



# Ninety-Nines

*Inspiring Women Pilots Since 1929*

*January/February 2021*

## **Kate Scott: The Ups and Downs of Emergency Maneuvers**



— page 10

*Photograph by Jennifer Pearl*

# **Ninety-Nines**

*Inspiring Women Pilots Since 1929*

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*It's election time again. Position statements for International Directors and Trustees for the 99s Museum of Women Pilots, Amelia Earhart Birthplace Museum, Amelia Earhart Memorial Scholarship Fund and Ninety-Nines Endowment Fund start on page 12 and can also be viewed on The 99s website.*



*Kentucky Bluegrass member Terri Donner was inducted into the Kentucky Aviation Hall of Fame. The honor recognizes Terry's lifetime of achievement and support for women as aviation professionals.*



*Emily Crombez, the first Canadian female pilot to crew the amphibious aircraft CL-415 to fight forest fires, was honoured by the East Canada Section with a commemorative stamp. Emily is a member of the Sleeping Giant Chapter.*

## On The Cover

*After receiving the Ventura County Chapter's "Get Out of Your Comfort Zone" scholarship, Los Angeles Chapter member Kate Scott decided to use the prize money to learn better control of the aircraft in emergency situations. She didn't realize the other values she would gain.*

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*Florida Goldcoast member Maria Ziadie-Haddad grew up in the mountainous terrain of Jamaica, where she often took flights to get around the island. After completing her education, Maria's life was changed by an Air Jamaica advertisement for flight attendants.*



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*Ziplining was the impetus that led Amanda Ybarra further into the sky. Her first ride in a small plane convinced her that she had to become a pilot. She's now a member of the Eastern Idaho Chapter and looking forward to becoming an aerial firefighter.*

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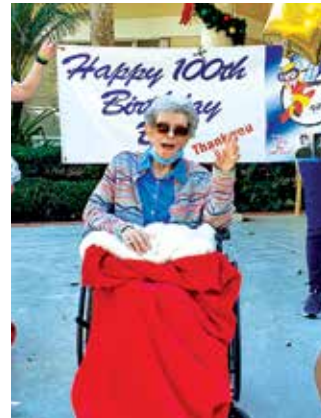
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*On December 13, the Treasure Coast Chapter planned a surprise drive-by to celebrate the 100th birthday of longtime and beloved Ninety-Nine Bee Haydu. Bee enjoyed a caravan celebration with banners, balloons and Styrofoam airplanes provided by her 99s friends. Sadly, Bee passed away on January 30, 2021.*



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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.*



# CALENDAR

## 2021

### MARCH

- 11-12 **Annual Women in Aviation Conference**, Reno, Nevada.  
20 **South Central Section Spring Meeting**, virtual.

### APRIL

- 10 **Southwest Section Spring Meeting**, virtual.  
13-18 **Sun 'n Fun Aerospace Expo**, Lakeland, Florida.  
21-25 **Australian Section Annual Meeting**, Broken Hill, New South Wales, Australia.  
24 **New York-New Jersey Section Spring Meeting**, virtual.  
24 **Mid-Atlantic Section Spring Meeting**, virtual.

### MAY

- 1 **North Central Section Spring Meeting**, virtual.  
1 **Southeast Section Spring Meeting**, virtual.  
22 **New England Section Spring Meeting**, virtual.  
28-29 **East Canada Section Spring Meeting**, Montreal, Quebec, Canada.

### 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

- 10 **2021 International Conference**, virtual.

- 26-  
Aug. 1 **EAA AirVenture Oshkosh**, Oshkosh, Wisconsin.

- 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](http://www.ninety-nines.org/resources.htm) or email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org).

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

### SEPTEMBER

- 17-18 **International Forest of Friendship Celebration**, Atchison, Kansas.

### OCTOBER

- 15-17 **South Central Section Fall Meeting**, McKinney, Texas.

### NOVEMBER

- 5-6 **Fall International Board of Directors Meeting**, Oklahoma, City, Oklahoma.

## 2022

### JULY

- 6-12 **2022 International Conference and Career Expo**, Charleston, South Carolina.

### AUGUST

- 12-13 **Palms to Pines Air Race**, California to Oregon.



*The New Zealand Section will hold its Annual General Meeting in scenic Motueka, New Zealand on June 5, 2021.*

# PRESIDENT'S MESSAGE

## *Pssst... Top Secret!*



Well, not really. However, that often seems to be the way many of us feel when it comes to telling other people that we are pilots.

Several years ago, I spoke to a group of 25-30 women, telling them about my life as a professional pilot. Most of the organization's members were senior citizens who never had careers outside of the home; they seemed very interested and asked a wide range of questions. As I concluded my presentation, I revealed a shocking secret: I wasn't the only pilot present at that meeting.

I chuckled as the women scanned the room to see if another guest had slipped in unnoticed. Finding no unfamiliar faces, they asked me to explain myself. They were flabbergasted when I announced that

Carol, one of their 75-year-old members, had been a certificated pilot for more than 30 years. She'd proudly whispered this news to me before the meeting began but had never told her friends!

I believe this revelation had a greater impact on those women than anything I'd said during my presentation! It was easy to see Carol swelling with pride as she shared her story.

That's the thing about being a pilot...unless we're sitting in an airplane or wearing a pilot's uniform, it's difficult to pick us out from the crowd. What a shame.

Do you remember how excited you were when you first started taking flight lessons? If you were like me, you couldn't wait to tell your family, friends and coworkers about the maneuvers you practiced in each lesson. How about when you completed your first solo flight or passed your "checkride" and earned your wings? I bet you were busting at the seams and wanted to tell everyone that you were a PILOT!

Unfortunately, with the passage of time, you may have become complacent to this "new level of existence." But don't keep this secret to yourself. You have accomplished something that relatively few people, and even fewer women, have done. Your achievement can be an inspiration to others. Share your story. Tell everybody that you are a pilot!

Oh, and while you're at it, tell them about The Ninety-Nines, too!



**Corbi Bulluck**  
*International President*

### **Photos:**

*Top left, Ani Taddeo*

*Bottom from left:  
Michele Sonier after  
receiving her CFI certificate  
thanks to an AEMSF  
scholarship.*

*Mikki Kline is congratulated  
by her instructor.*

*Jennifer Miller gets the  
traditional shirttail cut from  
her instructor.*





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## TOUCH & GO

### Kaye Ebelt Selected as State-Level Finalist for PAEMST



Kaye Ebelt.

**T**reasure Coast 99s Co-Chairman Kaye Ebelt was selected as the Florida state-level finalist for the Presidential Awards for Excellence in Mathematics, Science and Teaching (PAEMST) in the Science award category.

Please join us in congratulating Kaye for being selected for this prestigious honor in recognition of truly outstanding teaching and leadership in STEM. PAEMST is a national award to recognize the dedication and hard work of well-deserving educators.

From flight academy to robotics and engineering, Kaye Ebelt celebrates lifelong learning each and every day!

— Ruth Jacobs, Treasure Coast Ninety-Nines

## Terry Carbonell Captures Flytionary Award

**E**arlier this year, the Paradise Coast Chapter invited Ninety-Nines to participate in a creative contest. We have an awesome Chapter Chair and executive board who meet to brainstorm ways to stay active during the pandemic.

They wanted to encourage some sort of solo flying activity. One of the members saw a picturesque flight path posted on Facebook, and a contest, “Flytionary,” was born.

Using a flight tracker, members created imaginative shapes and then emailed a screenshot of their flightpath to the Paradise Coast Chapter. The screenshots were then posted on our Facebook page for voting.

The winner was Terry Carbonell, who now has bragging rights as the most creative pilot. Terry explains her popular creation:

“The inspiration was the turtle rescue mission I flew with Turtles Fly Too. I transported 12 cold stunned endangered Kemp Ridley turtles to the Miami Seaquarium for rehabilitation. These were part of a 60-turtle airlift from New England to the Florida Keys.

“The Turtle Hospital in Marathon got the bulk of the turtles. Many of these turtles have already been rehabilitated and released back into the wild! Now, we have literally thousands of cold stunned endangered turtles coming out of San Padre Island area in Texas. They are all in need of rehabilitation. There are quite a few 99s who fly turtles. Hopefully the flytionary image will bring awareness to the need to rescue our endangered sea turtle population.”



*Terry Carbonell combined her creativity and her flight tracker to illustrate the plight of endangered sea turtles.*

## Greater New York 99s Recognized for Aerospace Education



*The Greater New York Chapter is working closely with Girl Scouts to introduce them to aviation.*

**T**he Greater New York Chapter has been chosen to receive the Civil Air Patrol's Northeast Region 2020 Frank G. Brewer Memorial Aerospace Award for excellence in aviation education.

The Greater New York Chapter was cited for Distinguished Service in the field of Aerospace Education for its sustained, outstanding programs offered to female aviators, students, and Girl Scouts in the Greater New York City area. Specifically, the Chapter was selected as this year's Brewer Award winner for its longstanding efforts to promote aviation to young people and to otherwise contribute to local aerospace education.

"The Awards Review Board was impressed with the long-term effort and dedication of the Greater New York Chapter to aerospace education," said Col. Jack Ozer, Commander of the Northeast Region of the Civil Air Patrol (NER CAP).

"It is clear this organization, and its individual members, have made aerospace education one of their primary missions. Their special focus on reaching Girl Scouts and teenage young women is critically important at this time when the breadth and depth of careers in STEM and aerospace is wide open to them."

Formed in 1965, the Greater New York Chapter has, as part of its educational outreach, conducted workshops, distributed aviation education materials, and developed programs to encourage learning and interest in aviation careers. The 99s have made use of CAP AE materials in their presentations and included female CAP cadets and officers in their educational programs to inspire the girls participating.

The 99s also work closely with the Girl Scouts and local schools to introduce as many girls as possible to aviation. All of their programs are designed to provide aspiring female aviators with an appreciation and understanding of aviation concepts and inspire them to futures in aerospace, whether as pilots, engineers, air traffic controllers, designers or aviation mechanics.

The award was recently presented to the Chapter's Board of Directors in an online ceremony.

Representing CAP were Col. Ozer; Col. Bryan Cooper, the NER Deputy Chief of Staff for Aerospace Education; Lt. Col. Karen Cooper, the NER Assistant Deputy Chief of Staff for Aerospace Education; Col. Tom Carello, the New York Wing Commander; Lt. Col. Anita Martin, the New York Wing Director for Aerospace Education; Lt. Col. Lynn Walker.

— Shannon Osborne

## Kentucky Bluegrass Ninety-Nine Terri Donner Inducted into Kentucky Aviation Hall of Fame

**T**erri Donner, who used her Amelia Earhart Scholarship to earn her multi-engine rating and, in 1989, went on to a career with UPS, has been named to the Kentucky Aviation Hall of Fame in Lexington.

