



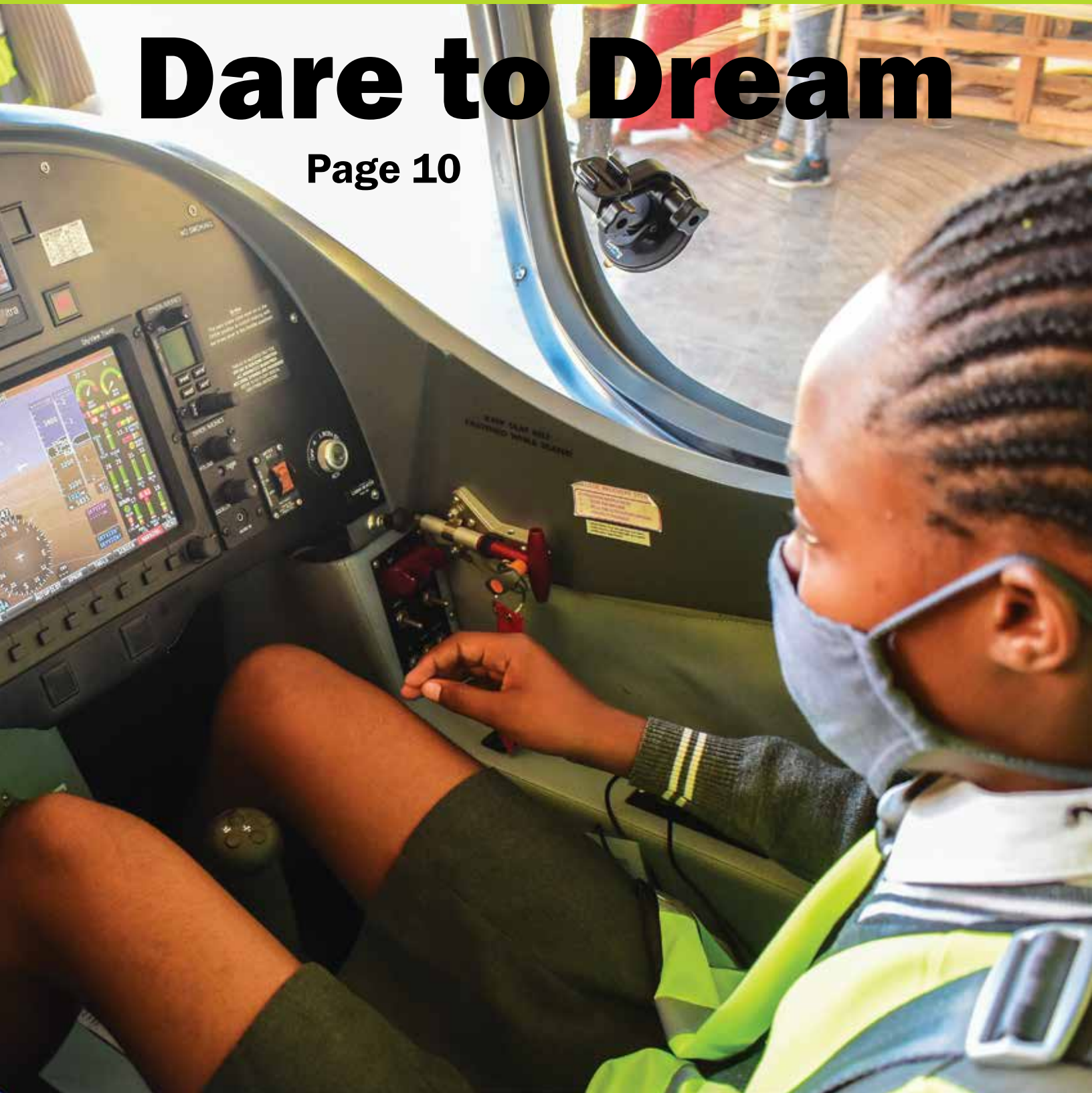
Ninety-Nines

Inspiring Women Pilots Since 1929

March/April 2021

Dare to Dream

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Ninety-Nines

Inspiring Women Pilots Since 1929

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In 2019, British Section Governor Dorothy Saul-Pooley she was awarded the Honourable Company of Air Pilots Pike Award for outstanding contributions to civil aviation instruction. Right, she enjoyed a flight in New Zealand with a newly qualified instructor.



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A new bronze statue of Amelia now greets visitors to the Amelia Earhart Hangar Museum in Atchison, Kansas. Also, a “twin” of the statue will be placed in Statuary Hall in the United States Capitol this year.



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Jean Schulz, an avid flyer and Ninety-Nine when she married Charles Schulz, was frequently the inspiration for her husband’s “Peanuts” comics. Her flying experiences were a favorite of readers, including the adventures of Peppermint Patty’s flying in the Powder Puff Derby.

