. In answer to the call for women pilots to show their inspiration for flying, she wore her grandfather's French Air Force uniform.

"What I prefer about The 99s is mutual aid, the sharing of experience, a network that allows women to know that it is possible to make their dreams of becoming a pilot come true, whether professional, military or for leisure."

After returning from the U.S. after earning a private pilot certificate and while training for her ATPL, she worked at Dassault Falcon Service at Le Bourget Airport. "For my maturation, I did aerobatics; it was a revelation for me, a new passion was born. I still practice and align myself with regional and national competitions."

Amandine is competing in the French National Aerobatic Championships in the Intermediate Category this September.

She met her future husband, Baptiste Vignes, during a Regional Aerobatic competition. With this potential world class aerobatic champion, she continued aerobatic training and fell in love. When Baptiste was hired to teach aerobatics in another town, they left Paris. He started his own business, coaching and competing in world aerobatics, including the world-renowned Red Bull circuit. Amandine floated around Europe interviewing and training for an airline flying position.

"After starting his own business, aerobatic coaching and the Air Race, we were able to choose where to live. We moved to Le Havre in Normandy, where Baptiste grew up. We often flew at Bernay during this time as Baptiste was instructor at the Aero Club."

They finally settled at the small airport in Bernay, which was a popular aerobatic venue. Their home on the airport includes an attached hangar and is a "project" that has received some well-deserved attention during the pandemic.

"On our last trip, her grandfather and I viewed in awe the shelves and cases filled with World Aerobatic Championship and Red Bull trophies from around the world," says her grandmother Linda Mae Hivert. Amandine also competes in Intermediate Category aerobatics.

With her grandfather's relentless support and encouragement, Amandine landed a flying position with La Compagnie, a boutique



airline with business class service only, serving Newark and Nice out of Paris. She initially trained on the Boeing 757, which has been retired, and subsequently on the Airbus 320 until she was furloughed due to the pandemic. She still trains on the Airbus, practices aerobatics and enters competitions.

Amandine is glad to be flying again after several months working with her husband on their "digs" at Bernay during the shutdown. Baptiste is heavily involved as developer and pilot for a new two-seat aerobatic trainer, Integral, by Aura Aero in Toulouse.

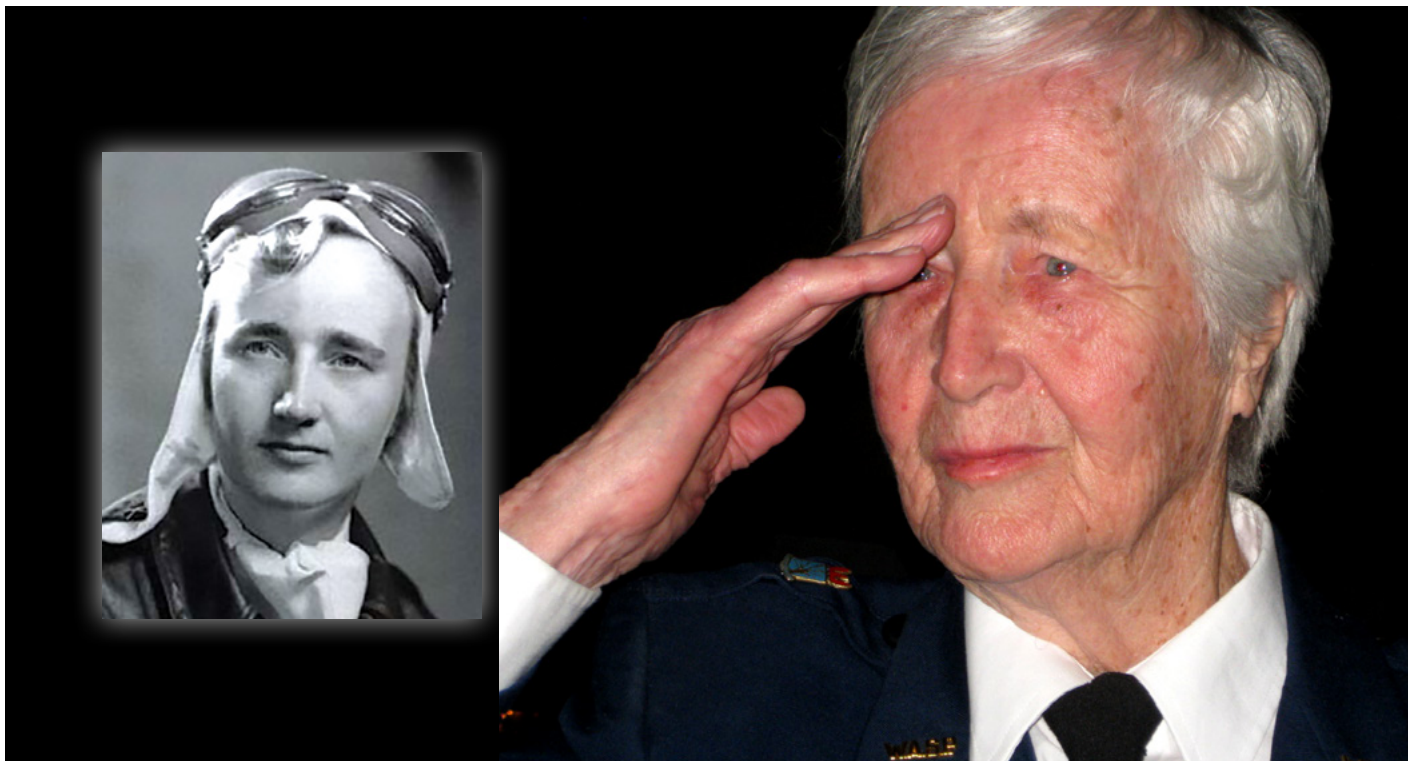
She offers advice to other young women pilots. "I often say I am proof that there is not only one way to become a pilot, and I often borrow the quote from Antoine de St Exupery, 'Make your life a dream and a dream come true.'"

Her grandfather and I are immensely proud of Amandine's contribution to the Hivert family's aviation legacy and becoming a member of The Ninety-Nines like her grandmother.



Photo above: Amandine's "Top of the Loop."

Left: First Officer Amandine Hivert and crew on her inaugural flight to Nice.



Florence *'Shutsy' Reynolds* **A WASP Forever**

By Roberta Roe, Greater Seattle Chapter



Shutsy Reynolds was born March 4, 1923, in a house in Connellsville, Pennsylvania. While still in grade school, she told her family she wanted learn to fly someday. "They all laughed. I wasn't laughing," recalls Shutsy.

Eleven years later, she became the first woman to earn a pilot certificate at her local airport in Connellsville, Pennsylvania. Today the terminal is named Shutsy Reynolds Terminal in honor of her.

After Shutsy graduated at 17 from Dunbar Township High School in 1940, she took ground school. The five highest test scores would give those students the opportunity to enter the Civil Aviation Program (CAP).

She was in a class with 50 men and unsure about her chances of making it into the five highest testing students. She stuck with it and emerged in the top five, winning a scholarship and a chance to learn to fly. Encouraged by her instructors to give the spot to a man, she declined. That gave her the opportunity to enter the government's Civilian Pilot Training Program at Connellsville Airport. She was 18 when she flew for the first time.