Terri has honored her scholarship by giving back. For over 30 years, she has served as the Chair for the Kentucky Bluegrass 99s Amelia Earhart Scholarship Selection Committee. Young women aspiring to aviation careers have benefited from her service as a mentor and role model. Since 2002, she has been part of Girl Scout Aviation Day in the Louisville area.

This honor recognizes a life of achievement for Terri and her support for women as aviation professionals. She obtained her private pilot certificate at 17, commercial and instructor certificates at 20, and her multi-engine rating a year later. Terri's other professional memberships include the International Society of Women Airline Pilots and Women in Aviation International.

She is part of the 25th Enshrinement class into the Kentucky



*Terri Donner was inducted into the Kentucky Hall of Fame.*

Aviation Hall of Fame. Due to the interruptions caused by Covid-19 public health restrictions, a formal induction ceremony will be held at the Aviation Museum of Kentucky in Lexington in autumn 2021, on a date to be determined.



## HOLDING SHORT

### “Whoopee” sez mom!

*Many years ago, my husband Bob and I were Beech dealers and always had plenty of airplanes around. I was very active in The 99s and often took our two children with me to 99s events. Our daughter, Briana, became enamored with aviation, so at her age of 18, I accepted her request and taught her to fly. She never went forward after achieving her private certificate but maintained her 99s membership to these many years. My theory was that she simply wanted to be a part of the fascinating and inspiring group of women pilots.*

*Fast forward to 2020 and Briana Jessen LeClaire, now married and the mother of three, still not piloting but now a successful business woman. And suddenly she has become the manager of a busy flying club on the Boise, Idaho Airport dealing with all the normal features of an aviation business.*

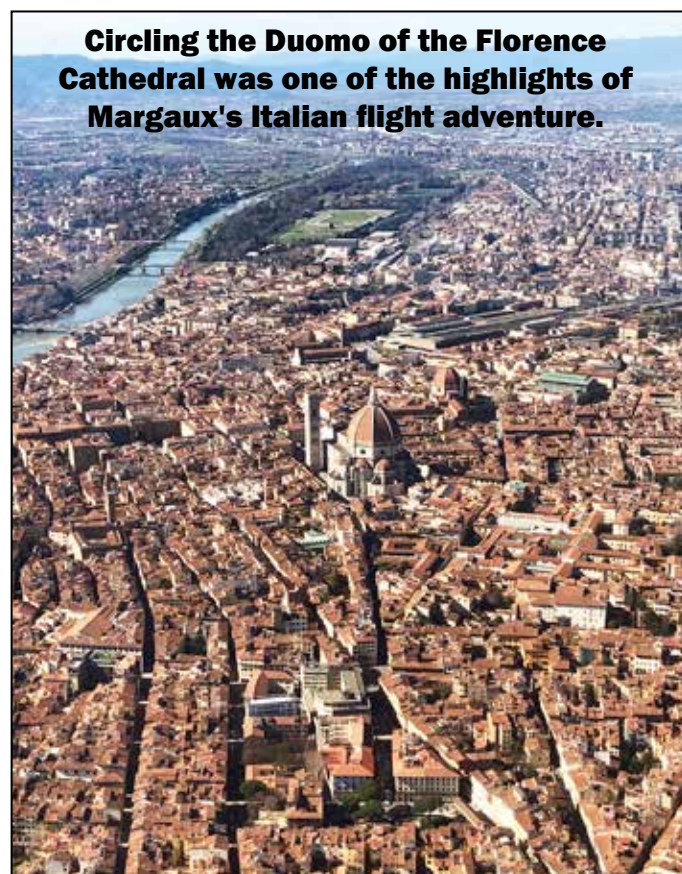
— Gene Nora Jessen, Idaho Chapter



### Volare a Firenze — FLR-LIRJ-FLR

*By Margaux Hein, Bakersfield Chapter*

**A**viation has provided me with a lot of awesome experiences, but this one might be the coolest to date. I am a private pilot, a Life Member of The 99s, and an active member of the Bakersfield Chapter. I soloed on my 16th birthday and received my certificate on my 17th birthday, but had yet to fly in another country. I was able to cross



that off my bucket list at 20. I am a senior at the University of California, Davis, and was studying abroad in Florence, Italy, for winter quarter of 2020. Although I attended school and was still getting credit for UC Davis, my education was supplemented with the fun adventures I had abroad.

I rented a C-172 (D-EPRT) from a local FBO and flew with a flight instructor out of Florence for a VFR flight. I was surprised to hear our taxi clearance come back in Italian, as I understood English was the universal aviation language. It is safe to say the flight instructor did all of the radio work for the duration of the flight, as I am nowhere near fluent in Italian. I let my flight instructor pick our destination, as he was more familiar with the area.

We departed to the southwest and flew over the Tuscan countryside before making our way to the coast. The skies were bright, the visibility so great you could see France across the water, and the sea was crystal clear. As we began to get closer to an island in the middle of the sea, my flight instructor informed me that this is where we would be landing. I turned base to final and landing procedures were the same as normal, but this is the first time I had been on final over a body of water. We landed on the narrow runway on the island of Elba, Italy, and began our taxi back for takeoff. Departing was a true short field takeoff, with the mountainous terrain to clear at the end of the runway. After clearing the mountains, we were back over the sea headed towards the city center of Florence. While over the city, we received a special five-minute clearance to circle the duomo, given our low altitude and the dense number of people who populated the area.

Flying in Italy and landing on an island in the middle of the sea was easily a highlight of my study abroad adventure. It was great timing, as two days later my program was canceled, and I was sent home because of the pandemic. This experience is one of the many unforgettable opportunities that I've been fortunate to experience because of aviation.



## Poetry Submission Request For *Beyond Haiku: Women Pilots Write Poetry*

Captain Linda Pauwels, Dallas Chapter member and a B787 Check Airman for American Airlines, is calling on women pilots from the four corners of the world to submit poetry for her second book, *Beyond Haiku: Women Pilots Write Poetry*.

The themes in this book will be: On Strength and Endurance; On Radiance and Beauty; On Love of Flying; and On Finding Balance. Vignettes on Blood Ties will feature poetry from mothers, daughters, and sisters who fly. And of course, a good dose of wry pilot humor is always welcome!

Like the first book, *Beyond Haiku: Pilots Write Poetry*, this will be a shared creative effort, with all illustrations by children of pilots. Proceeds from the book will go to fund scholarships for young women who dream of a professional career as a pilot.

Please submit a maximum of three original, unpublished haiku or short poems before March 31, 2021. Send them to [pilotshaiku@gmail.com](mailto:pilotshaiku@gmail.com) in an attached Word document. Include your name, city and country, and current flying assignment.



**Calling Poetic Pilots:**  
Your poetry can help young women attain their dream of an aviation career.

**DEADLINE: MARCH 31, 2021**

## Canadian Aviator Stamp Commemorates Emily

Sleeping Giant Chapter member Emily Crombez, the first Canadian female pilot to crew the amphibious aircraft CL-415 to fight forest fires, was honoured by the Eastern Canada Section with a Canadian commemorative stamp. The Emily Crombez stamp was launched on June 19, 2020 at the Tillsonburg Airport (CYTB), the anniversary of Emily's first solo on floats.

Everyone present truly enjoyed this celebration of Emily, her amazing career, and her grassroots beginning at CYTB. Emily then spoke about honouring her aviation mentors, thanking her supportive and hard-working family, and The Ninety-Nines for their support. All loved seeing her ceremonially fly in, in the Citabria she and her husband Nate own. You can read more about Emily in the May-June 2019 issue of the *Ninety-Nines* magazine.

— Marilyn Dickson,  
First Canadian Chapter



## This Illustration Gets To The Point



Andrea McDonald submitted this unique rendition of Amelia Earhart. If you look closely you'll see that she utilized all "99s" in shading and adding depth to the drawing. This technique of illustration is called pointillism. Andrea has added her own twist on that technique by using a point component that corresponds to the subject.

Andrea is a member of the Mississippi Chapter. She won a Fly Now award from *The Ninety-Nines* last year and has since received her private pilot certificate. She reports, "I am now in instrument training and have been drawing on the side. I intend on getting my commercial certificate following my instrument rating."

Andrea also has been busy building her portfolio. You can see more of her creations at Studio Amac on your favorite social media sites.

# The Ups and Downs of Learning Emergency Maneuvers



*By Kate Scott, Los Angeles Chapter*

*Photography by Jennifer Pearl, Los Angeles Chapter*

**“Okkaaayyy,”** I say skeptically, with a worried look. Mark laughs, “Come on, let’s go!” He knows this is just one of many okays I will have throughout the day. And, he knows this one means I don’t quite trust him, yet.

Mark King is my emergency maneuver instructor, a Master CFI-A with countless hours of experience teaching stall/spin recovery and aerobatics out of CP Aviation in Santa Paula, California.

Mark has had to learn my language of Okays. For instance, there’s the nervous, quizzical “Okay?” when he’s explaining an upcoming maneuver. This usually means I am not sure I fully understand or am ready for this. Then, there is the tentative “Okaaayy...” when he asks if I’m ready to go flying and I’m thinking: “I will never be ready for this.”

After completing a maneuver for the first time, he insists, “Do it again,” and he knows what’s coming: it’s the sharp, excited, definitive “OK!!” Now, I’m ready. Now, I understand what I saw and heard in the classroom. Mark knows this cycle well, and it’s part of his goals for the course. Sure, he wants to train ability, but he’s also looking for graduates to finish with confidence.

Once I get into something, I jump in wholeheartedly. Though, I admit it takes me longer than most to warm up to things. I am afraid to come off looking like a fool. It’s the same reason I am overwhelmingly intimidated (to the point of self-sabotage) by an examiner’s oral portion of my checkride. It’s that nagging self-doubt, the misguided belief

that we are secretly incompetent and no one has noticed until now. And, a fear that we are just one uncoordinated turn away from someone revoking our pilot certificate.

I thought I would feel like a “real pilot” when I got my private certificate. Then I thought I wouldn’t be a “good” pilot until I was instrument rated. After completing that, I moved the goalpost again. I felt I needed to be better/safer, get my commercial certificate. My friend jokes that I will be flying the space shuttle and still not consider myself a “real pilot.” He doesn’t have this trepidation. He has the seemingly inherent male confidence of fumbling around until he figures it out. I envy that.

I’ve talked about the Imposter Syndrome with other women pilots. Maybe it is our desire to prove ourselves in a male-dominated field. Maybe our mothers or fathers demanded perfection from us. Somewhere along the line, many women taught ourselves that we’re not ‘good enough,’ and it plagues us in our pilot training.