On The Cover Page 10

A student from Kumakwane Junior Secondary School, Botswana, sits in an aircraft for the first time while attending an airport tour in Gaborone, Botswana. The tour was part of an aviation education event hosted by Dare to Dream, a non-profit organization founded by African Section member Kgomotso Phatsima. The mission of Dare to Dream is to positively impact young women through aviation education.

— Photo by Tangee Kanani



In 1948, well-respected flight instructor Ninety-Nine Helen McGilvery was training a U.S. Naval Academy student pilot. Helen pre-flighted the two-seater and they took off at 2:10 p.m. just outside Annapolis Airport flying VFR. Little did they guess this would be their last day to fly.



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The Fullerton 99s' recent Death Valley fly-in was an adventure to remember. Over 15 airplanes met at Stovepipe Wells Airport and then took off over scenic snow-capped mountains, viewed Edward Airforce Base, and then dropped lower over Badwater Basin. After the flight, the group enjoyed lunch outdoors at the Badwater Saloon.

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Long Beach Chapter members recently celebrated a special birthday of one of the Chapter's founding members. Iris Critchell turned a very vibrant 100 years old on December 21, 2020. Chapter members held a happy 100th Zoom party for her.



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The 99s Mission Statement

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

Summer Fun Will Soon Be Here Again!



CALENDAR 2021

MAY

- 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.
- 12-26 Air Race Classic Air Derby. The 2021 traditional Air Race Classic was cancelled due to the ongoing situation with COVID-19. The ARC Air Derby is open to a wider range of aircraft and can be flown across the U.S. as well as in other countries. Visit the Air Race Classic Event Details page for the Air Derby Rules and Procedures at airraceclassic.org/event-details.htm.

JULY

- 6-10 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 ninety-nines.org/resources.htm or email mentoring@ninety-nines.org.

- 13-15 Palms to Pines Air Race, California to Oregon. Special Event. For more information and registration, visit www.palmstopinesairrace.com.
- 14 42nd Annual Okie Derby Proficiency Air Rally, Sundance Airport, Oklahoma City, Oklahoma.

SEPTEMBER

- 17-18 International Forest of Friendship Celebration, Atchison, Kansas.
- 24 - 26 99s Fly-in, a fun-filled flying weekend packed with flying and friendship. McKeller-Sipes Airport (KMKL), Jackson, Tennessee.

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 International Conference and Career Expo, Charleston, South Carolina.

PRESIDENT'S MESSAGE

In the Presence of Giants

That's how I feel whenever I'm around other 99s. I've met so many fascinating women pilots while attending Chapter, Section, and International events. Some members are well-known throughout the aviation world; others are perhaps not-so-well-known outside their circle of friends. But I've learned that each member has a unique story to tell.

I've also learned that outward appearances can be quite deceptive: that "little old lady" sitting quietly in the corner set three aviation world records; that young mother toting a three-year-old on her hip owns a large flight school and used to fly fighter jets; that smartly-dressed "demure" older woman won the Air Race Classic; and that middle-aged woman who rushed in, somewhat out of breath, just finished a four-day trip, flying cargo around the world in a 747.

We all have a story to tell.

Women pilots are a rarity. Most pilots aren't women, and most women aren't pilots. As Ninety-Nines, we share a kinship. Regardless of our backgrounds or the certificates we hold and the hours in our logbooks, we have one special thing in common. We all made a conscientious decision to learn to fly, and we face the trials and tribulations of becoming pilots. This is something that so few people have done. As a result, we are all related — perhaps not by blood, but by experience.

This kinship is something that The 99s honor and celebrate... and something that I cherish.

Do I have any regrets as far as The 99s are concerned? Only one. I regret that it took me so long to join and get involved in The 99s. Oh, the opportunities I missed!

Many of you have shared stories of meeting aviation legends, participating in fun Ninety-Nines fly-ins, and cavorting in mischievous adventures at 99s conferences. The list is endless. If only I'd joined The 99s sooner, I wouldn't have missed out on so many of these memorable experiences. But I've promised myself to make up for lost time.

I challenge each of you to get involved. Participate in Chapter events, attend Section meetings, make plans to attend our International Conference next year in Charleston. You'll be rewarded tenfold. You too will find yourself "standing in the presence of giants" — each and every member of The 99s!



Corbi Bulluck
International President



Edna Gardner Whyte and Martha Wright.



From left, Aileen Watkins, Christine Mau and Ruth Jacobs.

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TOUCH & GO

Val Westen and Marielle Coeytaux Volunteer as CalDART Pilots

Marielle Coeytaux was asked by the president of CalDART to coordinate the distribution of vests for DART ground crew volunteers to all the Northern California DART operators.