Shortly after earning her certificate, the government barred women from the program because it expected to prepare more male combat pilots. By the end of the year, the Japanese attacked Pearl Harbor and the U.S. entered World War II. The demand for male combat pilots and a lack of state-side pilots to ferry planes from the factory to distribution points presented a need for additional pilots.

She read about the Women Airforce Service Pilot (WASP) program that, in 1942, combined two women pilot Army Air Force programs headed by Jacqueline Cochran and Nancy Harkness. At the time, candidates needed to be 21 to join. When the age limit was lowered, Shutsy was admitted to the program and graduated in Class 5 in June 1944.

She was 20 years old when she paid her own way to Texas. In December 1943, it took her six days by bus to get to Sweetwater. The next day, several pilots were transported to the base at Avenger Field. She called it a “cattle truck.” As the women arrived at Sweetwater, they were assigned to sleeping bays. Each bay held six Army cots, six lockers, two study tables and six chairs. There was one bathroom with two showers, two sinks, and two commodes for two bays.

“I was rather naïve, and boy, did I learn a lot from the bay mates. It was an education living with girls from all over the United States with different social experiences. None of us could fall asleep right away. They discussed their families and their lives.”

There were 12 girls to prepare in the morning for class, calisthenics, marching or flying. Competition was not an issue as the women formed friendships that have lasted a lifetime.

After each pilot returned from her first solo flight, she was thrown into the wishing well. A bronze statue designed by WASP Dorothy Swain Lewis was later added next to the wishing well to honor the 38 Women Airforce Service Pilots who had died ? (check original). The WASP enjoyed a wonderful bond.

Shutsy’s flying duties included ferrying damaged aircraft to and from repair depots, testing training aircraft after repairs, delivering cargo, training male cadets, flying tow targets for the male cadets to practice taking down enemy planes and transporting military personnel. “We never knew if we would return from a flight alive.”

Shutsy often flew more than one flight a day. “I loved it, but I worried because we got demerits for everything but breathing, and you could wash out for any reason.”

Shutsy had the opportunity to do what she loves – flight testing aircraft, ferrying aircraft and transporting people for the war effort. As she said “The closest thing to God. I have always felt that way. There is nothing like a solo flight.”

There were dangers too, and she never took for granted she would return from a mission. The training flights could be very dangerous. Shortly after Shutsy earned her wings, a training classmate, Beverly Moses, was killed.

Shutsy had her own challenges when parts on her aircraft failed. Thirty-eight of the women pilots died while flying for the Army Air Force. Shutsy designed a WASP flag with 38 stars that represents the 38 WASP. She flew the BT-13, AT-6B, UC-78, PT-17 and was ready to train in the B-26 when the program was discontinued.

She often recalled the last time she flew the Stearman PT-17 at Avenger Field. She loved flying the AT-6, an Advance Trainer, but loved flying the Stearman. It is nicknamed the Pilot Maker. It is the last early training airplane before the WASP moved on to planes like the P-51.

“We were very serious about our job. We knew the opportunity

was to help the war effort and to get to fly these wonderful planes.” It was hard work, she said. “We knew we were helping the war effort.”

Shutsy was assigned to Merced Army Airfield in California. She said she didn’t fly pursuits or bombers, but she did the jobs the AAF asked of her. She flew personnel and engineering test flights.

She graduated in June 1944 and flew at Merced until the WASP were disbanded in December 1944. Congress declared the program be closed and all records of the WASP were deemed classified and sealed for 35 years.

Shutsy was informed that the WASP would be disbanded by the end of the year just as she was starting training on the B-26 bombers. Shutsy felt betrayed because, “They deactivated us before the victory. We were not prepared for this news. We felt that we had contributed.”

Shutsy returned to her home in Connellsville, Pennsylvania, by bus and hitchhiking. She hoped to stay in aviation and applied with the airlines, but unless she wanted to be a stewardess, they were not interested.

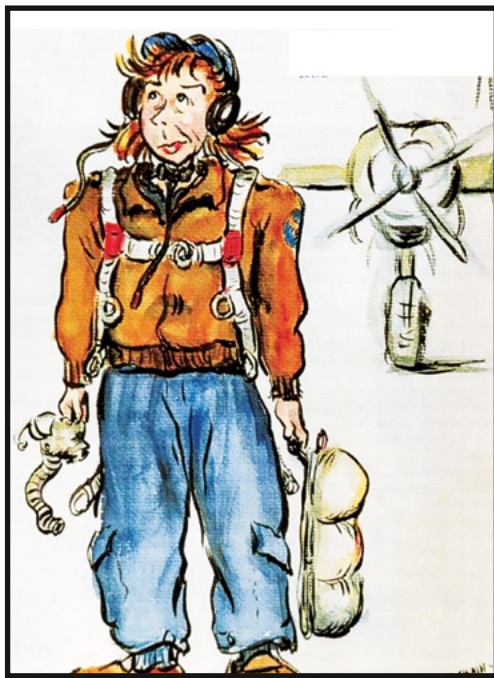
She was anxious and worked all over the United States, from North Carolina and California to Alaska. She worked as an Army Air Force Chief dispatcher in Winston Salem, North Carolina and flight training simulation in Alaska.

She helped her father in his motor repair shop and tried many different options to find her future. In her 90s, she still worked in her father’s shop behind her home on her custom jewelry and rocks she brought back from the Panama Canal Zone.

Shutsy continued her adventurous life, marrying Lyle A. Reynolds in November 1952. They lived in the Panama Canal Zone for the next 16 years. While there, she was assigned to the USAF Reserves, Caribbean Air Command and was promoted to Captain in October 1956. She resigned her commission in October of 1960.

Shutsy received many honors during her life, including the Congressional Gold Medal on March 10, 2010, induction into the International Forest of Friendship in 1999, and the Connellsville Airport, where she learned to fly, named their terminal after her.

Shutsy died on March 15, 2018, at home at the age of 96.



Photos opposite page: Top left, small photo, Shutsy during her WASP days wearing her helmet, leather jacket and scarf. Large photo: Shutsy saluting, forever dedicated to her country and fellow WASP.

Photo bottom, the wishing well at Avenger Field where trainees were dunked after their first solo flight. Photo courtesy WASP Dawn Rochow Seymour.

This page: a self-portrait on the flightline at Sweetwater. It was one of Shutsy's many artistic creations.

2020 International Awards



Mercury 13, from left, top row: Myrtle Cagle, Jerrie Cobb, Jan Dietrich, Marion Dietrich, Wally Funk. Middle row: Jane Hart, Jean Hixson, Gene Nora Jessen, Irene Leverton, Sarah Ratley. Bottom row: Bea Steadman, Jerri Truhill, Rhea Woltman.

The Mercury 13 — *Award of Inspiration*

As part of a privately funded program, the Mercury 13 women successfully underwent the same physiological screening tests as the male astronauts selected by NASA in 1959 for Project Mercury. In the 1960s, some of these women were among those who lobbied the White House and Congress to allow women to be included in the astronaut program. They testified before a Congressional committee in 1962.

All were accomplished professional pilots. All had made flying lives for themselves. Dr. Lovelace and Jerrie Cobb reviewed the records of more than 700 women pilots to select candidates. They did not invite anyone with fewer than 1,000 hours of flight experience. Some of the women may have been recruited through The Ninety-Nines since Jerrie Cobb was also a member.