My Instrument instructor encouraged me to apply for the Ventura County 99s “Get Out of Your Comfort Zone” scholarship, though it was only after three other friends sent me the same link that I thought I had a chance. When I won the scholarship, I felt validated for all the hard work I had put into my flight training and The Ninety-Nines organization.

I knew I wanted to use the prize money to learn better control of the aircraft in emergency situations; I didn’t realize the other values I would gain. I wasn’t quite scared of aerobatics, so long as it was someone else flying. But, put me in control? I can’t do that. I don’t know what I’m doing!

On the first day, I needed assurance from Mark that he would be there to get us out of a disastrous situation. I also found I couldn’t look ahead in the course material without getting anxious. However, the course is well-designed in bite-sized chunks.

For instance, the first day was stalls. That’s not so bad, we’ve all done those. Then, we moved on to spins, which are just uncoordinated stalls. All you do is remove the uncoordinated part, and then it’s a regular stall. That’s not so scary, right? Each day builds on the last, and you’re quickly practicing aggravated spins with your nose racing toward the ground.

I gained confidence in areas I didn’t expect, like flying different makes and models of airplanes, steep turns, and slipping. In the emergency situations, there isn’t time to doubt any movement. The practices taught me to act with authority, and the right recovery became second nature.

We progressed into the second module, which included control failures, and I learned to push past my innate hazardous attitude of resignation. Mark let me flounder during a simulated elevator failure. I was forced to accept the new situation and move down a path of action in trying other inputs, because doing nothing was making a bad situation worse. By the end of the lesson, I was able to fly a

pattern and land the plane without touching the stick. Few experienced pilots I know can say they have done this. The accomplishment was energizing.

The third module was basic aerobatic maneuvers. Within a few lessons, I was chastising myself for forgetting the rudder in a Hammerhead or coming out of the Half Cuban too quickly. “It’s only Tuesday,” Mark reminded me. Just a few days ago, I didn’t even know what those were, much less how to fly them. I thought the aerobatics were going to be a fun reward after learning emergency recoveries. In them, I learned to be assertive with the controls — the plane will do exactly what you tell it to do, no more and no less.

The final maneuver was an inverted spin. Mark described how we would initiate it and the urgency needed to recover. If I couldn’t bring myself to get that stick all the way forward and the rudder pedal to the stop (by hesitation or my short reach), then he would do it for me to start the spin. I didn’t know it at the time, but he struck a nerve. When

we got in the air, all I could think was, “I’ll be damned if I let him take this away from me! I’ll show him I can do this by myself!”

I moved the controls and swiftly recovered. Mark complimented my instincts in the inverted spin. I’m not sure if it was instinct or determination. Whatever it was, I now know that in an emergency, I will act with the same conviction.

We landed for the final time. After only eight total hours of flying time with Mark, do I finally trust him? Absolutely. But, more importantly, I trust myself.

**“I’ll be damned if I let him take this away from me! I’ll show him I can do this by myself!”**

**Photos, opposite page: Mark King and Kate Scott take the Super Decathlon into a spin over Santa Paula, California.**

**Inset: Kate flying inverted. Photo by Mark King**

**This page: Mark King and Kate celebrate her completion of the Emergency Maneuver Training course.**





# Ninety-Nines 2021 Elections

*By Susan Larson, Nominating Committee Chairman*

## INTERNATIONAL BOARD OF DIRECTORS — Vote for Two

### Dea Payette

*Bakersfield Chapter,  
Southwest Section*



### Minnetta Gardinier

*Iowa Chapter,  
North Central Section*



As a general aviation pilot, I know that I share the sentiment of many who are grateful to have the experience of flight. My training began later in life and may not lead towards a career. Nonetheless, I want to use my knowledge and experience to pay it forward. I am so grateful for The 99s existence and to those who showed me the way to use flying as another way to empower women. Aviation has opened my eyes to the world, and my goal is to share that with new pilots.

Being involved with the International organization through various projects, attending board meetings in Oklahoma, and getting to know more of the members from other countries has helped me to understand the scope of the organization's needs. Along with the needs of the Board of Directors, I have been working on inclusion of various strategies to assist with membership retainment, social media outlets such as YouTube, and projects to keep members active.

In my work with The Alliance, I work with those who need a voice. I love the saying, "It isn't enough to survive, but to thrive." This past year our organization experienced many crosswinds to blow us off course. As an International Director, my goal is to serve you and give you a voice. We are a strong group of women, and I am proud to stand with you. Thank you for your consideration.

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I discovered a passion for aviation at age 49 and now hold a private pilot certificate (2005) with an instrument rating (2007). I co-own a 1978 Cessna Cardinal, have logged 2,325 hours and have landed in 47 states and internationally in Canada and Greenland! I have flown 12 Air Race Classic races, winning 3rd place in 2017!

I had been flying for 2-plus years before discovering The 99s. Since then, I have served as Secretary, Vice Chair, and Chair for the Iowa Chapter. I have served as Director, Vice Governor, and Governor for North Central Section. I cherish the rich history of The 99s and the camaraderie and spirit that we share with women in aviation. That seals my commitment to and feeds my enthusiasm for The 99s.

Now retired with 35-plus years as a researcher/professor/administrator, I bring a variety of transferable skills valuable to The 99s. While women in STEM fields are under-represented, women in aviation are UNDER-represented and UNDER-valued. This reality compels me to continue working for change.

After completing our new 99s Chapter Leadership Manual, other projects/activities are now in progress: 99s First Wednesday Webinars; Section Leadership Manual; 99s Branding Style Guide; IBOD liaison to Endowment Fund Trust, NIFA, Scholarship Registry, and Trademarking Committees. I continue to spread the word (and flyers) about The 99s and women's air racing on my travels. I set one simple, over-arching goal for myself (and The 99s) – NO woman pilot should fly her first solo flight without knowing about The 99s.



## INTERNATIONAL BOARD OF DIRECTORS — Vote for Two (Continued)

### Janet Patton

*Ambassador  
Chapter,  
South Central  
Section*



It is my great pleasure to serve The 99s. Since joining in 1988, I have held many leadership positions including current Chairman, Vice Chairman, newsletter editor, event organizer, and fulfilled the duties of membership and scholarship committees in the Michigan and Ambassador Chapters. The 99s have been instrumental in my flying and career, being a recipient of various scholarships. I am honored to pay it forward to members along the way through education, motivation and support.

If elected, I would step into the Director position with knowledge and experience, having created the first virtual Chapter of The 99s (Ambassador, 1999). Though I have not served on the Section or International levels since 2016, I have served on the Aerospace Advisory Board at TSTC (Texas State Technical College, Waco). I feel this experience has prepared me to perform the duties and responsibilities of an International Director.

My three flying titles are: 737 Captain, PA-28-180 owner/pilot, and hot air balloon owner/student pilot. My love of aviation includes all this and sharing that love and passion with others through The 99s and also through my YouTube Channel "Captain Janet."

To all 99s, it is my sincere hope you will consider me for the position of International Director. In this position, I will utilize my years of aviation experience to continue supporting The 99s and promoting the growth of the organization. It will be an honor and privilege to serve on the board, as I am dedicated and devoted to The 99s

## 99S MUSEUM OF WOMEN PILOTS — Vote For Two

### Lisa Cotham

*NOLA Chapter,  
Southeast  
Section*



As an original Trustee of The 99s Museum of Woman Pilots, I have always had a passion for our Museum and the desire to see it succeed. As an incumbent Trustee, I'm asking to serve a second term to continue recent progress and improvements we've made.

I've applied my experience in museum management to update the Museum's governing documents, identify revisions needed in Museum policy documents, and propose new exhibits. We now have a solid five-year strategic plan and are developing an emergency response plan, all documents required for museum accreditation.

Our Museum is solely dependent on donations and admission fees. We need to hire at least one full-time employee to engage in public outreach, educational programs, collections care, research, and more. It is critical that we increase visitors, engage in large-scale fundraising or seek a stabilized funding source.

I am a 32-year member of The 99s. I served four years as International Secretary; four years as International Director; four years as 99s Museum Trustee (2000-2004), 18 months as Chairman; two terms as Southeast Section Governor; Chairman of South Louisiana and New Orleans Chapters; and committee chairmanships at the International, Section and Chapter levels.

I hold Commercial Pilot and Flight Instructor certificates with Single, Multiengine and Instrument ratings, and Advanced and Instrument Ground Instructor ratings. I work for the Federal Aviation Administration which gives me many venues to promote The 99s and our Museum.

*99s Museum of Women Pilots  
continued on the following page...*

## 99S MUSEUM OF WOMEN PILOTS — Vote For Two (Continued)

**Jill Shockley**

**Texas Dogwood  
Chapter,  
South Central  
Section**



I am currently serving as a Museum of Women Pilots Trustee, completing the final year of a former Trustee's term and hold the position of Treasurer. I would like to continue as a Trustee for a full term.

History has always fascinated me and none more so than that of women pilots — how they got started, their journey, etc. History is not dull, and one of my goals as a Trustee is to make that history alive for visitors so that it becomes a “must see” destination — whether in-person or virtually. With technology able to bring the Museum to far more people than might ordinarily be able to physically stop by, what a great opportunity for us to really talk up what the Museum is all about!

Continuing what others have started, I would endeavor to get the word out about the Museum whenever possible. Face-to-face time is what gets many excited about an organization and what it offers, and the Museum is no different.

When not full-time flight instructing and talking up The 99s with women pilots as I meet them, my “day jobs” have revolved around collaborating with others in a variety of situations and ensuring documents and paperwork are completed to specifications and established deadlines. I look forward to continuing to work with the other Trustees to accomplish the goals and mission of the Museum and would appreciate your vote.

## AMELIA EARHART BIRTHPLACE MUSEUM — Vote for Two

**Bonnie  
Johnson**

**Kansas Chapter,  
South Central  
Section**



The future of women in aviation is built on our history. We must celebrate our history to promote our future.

I do this by telling the stories of important women in aviation through first person performances, as well as being a long-time member of The Ninety-Nines. I have previously been on the Kansas Aviation Museum board and now the Amelia Earhart Birthplace Museum board. I have flown in 15 all-women air races. And the single most important way to celebrate aviation, I fly!

As The Ninety-Nines' first president, Amelia Earhart holds a unique place in women's aviation, as she is both a symbol of past achievements and future generation's aspirations. The preservation of her birthplace is important to the citizens of Atchison, The Ninety-Nines, and ultimately all of aviation.

The Board of Trustees is tasked to maintain and preserve the Amelia Earhart Birthplace Museum as the beautiful nineteenth century home where she was born and often visited her grandparents. I believe it is important to include the City of Atchison along with The Ninety-Nines to keep this house well maintained and available to future generations.

The museum is an opportunity to promote our future through events and collaboration with the local community as well as aviation across the globe.