Marin Chapter members Val Westen and Marielle Coeytaux are volunteer pilots for CalDART, the statewide network of volunteer pilots that has been delivering masks, ventilator equipment, personnel and other supplies throughout the state and the west during the coronavirus pandemic.

Recently, Val and her partner Dan Bedford flew 1,000 plastic face shields from San Diego to Marin County for use by various facilities badly in need of them. The shields were made by the student-run Youth Golf Alliance in Carlsbad, California.

“It was just really exciting to see this generation stepping in, and this was all their idea,” Val said after landing at Gness Field.

Marielle Coeytaux was asked by the president of CalDART to coordinate the distribution of vests for DART ground crew volunteers to all the Northern California DART operators. Marielle and Bob Edwards made the rounds on February 28 in his slick Cirrus to drop them off at the various airports.

Their five-hour itinerary was 203-CCR-E16-PA0-HAF-203. The weather was a little bumpy but beautiful. It turned out to be a perfect opportunity for Marielle to meet other DART leaders who were there to greet them as they arrived with the vests.

Marielle exclaimed, “Gosh, I love the aviation community!” Yes, we agree. We do, too and thank you for your volunteer work with CalDART!!

—By Susan Royce, New York/New Jersey Chapter



Marin Chapter member Val Westen, left, and her partner Dan Bedford load up 1,000 plastic face shields in San Diego. They were flown to Marin County for use by various facilities badly in need of the shields.

New Statue of Amelia Earhart to be Unveiled at the Amelia Earhart Hangar Museum

*By Shannon Osborne
Greater New York-New Jersey Chapter*

Visitors to the new Amelia Earhart Hangar Museum in Atchison, Kansas, will be greeted by a bronze statue of Amelia Earhart created by George and Mark Lundeen of Lundeen Studios, Loveland, Colorado. The statue is a twin to the Amelia Earhart statue the Lundeen brothers created to be placed in Statuary Hall in the United States Capitol, Washington D.C., later in 2021.

The Amelia statue was created to inspire confidence, courage and grace in the eyes of the public as they view and honor Kansas' most famous aviatrix. Amelia's spirit will be evident to all who view the bronze statue. She was fearless, her name synonymous with adventure. We hope her statue at the museum entrance and at the Statuary Hall in the United States Capitol will encourage everyone who enters to share her enthusiasm for adventure and exploration.

We will keep you posted as dates for the unveiling are known.



99s Graduate From the PPLI Program

Recently six members graduated from The Ninety-Nines Professional Pilot Leadership Initiative (PPLI). It is a formal mentorship program available to members who hold a commercial pilot certificate and who are actively flying and striving to advance their aviation career.

Congratulations to Melissa Day, NOLA Chapter; Taru Vo, Finnish Section; Ella Stersky, Eastern Ontario Chapter; Christina von Bulow, First Canadian Chapter; Natalie Codd, San Gabriel Valley Chapter; and Catherine MacArthur, Daytona Chapter.

Since its implementation in 2004, over 100 Ninety-Nines have graduated from the PPLI and more than 250 women have been involved in this volunteer-based program. Comprised of three phases, participants commit to a minimum 18-month timeline as they develop a formal "flight plan" to outline their goals and strengthen leadership capabilities. Unlike many mentoring programs, the PPLI participation requires growth as members transition from the role of mentee to mentor.

— Leah Murphy



PPLI graduates, from left, Taru Vo, Ella Stersky and Melissa Day.

HOLDING SHORT

THE SYRINGE ROUTE:

Celebration Flight Marks Vaccine Rollout on International Women's Day

by Amanda M. Stahl, M.D., New York Capital Region Chapter

On March 8, 2021, I plotted and flew a syringe-shaped flight plan to celebrate the COVID-19 vaccine and International Women's Day with co-pilot, Morag Bell, providing navigation assistance. I am a frontline physician at St. Peter's Health Partners in Albany, New York, and also a New York Capital Region Ninety-Nine. My co-pilot is a Certified Registered Nurse Anesthetist at St. Peter's Health Partners. We are both instrument rated private pilots. Our story was featured on Channel 10 (ABC) News on March 10, 2021.



I was inspired to embark on this journey by one of my partners, Dr. John Powell, who told me about a German pilot who had done something similar. His words were, "Game on, Stahl." Never one to back down from a challenge, I began carefully plotting a route that would be feasible without creating too much grief for Albany Approach and Boston Center.

Moe and I began the syringe pattern over 5B2 Saratoga Springs after departing from KALB Albany International in a Cessna 172SP, N854GW, that belongs to our flying club, Condair Flyers, based at Albany International Airport. We flew three different altitudes to find smooth air, and ultimately proceeded NNE of Ticonderoga over Lake George and up to Lake Champlain before returning back to KALB. The trip was around 220nm and took us exactly 2.0 hours on the tachometer. We flew it by hand, without help of the auto-pilot!