This group of women, whom Jerrie Cobb called the First Lady Astronaut Trainees (FLATs), accepted the challenge to be tested for a research program. In the end, 13 women passed the same Phase I physical examinations that the Lovelace Foundation had developed as part of NASA's astronaut selection process. Those 13 women were: Myrtle Cagle, Jerrie Cobb, Janet Dietrich, Marion Dietrich (twin of Janet Dietrich), Wally Funk, Sarah Gorelick (later Ratley), Jane 'Janey' Briggs Hart, Jean Hixson, Rhea Woltman, Gene Nora Stumbough (later Jessen), Irene Leverton, Jerri Sloan (later Truhill), Bernice Steadman. When Eileen Collins made her first space launch, in 1995, she asked NASA to roll out the red carpet for the Mercury 13 women. They had led the way, along with our WASP, to enable women today to be astronauts, fighter pilots, airline pilots, and general aviation pilots who love to fly.

We are blessed to have three of our Mercury 13 still with us: Wally Funk, Gene Nora Jessen, and Rhea Woltman. Unfortunately, we lost Sarah Ratley this past spring. We will honor all these women next summer at our International Conference in Long Beach, California.

Laura Ohrenberg —

President's Award



Laura started working at The 99s Headquarters in 2006 as our Accounting Coordinator. She has a background in accounting and an accounting degree. She moved quickly to the position of Membership Coordinator for a few months. Then after only five months, Laura was promoted to The 99s Headquarters Office Supervisor.

Nine months after being hired, Laura was promoted again, this time to Headquarters Manager. Laura very quickly demonstrated invaluable skills and leadership to our organization.

Laura's contributions are various and numerous. Laura assumed the responsibility of organizing and producing the Membership Directory that had been done by a four-member committee.

"Find an Instructor" on our website was Laura's idea, and she implemented this on the front page of our website. She also worked with the website developers to create the new membership database.

Laura was chosen as the recipient of the President's Award because she is the invaluable person who keeps our organization running. International Officers and Directors come and go; however, Laura has the knowledge to keep our beloved 99s soaring above the clouds.

Laura works more than 40 hours a week and is always available evenings and weekends when needed. We could not have accomplished a quarter of what we did in the last several years without Laura's knowledge and cheerful willingness to help. Thank you, Laura, for all you do for The 99s!

Jacqueline Boyd —

Award of Achievement



Jacqueline Boyd was born in Hastings, Nebraska. She's moved through Nebraska, Tennessee, Texas, and finally landed in Angel Fire, New Mexico. She has a BA in Education, an MEd in Aerospace Education, and a PhD in Education and Administration. Her dissertation topic examined work in science and math classrooms using aviation and aerospace as the vehicle. All these educational encounters were woven together by the same thread: aviation and aerospace education.

After learning to fly in 1975, she spent summers writing educational materials for NASA and various state aerospace education publications. After being awarded the Amelia Earhart Memorial Scholarship from The Ninety-Nines, she moved to Murfreesboro, Tennessee, to finish her MEd in Aerospace Education. While there, serendipity intervened when she met and married an American Airlines pilot and "began" her family life with three stepchildren.

She moved out of the formal educational realm when she developed her own business, Aero Infosearch, after one of her husband's first officers decided to start her family and still fly the line. In 1991 that was a relatively "new" situation within the airlines. Her business specialized in writing policy and benefit procedures for female pilots with airlines, corporations, and university aviation departments. She continues this work in a consulting capacity.

She has continued writing for educational and aviation publications. She was a columnist for *Aviation for Women* from 1995 until 2014. She holds WAI member #32. She is currently a contributing writer for *Aviation for Women* and *The Ninety-Nines* magazine. Jacqueline contributes as a "ghost-writer" for several aviation publications and is a sought-after book reviewer.

In addition to her writing, she is a prolific speaker at aviation conferences, STEM conferences working with young women, and educational workshops. She has made more than 75 conference presentations.

Jacqueline is the Chairman of the Amelia Earhart Memorial Scholarship Fund, an Associate Member of Women Military Aviators and an honorary member of ISA+21 (professional female airline pilots.) She also received the Amelia Earhart Memorial Scholarship Research Scholar Grant for her work investigating maternity policies for female pilots.

2020 International Awards

(continued)

Captain Barry Schiff — Award of Merit



With 28,000 hours logged in 361 different types of aircraft, Barry Schiff has received international recognition for his wide-ranging aviation accomplishments. These include having earned every FAA category, class, and flight instructor rating (except airship). He retired from Trans World Airlines in 1998 after a 34-year career flying everything from the “Connie” to the Boeing 747. He was an airline check captain and an FAA-designated pilot examiner. Schiff holds five world speed records including one captured from the Soviet Union.

A best-selling, award-winning author, he has written a dozen books and 1,800 magazine articles over a period of 57 years (most notably in *AOPA Pilot*). Many of his articles discuss personally developed aviation concepts, procedures, and techniques that have received worldwide acclaim and acceptance. He became an aviation writer at age 21 when he founded in 1959 an aviation publishing firm, Aero-Progress, that Jeppesen purchased from him in 1963.

In 1991 Schiff developed the concept of providing general aviation pilots with safe VFR routes through high-density airspace. A legislative bill mandated the adoption of his concept by the FAA.

In 1995, Schiff contributed to the Middle East peace process by leading 35 light airplanes carrying 135 Americans, Israelis, and Jordanians from Jerusalem to Amman, Jordan, thus becoming the first pilot ever allowed to fly between those countries.

His awards include a Congressional Commendation, the Louis Blériot Air Medal, an honorary doctorate from Embry-Riddle, Switzerland’s Gold Proficiency Medal, and the prestigious Lawrence F. Sharples Award from AOPA. He has been inducted into EAA’s Flight Instructor Hall of Fame, the California Aviation Hall of Fame, and the Living Legends of Aviation. He has been a fellow of the Royal Aeronautical Society and a member the Society of Experimental Test Pilots.

Rod Machado — George Palmer Putnam Award



Rod Machado has been a friend of The 99s long before marrying one 33 years ago. He’s helped numerous Chapters raise funds by giving safety seminars. One Chapter rewarded Rod with a brick in the walkway at Amelia Earhart’s birthplace.

His passion is teaching pilots. Rod has taught millions the basics of flying through flight lessons, simulation and training materials. He holds a degree in Aviation Science and degrees in Psychology.

He started flying at age 16, is a rated ATP with all fixed wing flight instructor ratings. Rod is a National Accident Prevention Counselor. He also designed the lessons and is the instructor voice on Microsoft’s Flight Simulator.

Rod was a columnist for *AOPA Pilot* magazine for 18 years and *Flight Training* magazine for 25 years.

His dozens of online courses and books simplify the difficult for students through advanced pilots. YouTube hosts his many free videos designed to help pilots improve their flying.

Rod has taught 99s to fly, given them BFRs and helped them improve their confidence in flying. He was a judge for The 99s International Scholarships for a number of years and was the keynote speaker at the 2002 Ninety-Nines International Conference in Kansas.

Rod donated \$35,000 in private pilot handbooks to many 99 Chapters. The Chapters donated a copy to high school libraries across the U.S. to encourage teens to fly.

Invitation to Submit Nominations For 2021 International Awards

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2021 International Conference in Long Beach, California. The deadline for submitting nominations is **January 31, 2021**.