I would be honored to continue serving as a trustee.



## AMELIA EARHART BIRTHPLACE MUSEUM — Vote for Two (Continued)

### Mandi Hill

*Memphis Chapter,  
Southeast Section*



I am formally seeking a position on the Amelia Earhart Board of Trustees. My long history in aviation with obtaining my license at 19 and flying with my dad in our family Supercub since I was 12 brings a love of aviation and wealth of experiences to the position. In addition, I have been an active member of The 99s since 2015 holding several Chapter positions over the years. Currently, I am an aviation insurance account manager for Aeris Insurance Solutions keeping me active in aviation not only in my personal flying but also in my professional life. I am excited to serve the Amelia Earhart Museum and our rich history as female aviators. Thank you for considering me.

## AMELIA EARHART MEMORIAL SCHOLARSHIP FUND — Vote for One

### Tina Hartlaub

*Wisconsin Chapter,  
North Central Section*



I am seeking election for the Board of Trustees of the Amelia Earhart Memorial Scholarship. I have served as both Chapter and Section AE Scholarship Chair for the Wisconsin Chapter and the North Central Section, on NCS AE Scholarship committee, and was a previous AE scholarship recipient for my Commercial Seaplane Add-on Certificate in 2007. I would like to give back to The Ninety-Nines at the International level as I have seen the effects of sharing my knowledge gained from the scholarship with many of my students over the years and know the profound effect of being a recipient of this scholarship. My goal is to aid the board in choosing our best applicants to move forward in their endeavours and encouraging others to reach their goals with the help of The Ninety-Nines and the AE Scholarship Fund.

## NINETY-NINES ENDOWMENT FUND — Vote For One

**Stephenie  
Roberts**

*Texas Dogwood  
Chapter,  
South Central  
Section*



Shortly after earning my wings in 1980, I was invited to join the local Ninety-Nines Chapter. The doors that invitation opened! Becoming involved with Texas Dogwood has provided me the opportunity to serve as Chapter Chairman and in other offices and committees. I am honored to have been elected Governor and Vice Governor and to have participated in many committees for the South Central Section. In addition, I served as The Ninety-Nines International Public Relations Chairman.

In my community I sit on various non-profit boards and have chaired and participated in many fund raising endeavors. One exciting opportunity came as Chairman of the City Airport Board during the development and building of a new airport terminal. Additionally, I was privileged to be appointed by the Governor of Texas to the Texas Department of Aviation where I was involved in disseminating Federal funds for Texas general aviation airports and monitoring the use of those funds.

Because of my involvement with many non-profit organizations and as the owner of an aviation related business, I recognize the importance of a vital financial structure to the health of any organization. As a member of The 99s, whose life has been enriched by my membership, I want to see The Ninety-Nines continue to flourish. I offer my varied experience in the belief that by serving as an Endowment Fund Trustee I can aide in continuing the excellent work that has laid the foundation for a bright future for The Ninety-Nines.

## 2021 International Conference Cancelled, But Look Forward to Charleston in 2022!

**T**he Ninety-Nines' priority is the health and safety of our members. That has always been the determining factor for hosting in-person events. We were hoping we could meet on the Queen Mary in Long Beach this July after canceling last year's event. However, as the year ended and 2021 began, our optimism dwindled and soon evaporated.

The Queen Mary stopped all operations early last year and remains closed. The management company that operates the hotel has filed bankruptcy, and the immediate future for the Queen is currently unknown. Here in the Los Angeles area, Long Beach included, we cannot yet have large groups for a conference. None of the tours are operating, making it harder and harder for us to even think we could host the conference this year.

We will have the opportunity to "see" each other during the online Ninety-Nines International Annual Meeting on July 10. The details will be announced soon. We can look forward to an in-person conference in Charleston, South Carolina, next July 6-10, 2022 at the Historic Francis Marion Hotel. The 2022 International Conference and Expo committee is working hard to create an extra special event.

We want to thank everyone who helped and supported us through this entire process, and especially to those who registered and stayed with us through both our attempts to host this event. You will soon be given an option to move your registration to Charleston or receive a refund. Charleston is going to be amazing, so we encourage you to move your registration forward. We all hope by then we can meet.

Ninety-Nines are resilient and promise to be back with the Conference we are all looking forward to. Please stay safe and well.

— Southwest Section International Conference Committee





*From left, top row, Dr. Monica Randolph-Graham, Jenny Beatty, Janet Patton. Bottom row: Ciara O'Toole, Anh-Thu Nguyen, Atinuke Stanley-Pepple, and Ana Uribe-Ruiz, below.*

## ***New Ninety-Nines Member Council to Focus on Diversity and Inclusion***

*By Dr. Monica Randolph-Graham, Fort Worth Chapter, and Anh-Thu Nguyen, Georgia Flying Belles Chapter*

**T**he Member Council was initially introduced on November 7, 2020 at the International Board of Directors meeting as the Member Council to support membership growth and mentoring with a focus on Diversity and Inclusion.

Having been renamed “The Ninety-Nines International Member Council” and adding seven other Ninety-Nines members with sincere passion for Diversity and Inclusion, a more defined mission and purpose materialized.

To further eliminate any confusion, the Member Council is not a replacement and not part of the very important Membership Chairs or Membership Committees, which have many duties related to membership. The Member Council’s sole focus is on Diversity and Inclusion guided by the following mission and purpose.

**MISSION:** To grow aviation by diversifying and unifying all people in our worldwide aviation community.

**PURPOSE:** To lower barriers to entry into aviation. To support, encourage, respect, and educate all youth and women pilots by prioritizing diversity, equity, and inclusion within our communities. To end prejudice, discrimination, or harassment in aviation on the basis of sex, race, ethnicity, age, sexual orientation, gender identity, origin, background, social class, physical ability or attributes.

Worldwide aviation will be the beneficiary of this progress as we cultivate a safer, stronger, more diverse and unified community.

You might be thinking that you’ve never heard of the Member Council and wondered why and how it started. As with everything else in life, its creation was started out of necessity when one individual felt the need to make a change and galvanized the support of the rest with the same strong conviction.

International Director Dr. Monica Randolph-Graham stated, “There is nothing special about me or my vision and desire to focus on Diversity and Inclusion in Aviation; it’s a topic many of us consciously feel is important.”

In a conversation with President Corbi Bulluck, Monica shared her vision for The Ninety-Nines to assist those within the organization who felt like an outcast in their Chapter. Many others were repeatedly harassed in the cockpit, but their allegations were quickly dismissed. Unfortunately, this is a recurring yet unspoken problem in the aviation community.

With President Bulluck’s firm support, Monica began talking with 99s and connected with six incredibly accomplished women having similar vision, commitment and passion to solidify the mission of the Member Council.

“Turbulence to Triumph: Navigating Experiences to Empowerment,” a six-webinar series, began on January 12 with Captain Jenny Beatty presenting on Harassment in Aviation. The webinar is available on The Ninety-Nines’ website (under Resources webinars) and on the Ninety-Nines’ YouTube channel.

The second webinar on February 16, 2021 by Captain Erika Armstrong, author of “A Chick in the Cockpit,” presented on “How to Be a Chick in the Cockpit.”

Upcoming webinars will soon be announced and accessible from the Ninety-Nines website and YouTube channel. This webinar series is based on the struggles of a diversity of women pilots with varying experiences from discrimination, harassment, unfairness, and inequalities during their aviation journeys and careers. The presenters empower the audience to maintain self-confidence and self-worth while utilizing their strengths to support others along their aviation journeys with the potential for all of us to recognize our own bias.

The Ninety-Nines International Member Council is a diverse team with the following members: Dr. Monica Randolph-Graham, Leader, South Central Section; Co-leaders Anh-Thu Nguyen, Southeast Section; Atinuke “TK” Stanley-Pepple, African Section; Ciara O’Toole, Italian Section; Janet Patton, South Central Section; and Jenny Beatty, North Central Section; and the most recent, Ana Uribe Ruiz, Southwest Section.





*747 Captain Maria Ziadie-Haddad was the first Jamaican female pilot.*



*Maria on the Boeing 727-200 as Second Officer, 1979.*

## ***Maria Ziadie-Haddad Finally Finding Her Destiny***

By Rebecca Burghy, Intermountain Chapter

**H**ow we become pilots are often stories reflecting the serendipity of having a pilot in the family or simply being in the perfect place and time to soak up a little green grass and avgas.

Florida Goldcoast member Maria Ziadie-Haddad has her own special version of that story. Born in Montego Bay, Maria grew up on the lush, intermountain, tropical island of Jamaica. Given the challenges and time requirements of driving from one town to another, flying was integral to getting around the island. Maria's family frequently took airplane flights, visiting relatives and taking care of business.

Young Maria didn't yet know that Jamaica had an extensive air history beginning with the first airplane demonstration in 1911, early passenger and airmail flights crisscrossing the Caribbean, and Charles Lindbergh's 1930 landing of the first Pan Am Clipper in Kingston Harbor.

By the 1950s and 1960s, a strong commercial aviation community thrived, thanks to active local pilots and former Royal Air Force airmen, who flew search and rescue, medical airlift and disaster relief. They and their aircraft were part of the Jamaica Flying Club that evolved into the Jamaica Defense Force (JDF) Air Wing. Generations of JDF and Jamaican pilots learned to fly at both Wings Jamaica, the flying school started by instructors Carl and Earsley Barnett, who ferried a Cessna 150 to the island, and at Rutair Ltd. flight school, owned by ex-Czech Air Force pilot Ken Rutter, who eluded pursuing MiGs to escape that Communist

regime. These special pilots would play key roles in Maria's future.

Even without pilots in her own family, Maria absorbed Jamaica's aviation environment, being avidly curious about flying through clouds or watching Pan Am jets cruise overhead. After constantly pestering her mother with endless questions, Mrs. Ziade took little Maria and her younger sister to Rutair for their own airplane ride in a Cessna. Maria says, "I don't remember the takeoff or landing, but I do recall being fascinated with the view out the windows, especially the round hills of the Cockpit Country near Montego Bay."

"There wasn't much television in those days, and going to the Montego Bay Airport was a special treat as there were 'waving galleries' to see people off on their flights."

A few years later, she remembers her family living closer to the airport and sitting on the front veranda watching Delta's DC-8s arriving and departing.

As a young girl of the 1960s, Maria attended Servite convent school, receiving an excellent education but no mentoring or training in any career other than nurse, teacher, or air hostess, since pilot or astronaut weren't considered options for girls.

Maria very much liked the sciences and wanted to be a doctor, but the requirement to dissect frogs and rats in high school zoology class soon changed her mind. Recalling the experience, Maria said, "It was the grossest thing ever! I was traumatized, there was no way I could do it. So much for that plan."