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. Email your nomination to Awards@ninety-nines.org.

Nominations should be received by the deadline, Sunday, January 31, 2021.

Note: Previous nominees may be resubmitted
Questions? Email Awards@ninety-nines.org

It's a Gyroplane!

*By Sue Benua, Eastern New England Chapter
with Sue Lin, Eastern New England Chapter*

Photo by Olga Mitchell



Sue Benua, Eastern New England Chapter, logged 133 hours over the years while being a busy wife and mother and spending time on the family boat. Decades later, it was time for her to get back in the air, choosing a unique aircraft to fly.

Photos: Above, Sue flew in her gyroplane to Cape Cod to meet friends at Falmouth Airpark.

Opposite page, top, Sue and her gyroplane with Ninety-Nines friends Sue Lin, Candie Oldham, Sherry Grobstein and Sue Benua. Not shown, Olga Mitchell.

Bottom, flying her first gyro solo at Bay Bridge Airport. "It reminded me all over again of my first solo and the OMG-this-is-so-light feeling, even with electing to have a couple of bags of ballast in the left seat."

I first noticed airplanes as a child in upstate New York. Gazing at them overhead, I decided I wanted someday to do the flying myself.

After graduating from college, my first job was in a building right next to the final approach for runway 26 at the Danbury Municipal Airport (KDXR) in Connecticut. I knew it was time to do something about my decision.

I obtained my private pilot certificate but only managed to fly intermittently over the ensuing years. My husband wasn't a pilot, he was a sailor, and we had a racing sailboat that occupied much of the good flying weather.

Decades later, when I lost my husband to a heart attack, I had only 133 hours in my logbook.

My son was just leaving to start college, and I decided to return to school to begin a new career.

After a couple of years in my new job and a move to downsize and shorten my commute, my thoughts turned to flying again. With the usual fits and starts relating to weather, instructor availability, rental planes, and my schedule, I started looking into owning a plane to take one of the variables out of the equation.

While assessing airplanes and figuring out what my “mission” would be, I began noticing the modern gyroplanes. They seemed to tick all the boxes, but I’d never seen one in person. With many questions, I connected with an instructor in California who was within a few hours drive from my son. On a visit in 2019, we drove to Santa Maria for my first lesson from Vance Breese.

Flying any plane results in a large smile, wide-open eyes, and the desire to repeat the experience immediately. It also solidified my desire to not only have a gyroplane but one with a closed cockpit and heat so I could fly year-round in New England.

Further research into available models led me to AutoGyro, and AutoGyro USA in Stevensville, Maryland. The AutoGyro Cavalon has a two-seat, side-by-side configuration and fits in the sport category.

After my first week of lessons with Bob Snyder, I decided this really was the right aircraft, and I made the purchase.

Using all my vacation time, I’d drive to Maryland for a week at a time and get in as much instruction as possible. While training to earn my Sport Pilot certificate, I also did a lot of studying to brush up on my private pilot knowledge. Learning Foreflight was also part of the mix, since the EFB technology was new to me.

The Cavalon stayed in Maryland until I passed my checkride in October, and then it was time to bring it home. I hadn’t flown a solo cross-country in years. Needing to remind myself that I had the skills to navigate somewhere other than around the practice area, I planned a practice run.

Having done that successfully, I had a flight plan for my trip from W29 to 6B6 planned both on the paper section chart and in Foreflight. On completing the check ride, I had 36.2 hours in type, and a Sport Pilot – Gyroplane.

My trip home to Minute Man Air Field took place on a gorgeous fall Columbus Day weekend. I flew two legs, west of Philadelphia and north of New York airspace, with a commemorative stop at



KDXR, Danbury, where I had started so many years earlier. The second leg was from Danbury to 6B6 Minute Man.

Gyro flying may not get you there in a hurry, but that isn’t a bad thing if you want to enjoy the flight time.

I’ve found that in some ways the gyro is easier to fly than a fixed wing, but like all ships, it has its quirks. One of the most delightful characteristics is its ability to immediately change directions while flying. At zero forward airspeed, the gyro will descend under complete control with the rotor always in autorotation. It’s like flying a sport plane with a parachute. Sightseeing is comfortable at 1,200 feet AGL, but with a service ceiling of 10,000 feet, you can take advantage of the tailwinds for long distance travel.

Takeoffs and landings do require a runway, as the rotor needs to have air flowing through it to generate lift. The POH lists a 450-800-foot takeoff roll, and landing is around 450-feet for flare and float, with 0-60-foot rollout.

When you’re done flying for the day, a gyro will fit in a long, narrow garage — no need for a T-hanger, just a 12-foot garage door opening.



With Her All The Way



Despite challenges, flight instructor Carol Levine, right, worked with military helicopter pilot Chloe Flores to obtain her Private Pilot certificate.

By Carol Levine, Dallas Chapter

It certainly has been a strange year filled with many trials and tribulations. I never thought in a million years that I would find myself working as a flight instructor down in Temple, Texas.

Last October I was looking for a part-time job as a flight instructor. I decided to go beyond the boundaries of the Dallas-Fort Worth metroplex where I live, so I started making calls.

Luck was with me as I dialed Kachemak Bay Flight School in Temple. Gary Chambless, the program manager, said he needed flight instructors to fulfill a contract with the military.

I was off the next day driving to Temple airport and meeting Gary. I was hired. He was aware of the long drive if I were to commute, so he recommended seeking a temporary housing situation with another flight instructor close to the airport. Having a place to stay enables me to work during the week as a flight instructor. I come home on the weekends to work in my other career as a physical therapist.

I started at the flight school on November 4, 2019. The job entails training army helicopter pilots and non-helicopter pilots to obtain their private pilot certificate via a credentialing program. We also train civilians for private, commercial and instrument.

Chloe and I were in it to win it. She did extra flights prior to her EOC for her to pass. After her flight, the check airman sent a text that Chloe smoked it: top shelf performance!

One of the students assigned to me early on was Chloe Flores, a graduate of West Point and a Blackhawk helicopter pilot who served last year in Afghanistan performing medevac missions. The first time we met I was required to give a two-hour ground school and then get her up in the air.

It was a very cold and blustery day. I did not hesitate to start teaching stalls right away, since it was part of the syllabus we were using at that time. She told me that flying an airplane was totally different from flying a helicopter. I had never flown a helicopter, so I was completely clueless with regards to the differences.

One thing that has become noticeably clear over the course of these past 10 months is that it's hard to overcome the law of primacy, especially when it comes to getting comfortable with flaring an airplane. Helicopters can hover and land, and you never have to worry about maintaining a glide path at a specified airspeed.

From December 2019 to March 2020, Chloe's progression was hampered by weather, scheduling, and her military commitments. There was also a time and financial crunch since

the military only funded them for 20 hours of flight time. At the beginning of March, when the Covid crisis was beginning to loom like a dark cloud, we started to schedule like crazy. And then came the lockdown.

I returned home from March until May. The flight school offered me an opportunity to return that I could not resist. However, the military pilots were not allowed to fly beyond a specified radius from Ft. Hood. During that time, I started training nonmilitary pilots and working on Power Point presentations for the flight school.

In June, slowly but surely, some of the units were allowed to return to flight training with our flight school. I reached out to my three Blackhawk helicopter pilots (I have nicknamed them my Three Musketeers), including Chloe. She responded that she needed to get this done in the next few weeks.

The sudden urgency became clear with the next sentence. "I am pregnant with twins, and I don't want to get so big that I cannot fully operate the controls."

So now the urgency was not just getting the certificate done within the 20 hours but to get it done so she was also comfortable flying the airplane.

Like anything in aviation, we were confronted with several challenges and adventures in achieving this goal. We also had to find an examiner who accepted a paper Integrated Airman Certification and Rating Application after learning that the one we lined up did not. Now we had to push back the end of course (EOC) check ride with our flight school check airman and search for a new DPE. Luckily, we scheduled one for a Saturday in July.

Chloe and I were in it to win it. She did extra flights prior to her EOC for her to pass. After her flight, the check airman sent a text that Chloe smoked it: top shelf performance.

The next challenge Chloe and I faced was her check ride. It was an extremely long day for me. A new student was assigned to me, and he was chomping at the bit to start flying. I gave him



Flight instructor Carol Levine, right, prepares her student Chloe Flores for her checkride.

two hours of ground school, and then flew with him for an hour. When we landed, Chloe was pre-flighting our airplane early. We flew up to Waco ahead of her scheduled time. She did the oral but held off on the practical because the winds were at the 15-knot demonstrated crosswind. They finally took off and Chloe returned, having passed but close to failing because she didn't fully understand an analog VOR.

A week later, Chloe invited me to come to Ft. Hood for an opportunity to fly a Blackhawk simulator. As soon as I saw the instrument panel, I realized why she struggled with the VOR in the Cessna 172. The Blackhawk helicopters have a glass panel with an HSI (horizontal situation indicator) which automatically points to the VOR when it's set. This was valuable experience for me so that I can train accordingly for my remaining Blackhawk pilots.

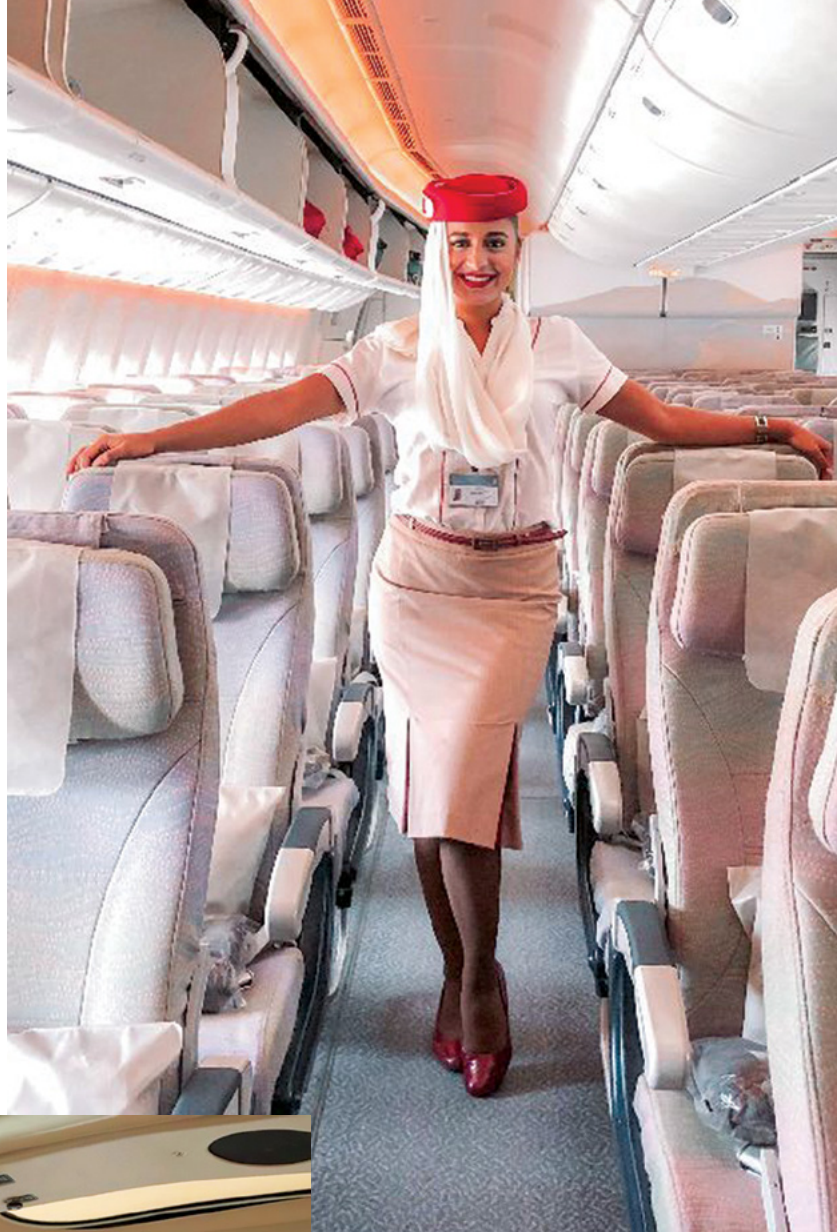
There was a lot of joy and relief for both me and Chloe. She was my first candidate that I sent up for a private pilot check ride. It was touch and go for a while but somehow, despite the Covid, the weather, scheduling and all those components that factor into aviation, we achieved our goal.



Felix Chiota, Designated Pilot Examiner with Chiota Aviation, congratulates Chloe Flores, an Army helicopter pilot, on passing her private pilot check flight. Chloe was a Blackhawk helicopter pilot who served last year in Afghanistan performing medevac missions.

Allison Couch

*From
Flight
Attendant*



*To Pilot
Cadet*

*By Allison Couch, Secretary
First Canadian Chapter*

I was always attracted to aviation, even at a young age, probably because of my father who was an Aircraft Maintenance Engineer and the biggest aviation enthusiast. My incredible journey began when I was a young girl growing up in Singapore. I was born in Montreal, Canada. When I was young, my father was transferred to a posting in Singapore, and my family moved halfway around the world. From being among industry professionals, attending airshows, and sitting in the jump seat of a Boeing 747 as a child, I found my passion.

Following high school and wanting to pursue a career in aviation, I studied Aviation Management at Georgian College in Canada. After graduation, I worked for Ornge Air, an Air Ambulance service provider, as their Aerodrome Conformance Specialist. I oversaw the inspection and maintenance of more than 80 helipads across the province of Ontario, Canada. While working full-time, I was able to take up flying lessons and earned my private pilot license.

Though wanting to be up close to live airplanes, I moved into maintenance planning at Skyservice Business Aviation where I learned about the corporate aviation sector and business aircraft. Subsequently, I became infected with the “travel bug” and joined United Arab Emirates Airlines (UAE) in Dubai as a flight attendant, as I needed to get out and see the world.

I took advantage of the time in Dubai to further my education and obtained a master's degree in Aviation Management and completed a diploma course in Aviation Security Management. While I enjoyed the international experience and learning as a member of the Emirates team, after five years I made the hard decision to leave my career as a flight attendant. I returned to Canada and enrolled in full-time flight training at the Brampton Flight Centre near Toronto.

I will graduate in the first quarter of 2021 from the Integrated



Airline Transport Pilot Licence program with a commercial pilot licence and multi-engine instrument rating, along with airline transport pilot training.