She next decided to attend McMaster University in Ontario, Canada, and tried studying psychology. After the first year, Maria knew it wasn't for her and returned home for the summer with no firm plans.

A flight to visit her grandparents in Kingston changed everything, as national carrier Air Jamaica impressed her with its bright livery colors and Doctor Bird logo, the flight attendant fashion show, and the renowned Rum Bamboozle drinks served on silver trays.

Soon after, Maria saw an Air Jamaica advertisement for flight attendants, and thought, "Why not try it? I met the requirements, and I was not motivated to go back to the university or the cold weather."

She joined Air Jamaica as a flight attendant in 1974, enjoying the high-profile role, but it was the cockpits of DC-8s, DC-9s and B727s that really captured Maria's curiosity and fired her determination to become a pilot.

At the time, Air Jamaica clearly stated they were not hiring women pilots, but Maria did not let this deter her. She found her way to Wings Jamaica and Carl and Earsley Barnett, where Maria earned her private pilot license in 1975 and received strong mentoring and encouragement from the Barnetts to pursue more licenses and ratings. Earsley Barnett was the first woman to earn a Jamaican commercial pilot license.

In 1978, she resigned from her flight attendant job to work as a flight instructor and charter pilot at Wings Jamaica and at Rutair Ltd., gaining hours and experience, determined to achieve her dream of being an airline pilot. Other women shared that dream, and the industry changed, the glass ceiling crunched underfoot, and Air Jamaica hired Maria as their first woman pilot in early 1979.

Trained as a Second Officer on the B727, she moved on to the A300, upgraded to First Officer, rode out the storms of Air Jamaica's transition from government-owned airline to privatization and back again. Maria became their first female Captain in 1996.

Upon closure of that airline in 2010, Maria joined Atlas Air as a Boeing 747 First Officer, flying the B747-400, B747-8 and Boeing Dreamlifter models. She upgraded to Captain in December 2015.

After 10 years flying with Atlas Air, on October 17, 2020, Captain Maria Ziade-Haddad capped her airline career with a B747-400 flight from Riverside, California, to Cherry Point, North Carolina, amid congratulations and kudos from aviation friends worldwide.

She could not have imagined that early childhood flight would lead to a stellar commercial flying career spanning 41 years, 108 countries and over 20,000 flying hours.

Atlas Air First Officer Sean O'Loughlin said, "Maria will be greatly missed. She is the epitome of a great captain, a great communicator. When you flew with Maria, it never felt like work."

Maria's spirited determination, skill, and professionalism created a lifelong career of challenge and adventure, while helping break

down barriers for women in commercial aviation. She has been honored as a Pioneering Woman & Trailblazer by the Government of Jamaica, the Jamaica Civil Aviation Authority and the Jamaica Cultural Alliance; a Trailblazer by the Florida Gold Coast Chapter of The Ninety-Nines International Organization of Women Pilots; and as a South Florida Pioneering Woman Aviator by Operation SAFEE (Showcasing Aviation for Empowering Education).

In addition to The Ninety-Nines, Maria is an active member of the International Society of Women Airline Pilots and Women in Aviation International, allowing her many opportunities to encourage more women pilots and share her extensive experience, knowledge and "just do it" attitude.

Maria lives in South Florida with her husband Brian, a JetBlue A320 pilot who will also soon retire. With her typical enthusiasm and vigor, Maria is full of retirement ideas. She wants to do some simulator instructing, and, more poignantly, return to her general aviation roots and rediscover the fun of smaller airplanes and personal flying... a fresh whiff of green grass and avgas. "Just do it!"

## Serendipity: The faculty of making fortunate discoveries by accident.

*Captain Maria Ziade-Haddad after her last flight with Atlas Air on October 17 2020.*



# Meet Olivia Corriveau

*By Robin Hadfield, Director,  
99s International Board of Directors*

Olivia Corriveau, 25, just completed her ATPL program outside of Montreal, Canada. While working as the Sales and Communications representative at her school, College Air Richelieu, she is also working on her instructor rating.

In elementary and high school, her dream was to become a vet. She worked on farms and loved to horseback ride. “However, I dreamed to be able to fly, like my father. I loved hearing his military background experience. He would always say that he had the best time in the military, that his job at an airline did not feel like a job, as he loved it. I always wanted that for myself.” After completing a Bachelor of Science in kinesiology at McGill University (Montreal), she decided to pursue a career in aviation. “I never looked back.”

Olivia has just under 500 hours, all in small GA aircraft, but she should be able to get a lot more hours now that she recently took over her father’s share in a Cherokee. The other aircraft partners include her boyfriend.

Olivia recalls a memorable flying experience. “One of my travel highlights was flying in the Exumas with my dad and also bringing the aircraft up to Montreal from Orlando. During hurricane Dorian, my father, who was working, called and said I had to go down to Orlando that same day to save the plane. The hurricane was making its way up and he had no one to fly it as everyone was scrambling to find solutions.

“Turns out it was an incredible experience for me. I hopped on a flight down the same day, and the next day it was me and my PA-28 flying north on our 15-hour flight up. I was lucky enough to fly right through New York City, definitely a dream come true!”

Olivia is going to document the journey on her Instagram page (@flying.liv). “I realized it is a great platform to connect with pilots across the world. I love making new contacts and seeing everyone’s journey. It keeps morale high!”

Olivia enjoys giving back to others. In high school, she was vice president in her last year and was involved with organizations such as Me to We (Free the Children), Centraide and other local charities.

“I knew that if I could manage my time well with my studies, sports and work, I would be able to give back. It was always a reminder to be grateful for the experiences and opportunities that came my way as others are not always dealt the same deck of cards.”

“After high school I decided to volunteer with my twin sister in Tanzania, where we taught math and English to children. It was a memorable experience where I discovered what life in rural



areas was like. I also experienced many adventures such as a safari camping trip in the Serengeti.”

Olivia won awards for her community involvement while in high school, and through The 99s she won a Fly Now Award in 2019. “The Ninety-Nines has proven to be a great source of support through my training, and I fell in love with the community. There are so many women passionate about aviation out there!”

**“The 99s is filled with incredible women, and I am grateful to share the love of aviation with you all! Surround yourself with people who constantly challenge you to be a better person, and who support you through thick and thin.”**

A very meaningful award she received in 2020 was the Jazz Aviation Award for Professionalism and Diversity. Jazz Aviation LP (Chorus) formed a partnership with certain schools across Canada. These schools

select their most deserving students to receive the Jazz Pathway award, giving them a chance to get a direct interview with the company after completing their integrated ATPL program.

“I am grateful for being part of an incredible aviation community that is supportive and dedicated to growing and helping one another. This journey has been synonymous with hard work, perseverance, lots of studying, sacrifice and most of all, fun and love of the adventure. The 99s is filled with incredible women and I am grateful to share the love of aviation with you all! Surround yourself with people who constantly challenge you to be a better person, and who support you through thick and thin,” says Olivia.

Olivia believes that exposure will encourage more women to consider aviation as a career. “It needs to become normalized (social media helps with that) as we are all capable of becoming pilots if that is what we want to do, like in any other field. Women need to see how gratifying it is, and they will fall in love like I did (hopefully).”



# Happiness Is A New Milestone!

**Vonda Benson**, CFII, Wisconsin  
**Grace Boras**, Private, Old Dominion  
**Jana Brandt**, Instrument, Arkansas  
**Eleanor Brunsman**, Private, Old Dominion  
**Nancy Burton**, Private, Wisconsin  
**Shantal Bustamante**, Private, San Fernando Valley  
**Kaitlyn Clarey**, Solo, Bay Cities  
**Tessa Coulter**, Instrument, Maui  
**Grace Cowherd**, Private, Arkansas  
**Meredith Datena**, CFII, Columbia Cascade  
**Melanie Duran**, Multi-engine, Treasure Coast  
**Rebecca Erb**, Instrument, Bay Cities  
**Steisha Feiteira**, Private, Maui  
**Sanjal Gavande**, Commercial, Orange County  
**Chelsea Householder**, Fixed Wing add-on, Maui  
**Carolyn Hunker**, Commercial, Old Dominion  
**Amelia Irvin**, Private, Kitty Hawk  
**Ingrid Lohne**, Private, San Fernando Valley  
**Ashley Lopez**, Private, San Diego



*Michele Ewing, Tail wheel endorsement; Captain, Alaska Airlines, Columbia Cascade*

**Megan Kojima**, Instrument, San Fernando Valley  
**Julie McShea**, A&P, St. Croix Island Paradise  
**Valeriya Mordvinova**, Commercial, Eastern Ontario  
**Laura Morris**, Private, Columbia Cascade  
**Katrina Newman**, Instrument, Arkansas  
**Sofia Nosratabadi**, Private, Orange County  
**Christine Oksas**, CFII, Bay Cities  
**Kalei Perreira**, Private, Maui  
**Alexis Popoca**, Private, Indiana Dunes  
**Sarah Portuguese**, Multi-Engine Commercial Add-on, Indiana Dunes



*Rebecca Jean Peric, Commercial, British Columbia Coast*

**Haley Randel**, Instrument, Bay Cities  
**Jenny Reeb**, Commercial Multi-engine, Old Dominion  
**Jiah Sim**, Multi-engine, Columbia Cascade  
**Donneisha Smith**, Solo, Bay Cities  
**Angela Taylor**, Solo, Kitty Hawk  
**Tiphani Tolan**, CFI, Orange County  
**Spring Vick**, Instrument, San Diego  
**Jennifer Walinowicz**, Private, Instrument, Orange County  
**Christine Wall**, Instrument, Pikes Peak  
**Caitlin Walton**, Commercial Seaplane, Pikes Peak  
**Nicole Wellmann**, Instrument, Multi-engine, Private, Treasure Coast  
**Tiffany Wijepala**, Solo, British Columbia Coast  
**Christina Williams**, Instrument, Hampton Roads



*Julie Powell (left) Private, Arkansas 99s and her instructor, fellow 99, Hailey Zirkle (right).*

# Ziplining Started It All

*by Amanda Ybarra, Eastern Idaho Chapter*

## ***"Now just take a step off the edge..."***

Not very comforting words when the edge is 800 feet up in the air, but taking the leap of faith nailed me a great college job as a zipline tour guide.

Over the course of working at the zipline, I became comfortable with heights and started to crave being in the air. Every moment with my feet off the ground was a good one! After I graduated and came back home to Idaho, I craved that feeling again.

Four years following graduation, I was following my career path in tourism management. I love the tourism sector, but things changed two years ago when I met with a friend at Utah Valley University's Aviation Program and they took me up in a plane. When I got the controls, I felt the same rush I got ziplining, and I knew this was the feeling I had been searching for.