I've been fortunate to gain diverse experience in the aviation industry as I know this will go a long way to helping me become an even better pilot. The international experience at Emirates taught me how to work as an integrated team member with colleagues from a multitude of cultures and backgrounds. I am privileged to have travelled to more than 70 countries.

A defining moment for me was in Jordan where I joined 26 of the Arabian Section Ninety-Nines at their 2019 annual meeting. I met so many amazing women and men who had achieved successful careers as pilots, and so many others who were just starting out. It was their camaraderie, support and encouragement that led me to make the big leap to pursue a career as a commercial pilot.



Photos opposite page, top: Allison in aisle of the Boeing 777 operating from Dubai, UAE to Singapore.

Bottom: She made her dreams come true this year as she achieved her commercial pilot license with a Group 1 instrument rating.

Photos this page, top: Allison spent her time off during COVID-19 time-building on the Piper Cherokee, flying all over Southern Ontario while her flight school was shut down due to the pandemic.

Bottom: “The experience taught me how to work as an integrated team member with colleagues from a multitude of cultures and backgrounds,” says Allison.



BY DONNA
MILLER

*International
Careers
Committee*

Goals and Why They Matter Now

One of the pilots I have been mentoring has a dream of becoming a professional airline pilot. Her laser focus drove her to work hard every day to study and fly and arrange her life in such a way that she could scarcely afford to do anything else. She has a great work ethic and structured each day to fit in all the academics, training flights, debriefs, a healthy meal and a quick exercise session before reviewing her flashcards just before bed.

However, due to COVID-19, all of that changed. She lost her focus and her motivation to continue because there were no jobs on the horizon. More seasoned pilots began sliding back into the flight instructor jobs she was hoping to find. She took her feet off the rudders and started to drift off course.

Part of it was panic, continuing to put money into training for a job that is further into the future than she originally planned. She saw some of her friends at the flight school quit. I asked her about her goals. Have they changed, or have they just gotten lost in the clutter and noise?

Goals are important because they motivate us and shape our lives. They change our behavior in how we spend our time and our money. They impact our decisions and bring clarity and definition to our very fluid lives. What we

want most to accomplish affects us in very profound ways.

So what is it, in this one lifetime that you have here, that you most want? You need to declare your “why.” As I have said before, “The bigger the why the easier the how.” If you have a compelling enough reason to want to do something, you’ll figure out how, pandemic or not.

What I see right now is a great opportunity to get ahead. While so many people have given up and are binge watching on Netflix and waiting for the pandemic to blow over, this is your chance to add another rating, get your four year degree, learn a new type of flying like tailwheel or floatplane.

Have you seen a high school track lately? It’s nearly empty. The one figure on the far side of it is probably a middle age mom training for her first marathon, even if it must be run virtually. There are always the few who see opportunities where most people don’t.

If your goals to fly haven’t changed, take the time to get some clarity. Write them down and tape them to your mirror. Take small steps every day to reach them. It’s okay if that’s not what the rest of the world is doing.

My wise mother always used to say, “If it were easy, everyone would do it.”

These are difficult times, and with all the uncertainty, it’s easy to want to freeze in place and wait for things to get better.

Times *will* get better. And when they do, how much closer to your goal will you be?



Editor's Note

Due to continuing restrictions essential to helping control COVID-19, many of the scheduled activities we usually cover are cancelled. This will provide extra pages to devote to interesting members and creative activities related to The 99s. If you have an idea for a submission, please contact Publications Chair Lori Plourd, 99spubschair@gmail.com, or Danielle Clarneaux, Editor, danclar@comcast.net. We look forward to hearing from you and wish you all good health.



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Questions? hqmanager@ninety-nines.org

Happiness Is ... A New Milestone!

Ashley Benton, Commercial, Oklahoma
Donna Benz, Private, Lake Erie
Holly Blunk, High Performance Endorsement, Commercial, Oklahoma
Nastassia Brossard, Private, Montreal
JungYeun Choi, Seaplane, Florida Suncoast
Olivia Corriveau, Multi-IFR, Montreal
Karissa Davan, High Performance Endorsement, Seaplane Katahdin Wings
Gail Foote, High Performance Endorsement, Commercial, Oklahoma
Sam Fritschle, Instrument, Treasure Coast
Lisa Fusano, Commercial, San Fernando Valley
Tina Hartlaub, A300 type rating, Tailwheel Endorsement, Wisconsin
Ashlynn Higdon, Commercial, Instrument, Florida Suncoast
Jennifer Jones, Private, Florida Suncoast
Rachel Jones, Private, San Antonio
Karen Kalishek, DPE, Wisconsin
Sarah Labbé, Multi-IFR, Montreal
Andrea McDonald, Private, Mississippi
Therese McLay, Commercial, Treasure Coast
Sue Mead, Private, Connecticut
Leah Murphy, CFI, Instrument Rotorcraft, Southwest Section
Haley Randel, Private, Bay Cities
Chiara Sabatini, Instrument, Katahdin Wings
Linda Salzwedel, Private, Wisconsin
Sandra Smith, Instrument, Kitty Hawk
Cassi Terry, CFI, Oklahoma
Maya Welch, Private, Wisconsin
Joan 'Monica' Weyhe, Instrument, Crater Lake Flyers

MILESTONES



Rusty Carbaugh, Commercial, CFI, high performance and complex endorsements.



Rachel Meitler, Private, Antelope Valley.

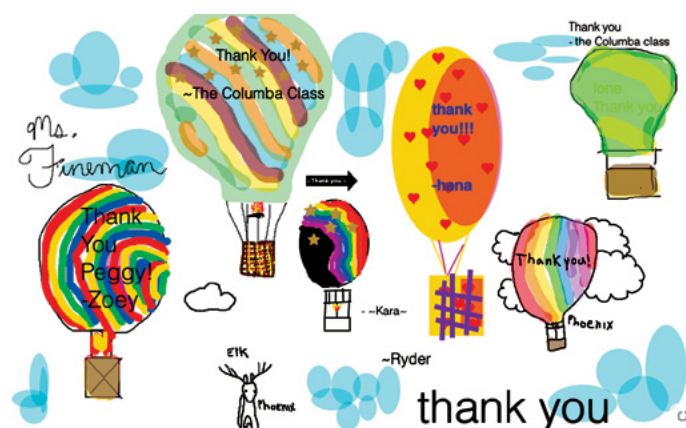


Karen Mitchell, Private, Eastern New England.



Mandy Schmidt, Private, Columbia Cascade.

GRASS ROOTS



social distance? (Just a year ago, who would have expected those words to be in a child's vocabulary?) Another question was what kind of animals do I see from the air and what was my favorite animal sighting? I then showed them a picture of a herd of elk in the foreground with my balloon on the ground behind them. They were very excited about that.

Above is a thank-you card they drew and sent to me in an email. I absolutely love it. I even printed it and have it hanging on my wall above my desk.

It goes to show how much of an impression you can leave on a young mind, so make sure you leave a *good* one.

— Peggy Watson Meinke

Ventura County Chapter

Back in early July, Susan Liebler, Ventura County 99s Chapter member, asked if I would talk to her nine-year-old granddaughter's Columba class at the Gate Academy in San Rafael, California, about flying hot air balloons. The class was studying flying and lighter-than-air aircraft.