Such a hard feeling to describe, but it was a rush of peace and freedom at the same time, filled with wonderment. I was not attached to a cable anymore like when I was ziplining, and I could not help but smile.

Over the next year, I found myself thinking about flying constantly. I knew this was not going away, so I took another intro flight at the Av Center in Pocatello. This second flight confirmed what I was thinking. I had to do this. That if I passed now, I knew I would make the change later in life and kick myself later for wasting time.

This next month I will have my private pilot checkride, a day I can never prepare for enough, and I know I will never forget. The day I become a pilot.

I thought the confidence of riding ziplines all day would have prepared me for the career change, but every step has been hard. What has made it easier has been the astronomical support I've felt from the women I have met in aviation so far. There are so few of us that we must stick together. We have made such a huge leap from 5 to 7 percent in the last 10 years, but we have even further to go.

If any girl at any age is even curious about flying, take an intro flight anywhere you can! I also recommend you reach out to your local 99s Chapter. I have been a part of the Eastern Idaho Chapter for less than a year now, but the connections I have made have been priceless. They have connected me with women who are aerial firefighting, exactly what I want to be doing in a few years.

These women are here only to build each other up, and I love being part of such a strong community of supportive women.

***Top photo: Amanda is head over heels zipping as a tour guide in 2015 at Climbworks Keanu Farms, Kahuku, Oahu, Hawaii.***

***Center, Amanda after her first solo in June 2020 at Pocatello Regional Airport (KPIH).***

***Amanda on her 150 nm xc solo last July from KPIH to KTWf to KJER back to KPIH, 7,500 MSL above Lake Walcott in south central Idaho.***







# NIFA

## *Not Just Another Acronym*

*By Marilyn Shafer, International NIFA Chair*

**W**e all know about our organization's inception and Amelia's wish to band together her 99 friends into an aviation presence. But did you know the National Intercollegiate Flying Association (NIFA) was growing right along with us?

"NIFA traces its roots to early post-World War I powered flight. Young aviators, returning from the war to their collegiate studies, sought to expand upon and use their training and experience to further the nascent cause of civil aviation. 'We, students of Columbia University, being ex-army and navy aviators, have organized the Aero Club of Columbia University,' 12 students declared in their May 1, 1919 petition to the University Secretary. Similar clubs were born in the early days of flight at...other universities and colleges across the United States.

"On May 7, 1920, nine schools competed at Mitchel Field, Long Island, New York, in the first contest held by the Intercollegiate Flying Association. Yale took first place, assisted by naval aviator and future founder of Pan American Airways, Juan Trippe, in a war-surplus Curtis Jenny.

"In 1929, Grover C. Loening of the Loening Aeronautical Engineering Company, who had been America's first candidate for an aeronautics degree just seven years after the Wright Brothers historic flight, established the Loening Intercollegiate Flying Trophy. His wish was to encourage flying and exceptional achievements among the now many collegiate aviation programs nationwide ([nifa.aero/nifa/history](http://nifa.aero/nifa/history)).

"The award was judged that first year by Loening and his friends, Charles Lindbergh, Amelia Earhart, and Navy Commander John Towers. The pure silver, Tiffany-designed

trophy is still judged and bestowed today at the annual SAFECON (Safety Conference)."

NIFA accepts teams from member colleges and universities across the United States to compete in a variety of ground and flying events with special awards for individual and team championships. NIFA graduates can be found in every facet of our aviation industry. "In 1979, The 99s and NIFA agreed that 99s would provide half the judging staff and all of the support staff for the NIFA nationals" ([www.ninety-nines.org/sixty-years.htm](http://www.ninety-nines.org/sixty-years.htm)). These numbers today are woefully lacking.

Being a judge can grow our membership as we share our enthusiasm and love of aviation. Sign up today to be a judge! No experience or aviation background is necessary, so you can bring your friend or significant other to judge as well. Each SAFECON runs Monday-Saturday, but it's not an "all or nothing" endeavor. You can judge for a half-day or all week. It's up to you!

Curious about the events you could be judging? A brief summary of each flying or ground event can be found at [nifa.aero/schools/rules/](http://nifa.aero/schools/rules/). Who knows? You might find an event that makes you realize there is always room for more knowledge and improvement.

If you're interested in your Regional SAFECON where 6-14 schools compete, find your state on the region map by checking [nifa.aero/schools](http://nifa.aero/schools). Or if you want to judge on a grander scale with up to 30 school competitors, attend the National SAFECON in May 2021 at Oshkosh or in May 2022 at Ohio State University.

As seen through the eyes of every competitor, they are "flying for the fun of it!"



NIFA judges, including Ninety-Nines, are ready to go on the runway line for the spot landings.





BY DONNA  
MILLER  
*International  
Careers  
Committee*

# Flight 101

**W**hen I first started flying, I was inspired by the image of climbing the ladder to the stars. I was a brand-new private pilot, wondering how I could possibly make aviation a career. I saw a drawing recently that made me think of that analogy again. There are two ladders side by side. The one on the left has rungs close together and the person climbing it is nearly at the top. The ladder on the right has rungs spread out so far apart that the climber cannot even reach the first rung and is therefore still on the ground.

Thanks to Mike Dooley (The “Notes from the Universe” author), I’m a firm believer in starting from where you are with what you have and taking baby steps every day in the direction of your dreams. First, let me tell you that none of our ladders look the same. I envied the new pilots whose parents bought them the fancy extendable metal ladder and held it steady while they took their first step.

My ladder looked more like an old wobbly wooden ladder with rungs so far apart that I couldn’t reach the first one. I had to get creative and (metaphorically) go out and find wood and cut it to size to create the first rung. Those first few steps didn’t even look like they were in the direction of my dream. Once I got started,

and my parents saw my commitment and tenacity, I know they took rungs from their own ladders so that mine would be taller and I could reach even higher. For example, my dad would ask me to fly him to Cabelas in Sidney, Nebraska, from our home in Colorado so he could shop for hunting and fishing gear. (He paid for the flight and never bought anything.) For Christmas one year, my parents gave me the latest Gleim study manual and the funds to take the corresponding written exam. I’d build a few rungs and take a few steps. Then build a few more and climb a little higher.

If you’re working on a college degree knowing it will make you more competitive for a flying job, you are taking a step on your aviation ladder, although it may not look like it to the casual observer. Applying for scholarships, sending out resumes, updating your logbook, doing interview prep, networking — all of these are taking steps in the direction of your dream. Scheduling your written exam, taking advantage of WINGS programs, webinars and online training programs are taking you step by step higher on your ladder. You take a few steps and look back to see how far you’ve come. Sometimes it can feel like you’ve done a lot of work and haven’t climbed very high. The next thing you know, you’re looking down and are surprised at how far you’ve come.

At some point, when possible, help someone else climb their ladder. Give them a rung from yours if you can. The view from up high is great, but it’s even better when shared.

## Books



### **Hardly Easy**

Author: Kimberley Jochl  
Illustrated by Jessica Boyle  
Publisher: Wilfred Lee Books,  
Copyright: 2021 ISBN:  
978-0-9971507-4-2

*By Jacque Boyd, Rio Grande Norte Chapter*

Kimberley Jochl is a member of the Appalachian Aviatrixes Chapter and has two other books to her credit, *The Aviatrix: Fly Like a Girl* and *Fly Baby: The Story of an American Girl*.

*Hardly Easy* is a tightly written, enjoyable read. The target audience may be the “Young Adult” market, but anyone from early teens to late “whatever” will find the story easy to relate to.

Charlotte, the main character, lives a story that is universal to those of us who have had to challenge the status quo. Don’t be a skim-reader with this book or you’ll miss tidbits like Charlotte’s friend who was

able to finance her license with a scholarship from The Ninety-Nines.

It’s not every day that the cover is as enjoyable as the story, but this is one of them. Jessica Boyle has given the reader what appears to be a collection of aviation illustrations resembling a classroom chalkboard. It’s a great introduction to the story, and a real conversation starter. As Jochl says in her acknowledgments, “Every day, I was driven to write as well as Jess drew.” I think both of them succeeded.





## Ask a DPE

By Julie Paasch  
Air Hearts-Utah Chapter

### **What are some weak areas you have seen on Private Pilot airplane checkrides?**

This is a great question! Each examiner will see different trends in the area where you are taking your checkride, but I can share some of the general weak areas I have seen.

Remember, the areas of operations that examiners test you on are not a secret and are listed in the respective Airmen Certification Standards (ACS) or Practical Test Standards (PTS). Each examiner will use FAA publications to create their plans of action. The examiner is required to cover at least one knowledge area, one risk management and all the skill areas in the ACS.

The first weak area I have seen both on the Private checkride and all other checkrides is adequate knowledge of the deficient areas on the written test. Each examiner is required to go through each topic area scored wrong on the written test during the practical test. These are like “freebies” because you know you will be tested on them. Since the FAA has updated the knowledge test, the codes will link directly to a specific area of operation and task listed in the ACS. You are required to review these areas with your instructor prior to your checkride, so make sure you feel confident.

Another weak area on the oral exam is deferring inoperative instruments and equipment. This area is tested under Airworthiness Requirements in the Private ACS. The answer can be found in 14CFR 91.213(d). If you do not have a Minimum Equipment List for your aircraft, this section outlines the process you go through to determine if your aircraft is legal to fly. The examiner will most likely give you a scenario that includes something you discover during your preflight that is broken on your aircraft. It is then your job to determine if it's legal to go.

With the advancement of technology, electronic flight bags have revolutionized our industry. For your practical test you can use either a hand calculated paper cross-country or electronic cross-country. If you choose to use an electronic flight plan, your examiner is required to test you on it.

A weak area I have seen is understanding how the program you are using is calculating the numbers it spits out. For example, your examiner could ask how the program calculated the magnetic heading you will fly on a leg or how it calculated the top of climb for your flight. You need to know how it determined that information.

A difficult maneuver and weak area on the flight is the short field landing. The Private ACS have a few skill requirements, but the difficult one is landing +200/-0 of the designated touchdown point. Make sure you practice and are consistent. In addition, the ACS allows for a go-around, it just states it needs to be “timely.”

If you are on final and are not going to meet the tolerances, don't try to “save” the landing, do a go-around.

Good luck to those working towards your private pilot certificate!

If you have a question you would like answered, send me an email at askadpe99@gmail.com. I look forward to hearing from you.

## Bessie Coleman Makes History

Bessie Coleman was inspired to fly after hearing the stories of pilots returning from World War I. Unable to procure flying lessons in the United States due to racial discrimination, Bessie saved her money and went to France to learn to fly. She received her license on June 15, 1921, and when she returned to the States she had a successful barnstorming career.

An early champion of civil rights, she had dreams of starting her own aviation school for the instruction of African American pilots, and she refused to perform at airshows unless audiences were desegregated.