On July 24, I connected with the class via a Zoom meeting. I briefly explained how balloons worked and how we have to manage weather and landing sites. I told them I had assembled a few pictures but wasn't sure how to display them on Zoom. Well, leave it to eight and nine-year-old kids to know all about that! So, I was eventually able to show them pictures of my balloon and balloons of all different shapes and sizes.

They had all sorts of intelligent questions: how high do you go? How fast do you go? How do wind currents make a difference to your flight? (Wow, adults don't even ask me that question.) How do you transport your balloon? Was my basket big enough to



Peggy Watson Meinke gave a Zoom presentation about flying hot air balloons to a class at the Gate Academy in San Rafael, California.



Eastern New England Chapter's Second Annual picnic in honor of Amelia Earhart's July birthday at Laconia (NH) Airport.

Eastern New England

Happy Birthday to Amelia! On July 18, the Eastern New England Chapter held its Second Annual picnic in honor of Amelia Earhart's July birthday at Laconia (NH) Airport. In these days of Covid-19, social events are few and far between, so 99s from New Hampshire, Massachusetts, Vermont, Maine, New York, New Jersey, and Pennsylvania joined the celebration!

Social distancing and masks (except for a brief moment of picture taking) and no hugs for friends we hadn't seen for months were necessary precautions, but it was wonderful to get together outdoors and catch up.

— Jann Clark

First Canadian Chapter

Our first organized fly-in since the pandemic began was held at Parry Sound Airport CNKA on July 24. The weather was perfect. Twelve airplanes and four cars brought twenty-four women and three men together. Members from Sleeping Giant, Eastern Ontario, First Canadian and Maple Leaf Chapters were represented.

With the virus circulating, many of us had not flown with anyone except a partner belonging to their own bubble. Flying brought us together, socially distant, outside the Wings Cafe at Parry Sound Area Municipal Airport, munching on their delicious food or eating our own from brown bags.

We finished off with decadent chocolate cupcakes and sang "Happy Birthday" to Amelia Earhart. We shared our stories, fears, mask designs, and hopes of brighter times for aviation in the future.

Also presented at the event was the East Canada Section Governor's award to Leslie Page by Robin Hadfield, previously announced at their virtual AGM in May.

Now that airport restaurants have reopened after being closed for a few months due to the COVID-19 virus, our members have been getting together every few weeks for a fly out lunch.

On September 11, 14 members of two Chapters in the East



The First Canadian Chapter held its first fly-out since the pandemic began. Members from Sleeping Giant, Eastern Ontario, First Canadian and Maple Leaf Chapters also participated.

Canada Section met for lunch at the Orillia-Rama Airport, Orillia, Ontario, Canada.

It was a beautiful sunny day with us maintaining the social distancing on the airport's outside patio, sharing first solo and first cross-country stories.

— Mary Norman and Robin Hadfield



At the Appalachian Aviatrixes booth at KTRI are, from left, Mary Dwyer, Pam Phillips, Meagan Harr, Wendy Oliver, Gracey McKinney, Janice Pelletti, Lorianne Carver, Lucy Carver. Not pictured, Liz Edgar.

Appalachian Aviatrixes Chapter

The weekend of September 12-13 proved to be busy for the Appalachian Aviatrixes Chapter. There were two overlapping events that invited The 99s to participate.

The City of Greeneville, Tennessee, announced a special ribbon cutting dedication for the newly-painted compass rose at KGCY. The Arizona Wing of the Commemorative Air Force also announced they were making a six-day stop at Tri-Cities (KTRI) with the B-17. The small Chapter managed to split their resources and have a display at both. Four prospective new pilots were invited to join The 99s.

A last-minute decision was made to sell water at KTRI for a dollar a bottle. Unsure how the Covid virus would affect crowd turn-out, several cases of water were purchased. By 1:30 Saturday afternoon, the line to tour the B-17 was backed-up to the fence, out the gate and halfway down the parking lot, an unprecedented turn-out. The wait to tour was over an hour, and it was hot.

By the end of the next day, the Chapter sold over 700 bottles of water. During an emergency run to the store by 49½s for more water, Ninety-Nine Pam Phillips saved the day by bringing out a second cooler, water and ice from her FBO.

Between the water, jewelry and donations, the Chapter raised \$950 for scholarships.

— Janice Pelletti

GRASS ROOTS

Colorado Chapter

The Colorado Chapter is excited to share news about our ongoing activity, engagement and accomplishments. Recent months have seen virtual meetings via Zoom and fabulous activities from within our aviation community.

In the spring, members and guests enjoyed a tour of the Lockheed Martin facility in Denver. That was wonderful. The Chapter's June meeting featured a presentation from Sarah Bryn Rickman about the WAFS (Women's Auxiliary Ferrying Squadron) and about Nancy Love in particular.

The Chapter has also been enjoying narrative excerpts from author Penny Hamilton, including a recent piece about North Dakota's 1928 Miss Fargo.

In May, the Chapter enjoyed a presentation from Andrew McKenna, a researcher with TIGHAR (The International Group for Historic Aircraft Recovery). In July, the regular monthly meeting proved to be a feature of innovation with many members attending the International meeting. What a delight to attend the virtual proceedings.

On August 1, the Chapter completed a compass rose airmarking at Granby airport. Members from the metro and foothills areas had an excellent adventure up in the Rocky Mountains. This activity was a fun collaboration with Granby airport manager Josh Schroeder and the local EAA chapter #1267. It was a bluebird Rocky Mountain day with grand energy and camaraderie.

On another note, the Chapter is now host to a new web page thanks to the tremendous efforts of our webmaster June Stewart. Innovation is also seen with the successes of the Chapter's Student



Colorado Chapter members completed a compass rose airmarking at Granby/Emily Warner Field, Grand County Airport. The airport sits atop a mesa, and members from the metro and foothills areas had an excellent adventure up in the Rocky Mountains.

Pilot Meet-up Group (SPMG). Recent engagement of the SPMG has involved video conferencing and virtual connections.

The Chapter scholarship committee is pleased to announce the 2020 Colorado Future Woman Pilot Scholarship winners: Corrie Stevens and Sariena Thomas-Lowery.

We are pleased to enjoy an enduring Chapter and commitment to The Ninety-Nines mission of promoting advancement of aviation.

— Lynn H. Baldwin



Long Island Chapter member Rachel Siegel is on her way to Embry Riddle in Florida to start her aviation journey.

Long Island Chapter

Many members were disappointed at missing the International Conference this summer. The thought of living on the Queen Mary for a few days was very inviting.

When the Conference was changed to a Zoom meeting, it was a challenge for many of our members to learn the program. We did learn Zoom with the help of Vice-Chairman Naraline Coqk, who arranged a conference call tutoring session several days before the meeting.

Thanks to Naraline's expertise, we had many members attending the business meetings this summer even though we couldn't be there in person.

Student pilot Rachel Siegel graduated from high school in June and is traveling to Daytona, Florida, to start her college and aviation education with Embry-Riddle.

As no one in our Chapter could get off the ground this summer, we had lots of time to read magazines related to airplanes and flying.

— Patricia J. Rockwell



Bakersfield Chapter

The Bakersfield Chapter is planning to hold their annual Aviation Mixer in December 2020.