On April 30, 1926, Bessie and her mechanic took to the skies. The mechanic was flying that day, but lost control of the plane. Bessie fell from the open cockpit plane and did not survive.

Her accomplishments were many, and her legacy of being a pioneer in aviation and equal rights for both women and African Americans lives on today.

— Courtesy of The 99s Museum of Women Pilots.

Illustration created by Ninety-Nine Andrea McDonald.

If you look closely, the shading is made up entirely of the word “try.”



“I made up my mind to TRY. I tried and was successful.” -B.C.



# GRASS ROOTS

## Appalachian Aviatrixes

The Appalachian Aviatrixes Chapter awarded certificates of appreciation to the daughters of two Chapter members. Olivia Smith, the daughter of Adrienne Smith, and Lucy Carver, the daughter of Lorianne Carver, have helped at Chapter events during the past several years.

For two years in a row, both young women helped at The 99s booth during the Aviation Celebration fundraiser. In August of 2019, they helped at The Ninety-Nines Tennessee Aviation History display at the D-Day commemorative celebration held in Sycamore Shoals State Park.

Olivia helped to set up the Chapter Girl Scout Aviation Education Day at Tri-Cities Airport in 2018.

Lucy helped with the Chapter's first compass rose painting in 2020 and assisted her mom in hosting two Chapter campfire meetings.

The Appalachian Aviatrixes Chapter appreciates the help these young women provide to the Chapter and shares the enjoyment they get from helping their moms.

— Janice Pelletti



From left, Adrienne Smith, Olivia Smith, Lucy Carver and Lorianne Carver.



San Antonio Chapter members participated in a formation flyover at Stinson Municipal Airport (SSF) to celebrate the 100th anniversary of women having the right to vote.

## San Antonio Chapter

On August 21, 2020, the San Antonio Chapter was honored to take part in a formation flyover. It was organized to celebrate the 100th anniversary of women having the right to vote. The flight took place in the morning at Stinson Municipal Airport (SSF).

Flyover points highlighted several historical attractions, a local military base, as well as four local schools.

Chapter members Reni Baker, Veronica Velasquez, Cheryl Mora, Olga Custodio, Lacee Law and friend Dana Perez participated in the flight. Countless other individuals provided critical support for the event. The flight was largely publicized by local media, and city officials organized a live broadcast to take place at the airport.

"It was hot, hard work but well worth the elation and pride I believe we all felt both during and after our successful formation flight!" said Cheryl Mora, Chapter Chair and the pilot of the lead airplane in the formation.

Thank you to the Women in Aviation Alamo City Chapter, San Antonio City Councilwoman Rebecca Viagran, and Aurelina Prado and the San Antonio Aviation Department for coordinating this event, and to our sister 99s and everyone else who came out to support us!

— Andrea McGilvray



## Long Island Chapter

The last two Chapter meetings were held via conference calls. Prior to the December meeting, we were joined on the phone by MaryBeth and Liz Holdorf. MaryBeth and Liz are the granddaughter and great-granddaughter of Roberta Pistorius, a Long Island Chapter member, now deceased.

Liz, 17, plans to work on a Girl Scout Gold Award project highlighting The Ninety-Nines and her great-grandmother Roberta. She hopes this will become a perpetual display at a Long Island airport. Liz asked for the Chapter's support and assistance on the project. Chairman Nancy Neumann will review the proposal and check with 99 Headquarters for guidelines on Long Island Chapter's involvement.

Naomi Littles made her first solo flight on November 8, 2020 in her favorite aircraft, the PA-28. "My landing was the best part! Smooth! Once I landed and taxied to the hangar, my nerves were jumpy because the adrenaline was still kicking. But, I soloed — I got it done."

Long Island Chapter member Pat Ohlsson, now a resident of Florida, wrote that this year's Spruce Creek Christmas Toy Parade had to be cancelled due to the virus. At the last minute, Pat and 49½ Lenny decorated their 1931 Model A Ford Sedan. Other folks decorated their old cars and golf carts and drove around the community for several hours celebrating the holidays as they have done for many years with their airplanes at the Spruce Creek airport. This year included social distancing, of course.

Pat has not been flying a lot due to the pandemic but writes that she did take off on January 14, 2021 to celebrate the 45th



*Patricia Ohlsson and 49½ Lenny Ohlsson participate in the Spruce Creek Christmas Toy Parade.*

anniversary of earning her pilot certificate and 42 years since she purchased her Grumman Tiger.

— Patricia J. Rockwell



## Monterey Bay Chapter

The Monterey Bay Chapter presented a monetary check as well as 54 aviation-related toys to our local Salvation Army Central Coast Region's Share Your Holiday drive.

It was sponsored by KSBW News on December 11, 2020.

— Paula Gail Johnson

*Presenting the items to Salvation Army personnel are, from left, Laura Barnett, Carolyn Dugger and Theresa Levandoski-Byers.*

# GRASS ROOTS

## Eastern Pennsylvania Chapter

The Eastern Pennsylvania Chapter sends their greetings to everyone!

We have been meeting monthly via Zoom since last March. We were so happy to see each other in October at an outdoor meeting where we wore masks and could physically separate ourselves.

One of the great things about Zoom, though, has been seeing Chapter members who moved out of state.

On a beautiful fall day in October, an airport name airmarking was held at New Garden Airport, N57, coordinated by Heather Hill. The group started with a blank slate. Using templates via a computer program that Heather's husband, Dan, had written, each 20-foot letter and number was outlined with chalk, taped and then painted.

Participants were Heather Hill, Sally Moritz, Alison Chalker, Cheryl Benish, Carole Wyman, Laura Poppel, Heather's husband, Dan, and her two daughters, Kaitlyn and Amanda.



*Eastern Pennsylvania Chapter members airmarked at New Garden Airport, N57, in Toughkenamon, Pennsylvania.*

"It was amazing to watch the whole process unfold one step at a time!" said Heather. The aerial pictures were taken by a drone owned by the airport.

— Risa Altman

## African Section

For the first time in the history of Malawi, The Airbus Foundation, together with its partners The Little Engineer and The African Section of The Ninety-Nines, will roll out the Airbus Little Engineer (ALE) interactive digital program in Malawi.

The motto of The Ninety-Nines is to promote advancement of aviation for women through education, scholarships and mutual support while honoring their unique history and sharing their passion for flight.

The African Section 99s, together with the Airbus Little Engineer, is promoting aviation for the youth through STEM (Science, Technology, Engineering and Mathematics). The aim is to educate youth between ages 10 and 16 within the community

in Malawi with respect to science, technology, engineering and mathematics through a series of interactive online 3D modeling workshops.

The goal is to encourage students to understand and embrace technology and ignite a passion that could grow into an exciting STEM career. This is in line with the United Nations Sustainable Development Goals 2030 and ICAO Next Generation of Aviation Professionals. Once the program proves to be successful in Malawi, the 99s African Section plans to extend it to other African countries where their members are based.

According to Airbus' website, "Africa has the fastest-growing and most youthful population in the world. Its youth will be the driving force behind sustainable growth across the continent. Therefore, investment in education and training is essential in building an educated and skilled workforce and to encourage innovation. The goal of the ALE program is to support the countries' efforts in creating a sustainable pipeline of talent for Africa."

— Ivana Alvares-Marshall  
Governor, African Section



*Participating in Train the Trainer day are Ivana Alvares-Marshall, Governor of the African Section, Dina Dawod, Vice Governor, Fabian Alvares, volunteer for Malawi with the two trainers, Rana El Chemaitelly and Mohamad Nsouli.*



*From left, top to bottom, Janet Patton, Karen Rosier, Annika Rivera (new member), Kaitlin Mroz, Jamie Arispe (new member), Monica Doherty, and Heather Fahle (new member).*



## Ambassador Chapter

The Ambassador Chapter is a virtual Chapter in the South Central Section for Ninety-Nine members who do not have a nearby local Chapter or their busy flight life is best suited with a monthly ZOOM meeting.

The Ambassador Chapter has members located all over the world. It currently has 59 members from Michigan, Oregon, South Dakota, Texas, Utah, Italy, Kenya, Spain, Paraguay, Peru, and the Netherlands, just to name a few locations. All Ninety-Nines are welcome to attend the Chapter Zoom meetings held on the 9th of every month.

Our Ambassador Chapter provides great support and empowerment to our members with dynamic speakers, dialogue for personal and professional growth, as well as monthly exchange

of information during Chapter meetings. Some of our members have met up at locations such as Oshkosh, Sun 'n Fun and various other flying events prior to the pandemic.

The Ambassador Chapter had a recent change in some leadership positions, with Janet Patton as the new Chair (past AEMSFS recipient), Pat Schroeder as Vice Chair (past AEMSFS recipient), Kris Morisen is Secretary, Karen Rosier and Michelle Booth as Membership Co-Chairs, Monica Doherty as Scholarship Chair (past AEMSFS recipient), and Emily Kruse in the newly created position of Mentor Chair. Kira Vitale remains the Treasurer, and Christine Hannon as Newsletter Chair. The Chapter has had an increase in new members and we're very excited for the continued connections within the Chapter.

— Monica Randolph-Graham

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## Bakersfield Chapter

In December, the Bakersfield Chapter held its annual Cookies to the Tower event. We missed being able to go inside as usual and spend time with the controllers.

As a small Chapter, we had very generous contributions to be sure there were plenty of sweets for all the staff on different shifts at Meadows Field (KBFL).

— Dea Payette

*Right, staff at Meadows Field are treated sweetly by the Bakersfield Chapter during its annual Cookies to the Tower event. Bearing the goodies is Bakersfield Chapter Chair Dea Payette.*





# Celebrating Beatrice (Bee) Haydu's 100th Birthday

By Ruth Jacobs,  
Treasure Coast Chapter

With the current restrictive shutdowns and protection for our seniors, we were not allowed to have a party or even visit with WASP Bee to celebrate her monumental 100th birthday on December 13. So we made our own plans and arranged to do the next best thing. We had a caravan celebration with banners, balloons and airplanes.

Terry Carbonell and Ellen Herr flew in to Naked Lady Airpark to join in the celebration.

Seven vehicles with 12 people drove by to brighten her day. Three were from Treasure Coast Chapter, Aileen Watkins, Sharon Menear and Ruth Jacobs; two from Paradise Coast 99s, Terry Carbonell and Ellen Herr; EAA Rick Golightly and his family and



*Bee Haydu, her daughter Diana Potter and granddaughter Kristen Pethick wave to The Ninety-Nines driving by to wish Bee a happy 100th birthday. Photos by Ruth Jacobs*

friends from Pratt Whitney. Her family brought Bee outside with her wheelchair to greet all the cars as they

drove past several times. We took a banner off one of the cars and gave her some balloons. Then each one flew

the styrofoam airplanes at her, so she ended up with lots of airplanes.