They have been busy creating custom buttons to raise funds for their scholarship program in addition to begin scheduling their monthly fly-outs to sister Chapters.

Dea Payette has been helping out the EAA Chapter 71 Young Eagles program as a flight leader. This was the first time this young adventurer has taken a flight in a small plane. She was excited to receive her logbook and a special pair of wings from Dea. She was especially excited to “fly” the plane!

—Dea Payette

Photos: Dea Payette gives a Young Eagles participant her first flight in a small aircraft.

Reno High Sierra Chapter

Since 1939, The Ninety-Nines have been doing airmarking at airports all over the U.S. Over the years, the Reno High Sierra 99s Chapter painted airmarkings at Susanville, California, Carson City, Nevada, Yerington Nevada, Quincy, California, Silver Springs, Nevada, and Dayton Valley, Nevada.

On July 10 and 11, the Chapter completed an airmarking at Quincy on the taxiway, including the radio frequency, airport name, and elevation as useful information to pilots flying into the airport. Traffic white paint was used and supplied by Plumas County. The labor was done by the Reno High Sierra 99s.

The Chapter members also painted a compass rose at Quincy airport in 2006, but after 14 years of aging, there was nothing left of the rose. On July 17 and 18, the Chapter again returned to Quincy and painted a new compass rose.

— Lynn Meadows

The Reno High Sierra Chapter painted a taxiway airmarking at the Quincy airport.

— Photo by Herschel Cook



GRASS ROOTS

Rio Colorado Chapter

Rio Colorado 99s Pamela Rudolph and Shannon Hicks organized an honorary fly-over for WASP member Edith Smith on August 30. Edith turned 99 years young and has been a 99 member since September 1940. Several 99s from different Chapters met in Tucson, Arizona, to wish Edith a happy birthday.

Edith Baugh Upson Smith learned to fly at 18 and learned to drive a car 12 years later at 30 years old. Once she got a taste of flight, she never turned back. She was selected as a WASP trainee, and after graduating at Sweetwater, Florida, she later was assigned to Frederick Army Airfield in Oklahoma.

"This is a chance to honor women who wanted to serve their country. Because of the WASP, we now have women fighter pilots, astronauts, commercial airline pilots and instructors. Edith is an aviation pioneer, and we want to honor her on her 99th birthday," says Pamela Rudolph, organizer and member of the Rio Colorado Chapter.

Wheels were up by 10 a.m. on August 30. Over 20 planes lined the runway to wiggle their wings and wish Edith a happy 99th birthday. She was watching with her friends from the grounds of her residence. She was given a receiver radio from Tucson Chapter President Evelyn Cowing so she could hear the pilots from the sky deliver beautiful birthday blessings and wishes to her. Various clips, pictures, and live footage can be seen on The 99s International Facebook page.

Edith was spotted wearing her WASP scarf and holding her radio, and she never took her eyes off the sky.

The flyover was a magnificent sight, and not an eye was dry as the planes flew high above Edith for her 99th birthday.

—Jenny Giles



WASP Edith Smith's 99th birthday was celebrated with a visit from several Ninety-Nines. Over 20 planes flew by to wiggle their wings and wish Edith a happy 99th birthday.



Photos, top right: Dr. Richard M. Edwards, World War II veteran and pilot, was honored by a flyover to honor his 100th birthday. He is the grandfather of Phoenix Ninety-Nines member Keely Costello, left.

Phoenix Chapter

To honor his 100th birthday, aviation sisters joined together to fly over Dr. Richard M. Edwards in Oro Valley, Arizona. He is the grandfather of Phoenix Ninety-Nines member Keely Costello. Friends and family gathered on the ground to watch the seven-plane parade of pilots organized by his granddaughter to honor this WWII veteran and purple-heart recipient. Participating in the flyover were Phoenix Ninety-Nines members Diana Andreson, Helen Buelen, Keely Costello, Ashley Gimbel, Karen Hausteen, Samantha Resop, Ginger Rowley, Katie Stumbo, Courtney Smith, and Alexis Tuel.

They were headed back to their home airports after a flyover coordinated with six other Chapters from the Southwest Section to honor WASP Edith Smith's 99th birthday (see above).

Richard Edwards was the inspiration for his granddaughter, Keely Costello, to earn her private pilot certificate. She grew up hearing about his grand flying adventures after earning his certificate at the age of 45.

Keely earned her private certificate at age 41 after encouragement from her heroic and adventurous grandfather.

— Theresa Farley



Social Media and The Ninety-Nines Info Blast ... or a Plea for Help

Most of you already know that The Ninety-Nines can be found on many social media platforms such as our Facebook, Instagram, Twitter, YouTube and LinkedIn.

The importance of social media in letting people know who we are has skyrocketed in the past few years, and we have been able to engage and connect with not just you, our members, but with others — women, men and youth around the world who are interested in aviation.

It can be challenging to find fresh social media content ideas. This is where we hope you can help!

Are you a member who “lives on” Facebook, Twitter, YouTube or Instagram? Then you know that social media needs fresh content, new and unique stories, photographs and, most important today, video.

We are looking for members who can help by occasionally creating video content or help coach the social media team on the platform with which you have expertise.

We are looking for your help to create short 3-5 minute videos on topics such as flying seaplanes, aerobatics, ag spraying, flying a waterbomber, flying warbirds, winning scholarships, tips on selecting the best flight school, tips on making great YouTube videos, surviving your first furlough, animal rescue flights, getting back in the cockpit after emergency landings, your scariest moment, or just sharing your story on how you decided to learn to fly. Many of you have great stories to tell...others would love to hear them.

Contact: Robin Hadfield at directorhadfield@ninety-nines.org or call 705-309-3007 to chat about how you could help.

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:

Ginny Vogel Carlin, August 9, 2020
Life Member, Maryland Chapter

Winoma “Winnie” Clements, August 11, 2020
San Antonio Chapter

Tom Clodfelter, 49½ of Megan Clodfelter, September 1, 2020
Arkansas Chapter

Bill Davis, 49½ of Nancy Davis, September 3, 2019
Long Island Chapter

Gloria Essaye, December 19, 2019
Long Island Chapter

Leland Robert Jessen, 49½ of Gene Nora Jessen,
September 9, 2020, Idaho Chapter

Jim Mirabel, 49½ of Sue Mirabel, October 21, 2019
Long Island Chapter

Has COVID-19 Got You Down? Drop In On These 99s Social Networks

- **Facebook:** www.facebook.com/99sinc
- **Twitter:** twitter.com/TheNinetyNines
- **Instagram:** [twitter.com/TheNinetyNines](https://www.instagram.com/TheNinetyNines)
- **Yelp:** www.yelp.com/biz/the-ninety-nines-oklahoma-city
- **YouTube:** www.youtube.com/channel/UCYYrqZZ3H5dw-i44daPSslQ?view_as=subscriber
- **Pinterest:** www.pinterest.com/TheNinetyNines/
- **LinkedIn:** www.linkedin.com/company/the-ninety-nines-inc-/



Friends of The 99s

Brandon Davis, Tavernier, Florida
Robert Frost, Winchester, Illinois
Maddeline Garrison, Owensboro, Kentucky
Alexander Golden, Pueblo West, Colorado
Yvonne Heimann, San Diego, California
Elliot Moury, Steinbach, MB Canada
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