We even stopped long enough to take some pictures with her to remember our fun event for this special celebration.

No amount of challenges could keep us away from celebrating with Bee on her 100th birthday. Bee, we are hoping to see you next year to celebrate your 101st!

— Editor's note: Sadly, Bee flew off to new horizons on January 30, 2021.

*Celebrating Bee's birthday with a drive-by are Aileen Watkins at the wheel, along with Ellen Herr in front seat and Terry Carbonell in the back.*



# NEW HORIZONS

## CORRECTION

Leah Murphy of the Spaceport Chapter was the author of the Professional Pilot Leadership Initiative Program article that appeared on page 22 in the November/December issue. It was incorrectly attributed to Adair Jacobs. Our apologies to both Leah and Adair for the mixup.

— Danielle Clarneaux, Editor



## Do You Have a Story to Tell?

*Due to continuing restrictions essential to helping control COVID-19, many of the scheduled activities we usually cover are canceled. This will provide extra pages to devote to interesting members and creative activities related to The 99s. Please let us know if you have ideas for 99s feature stories or news articles.*

*We also have several openings on the Publications Committee. Governors and Chairs are invited to suggest members who have a journalistic or publishing background to write feature articles, assist with proofing and other related tasks. In addition, we are searching for a new advertising manager.*

*Please contact Publications Chair Lori Plourd at [piperpilot2003@yahoo.com](mailto:piperpilot2003@yahoo.com) with your suggestions.*

*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:*

**Debra Courtney**, June 13, 2020  
North Central Section

**Anne Eriksen**, December 20, 2020  
Delaware Chapter

**Geils-Adoue Hegranes**, January 27, 2021  
Golden Triangle Chapter

**Beatrice Haydu**, January 30, 2021  
Treasure Coast Chapter

**Dale Kintop**, February 18, 2021  
Reno Area Chapter

**Judy Mayorga**, January 26, 2021  
Southwest Section Member-at-Large

**Coralie Stamp**, September 26, 2020  
Paradise Coast Chapter

**Joy Black Valek**, November 17, 2020  
Indiana Dunes Chapter

**Grace Chantos Westbrook**, February 18, 2021  
Houston Chapter

**Mary Esther Whetzel-Wohlgemuth**, July 5, 2020  
Columbia Cascade Chapter



### INSTRUCTORS:

Increase your visibility with the 99s!  
Log into the 99s Members Area and register as an instructor.

### Check out the CFI Registry!

#### MEMBERS:

Looking for an instructor in your area?  
Visit The 99s homepage, and click on  
[FIND AN INSTRUCTOR.](https://www.ninety-nines.org)  
<https://www.ninety-nines.org>



Questions? [hqmanager@ninety-nines.org](mailto:hqmanager@ninety-nines.org)

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*Thank you to the following members who have made a lifelong commitment to The Ninety-Nines.*

*Not a Life Member? Any Active Member, Section Member, or Member-at-Large may become a Life Member.*

*A Life Member retains all benefits of membership and is exempt from annual membership fees and dues. Contact our Headquarters for more information. Leave a lasting legacy. Become a Life Member of The Ninety-Nines today!*

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Bruni <i>Bradley</i>	Patricia <i>Forbes</i>	Maureen <i>Kenney</i>	Annette <i>Orton</i>	Alice <i>Talnack</i>
Harriet <i>Bregman</i>	Marcia <i>Forcey</i>	Annemarie <i>Kent</i>	Susan <i>Osborne</i>	Donna <i>Taylor</i>
Constance <i>Breien</i>	Kathy <i>Fox</i>	Pat <i>Kent</i>	Martha <i>Ozbun</i>	Gloria <i>Teel</i>
Annelie-Susanne <i>Brinkman</i>	Mearl <i>Frame</i>	Faye <i>Kirk-Farris</i>	Maryellyn <i>Page</i>	Ruth <i>Teel</i>
Carolyn <i>Brooks</i>	Louise <i>Franco</i>	Elinor <i>Kline</i>	Sylvia <i>Paoli</i>	Patricia <i>Theberge</i>
Theresa <i>Brooks</i>	Kathleen <i>Frank</i>	Dorothy <i>Klotz</i>	Georgia <i>Pappas</i>	Dottie <i>Theurer</i>
Barbara <i>Brusseau</i>	Wally <i>Funk</i>	Judith <i>Knaute</i>	Susan <i>Passmore</i>	Susan <i>Theurkauf</i>
Chanda <i>Budhabhatti</i>	Doris <i>Gaddis</i>	Mary <i>Knouff</i>	Sophia <i>Payton</i>	Shirley <i>Thom</i>
Myra <i>Bugbee</i>	Kathryn <i>Gamble-Lerchner</i>	Yvonne <i>Koepke-Ziebarth</i>	Christine <i>Pirotin</i> (Ri Sterbenz)	Margaret-Anne <i>Thomas</i>
Marcia <i>Buller</i>	Minnetta <i>Gardinier</i>	Dagmar <i>Kress</i>	Laura <i>Poppel</i>	Virginia <i>Thompson</i>
Corbi <i>Bulluck</i>	Willy <i>Gardner</i>	Evelyn <i>Kropp</i>	Frances <i>Postma</i>	Sarah <i>Tobin</i>
Kelly <i>Burris</i>	M <i>Gibson</i>	Shirley <i>Kruse</i>	Betty <i>Prakken</i>	Katherine <i>Troyer</i>
Donna <i>Burrows</i>	Rosemary <i>Gibson</i>	Dorothy <i>Kulesha</i>	Catherine <i>Prudhomme</i>	Yvonne <i>Trueman</i>
Michelee <i>Cabot</i>	Di <i>Gillings</i>	Jean <i>Landis</i>	Rachel <i>Pruett</i>	Coralee <i>Tucker</i>
Jennifer <i>Caine</i>	Marcia <i>Gitelman</i>	Alacia <i>Lane</i>	Lou <i>Pulte</i>	Lina <i>Tullberg</i>
Dorothy <i>Campbell</i>	Martha <i>Glauner</i>	Rosemary <i>Lane</i>	Linda <i>Pulver</i>	Edith <i>Upson Smith</i>
Marie <i>Carastro</i>	Jerry <i>Glennie</i>	Marianne <i>Laxague</i>	Sharon <i>Raney</i>	Shelley <i>Ventura</i>
Terry <i>Carbonell</i>	Martha <i>Gomes</i>	Sandra <i>Leder</i>	Hilda <i>Ray</i>	Shirley <i>Wallis-Becker</i>
Carolyn <i>Carpp</i>	Carol <i>Gosling</i>	Sherry <i>LeMaster</i>	Carol <i>Rayburn</i>	Kathy <i>Walton</i>
Angela <i>Casteel</i>	Mary <i>Gowans</i>	Claire <i>Lemiski</i>	Laurie <i>Reeves</i>	Lorrene <i>Watters</i>
Paulette <i>Caswell</i>	Gayle <i>Green</i>	Kathy <i>Lester-Ross</i>	Eleanore <i>Reichenbach</i>	Phyllis <i>Webb</i>
Lin <i>Caywood</i>	Victoria <i>Greenleaf</i>	Janet <i>Liberty</i>	Joy <i>Reinemer</i>	Peg <i>Weiss</i>
Dene <i>Chabot-Fence</i>	Patricia <i>Gregory</i>	Juliet <i>Lindrooth</i>	Laynee <i>Reyna</i>	Ronnie <i>Weiss</i>
Marian <i>Champlin</i>	Marie <i>Grein</i>	Patricia <i>Livingston</i>	Jean <i>Reynolds</i>	Karen <i>Weldon</i>
Pat <i>Chan</i>	Joy <i>Halcott</i>	Merrilyn <i>Lockerbie</i>	Sherry <i>Richardson</i>	Barbara <i>Werner</i>
Andrea <i>Chay</i>	Marie <i>Hamann</i>	Elizabeth <i>Loney-Cline</i>	Elsbeth <i>Roach</i>	Verna <i>West</i>
Nelwyn <i>Choy</i>	Nadine <i>Hamilton</i>	Linda <i>Luchs</i>	Doris <i>Robertson</i>	Louise <i>Wicks</i>
Beth <i>Christian</i>	Jean <i>Hammer</i>	Caroline <i>Luhtha</i>	Elaine <i>Roderick</i>	Lewie <i>Wiese</i>
Jules <i>Clark</i>	Patricia <i>Hange</i>	Ruth <i>Lummis</i>	Karin <i>Rodland</i>	Helen <i>Wilke</i>
Pat <i>Clark</i>	Virginia <i>Harmer</i>	Elizabeth <i>Lundin</i>	Roberta <i>Roe</i>	Pickaxe <i>Williams</i>
Angela <i>Clarkson</i>	Susan <i>Harper</i>	Melinda <i>Lyon</i>	Marti <i>Rogers</i>	Christine <i>Wills</i>
Sandra <i>Clifford</i>	Liana <i>Hart</i>	Shirley <i>Macdougall</i>	Dolly <i>Ross</i>	Glorice <i>Wills</i>
Dr Tweet <i>Coleman</i>	Katherine <i>Hawkins</i>	Joan <i>Mace</i>	Marci <i>Royce</i>	Barbara <i>Wilper</i>
Patsy <i>Conway</i>	Elizabeth <i>Hawley</i>	Marion <i>Marriott-Johnson</i>	Susan <i>Royce</i>	Pat <i>Wilson</i>
Lisa <i>Corsetti</i>	Libby <i>Haynes</i>	Linda <i>Marshall</i>	J <i>Ruby</i>	Judee <i>Wilson</i>
Mary <i>Creason</i>	Eve <i>Hearne</i>	Angela <i>Masson</i>	Marilyn <i>Ruzicka</i>	Susan <i>Windus</i>
Mary <i>Cristiani</i>	Margaux <i>Hein</i>	Judith <i>Masura</i>	Renee <i>Sandell</i>	Joan <i>Winter</i>
Iris <i>Critchell</i>	Gayl <i>Henze</i>	C Arline <i>Matheis</i>	Carolyn <i>Sanders</i>	Dorothy <i>Wood</i>
Barbara <i>Crooker</i>	Barbara <i>Herbert</i>	Linda <i>Mathias</i>	Paula <i>Sandling</i>	Kathleen <i>Wood</i>
Julia <i>Crowe</i>	Ellen <i>Herr</i>	Gloria <i>May</i>	Mary-Ellen <i>Schneider</i>	Mary <i>Wunder</i>
Kathryn <i>Curl</i>	Ellen <i>Herring</i>	Stacey <i>Mayes</i>	Corinne <i>Schrader</i>	

\*Life Members as of 02/15/2021