Moe and I were fortunate to be fully vaccinated by January due to our careers. We are grateful not only for each other, but also for our soon-to-be fully vaccinated Capital Region community! The flight was a great opportunity for us to combine our love of medicine, general aviation, and of course, girl power! Long live the aviatrix.



A Solo To Be Remembered



Everyone remembers their first solo — the excitement and exhilaration of finally hitting that first important milestone. Sometimes it almost seems like a miracle it happens at all. Lake Charles Chapter member Chloé Litteral felt all those emotions and more, as her solo flight happened between two major weather events. Chloé reports, "I achieved my solo 10/7/2020, during the aftermath of one hurricane and the night before the second hurricane hit our hometown of Lake Charles, Louisiana."

She continues, "Our home fared well. We were very fortunate because many families had tremendous damage to their homes. Flight training is going great. Checkride is so close. I am so excited."

Congratulations, Chloé. Let's hope your aviation journey continues to be exciting and memorable.

Wrights Revisited



My husband Frank and I were in Kitty Hawk the end of February and went to visit the aviation Mecca where it all got started. While we were there, we reminisced about the 100th Anniversary visit when a group of us from the Old Dominion Chapter went.

— Morgan Reeb

San Antonio Chapter Scholarship provides a boost

Michelle Drake, a member of the San Antonio Chapter of The Ninety-Nines recently completed her instrument rating! Michelle comments that she is more than relieved to have completed this milestone, and managed to log around sixty hours of instrument in actual conditions. She was the worthy recipient of the Chapter's 2020 flight training scholarship.



In addition to accomplishing this goal, Michelle has achieved another by reaching 250 total flight hours recently. She has plans to take her commercial pilot check ride soon, then jump right into an aviation job flying pipeline patrol or something similar. She aspires to become a CFII and teach primarily instrument students.

— Lacey Law

San Diego Chapter “FlyBys” Fly By for Lunch and a Movie

By Annelie Brinkman

Once again our little group named the FlyBys met at Annette Goff's home for lunch and the movie called *She Wore Silver Wings*. The movie was filmed, written and produced about Jean Landis, a WASP, by her great-nephew, Devin Scott.

Every time I watch this DVD, I am amazed at the many courageous women who assisted our country and the military fighter pilots to help win WWII. It is sad to know that they were not recognized until so many years later, on August 28, 2017, for their accomplishments and their bravery.

We used to meet the second Tuesday of each month, at a different restaurant each time, until March 2020, when life as we knew it came to a stop. So here we are, catching up on each other's lives and enjoying the friendships that have grown over the years by being members of the San Diego Chapter of The Ninety-Nines.

Not all of us are present in this picture. Marie Hoefer took this photo, and Rose Emry and Lynne Greer were unable to attend. Those present were Frankie Clemens, Annette Goff, Claudette DeCourley, Annelie Brinkman, Connie Charles and Mary Ford.





DARE

TO DREAM

By Trudy Cassen, Washington D.C. Chapter

Photographs by Tangee Kanani

Kgomotso Phatsima Shares Her Passion for Aviation and Teaching Girls and Boys in Southern Africa

Botswana pilot Kgomotso Phatsima has a passion for aviation and teaching, and she is using that passion to reach out to as many girls and boys across southern Africa as she can.

In 2011, Phatsima founded her nonprofit organization, Dare to Dream, that is dedicated to the advancement of women in aviation and STEM.

Based in Gaborone, the capital city of Botswana, the organization's vision is to nurture the next generation of female leaders in business and aviation. While all youth are welcomed at Dare to Dream, the emphasis remains on inspiring young women and girls to enter the field.

"I want to inspire more young girls in Africa to consider careers not only as pilots but aviation doctors, aviation lawyers, business owners and leaders," Phatsima said. "I want girls to be fearless in the pursuit of their passions. It can be difficult, but we are here to support them and lift them up."

Phatsima's ultimate goal with the Dare to Dream foundation is to purchase an aircraft that can fly around the African continent, reaching small villages and showing African children that a future in aviation is attainable. By nurturing youth across the African continent and creating innovative learning environments that teach in-demand tech skills, Phatsima hopes to place graduates in meaningful employment.

Captain Kgomotso Phatsima is one of the first female officers to fly in the Botswana Defence Force (BDF). "I grew up from very humble beginnings in a small village, just a stone's throw from Sir Seretse Khama International Airport (SSKIA). I used to walk barefoot to school and see airplanes passing over my

mother's house and, from an early young age, I knew I was born to fly," Phatsima explained.

Phatsima excelled in math and physics at the University of Botswana, and in 2009 when the Defence Force began accepting women into aviation roles, Phatsima's lifelong dream became a reality. She transitioned from teaching to the Air Arm of the Botswana Defence Force. She did her primary training on the PC-7.

After completing pilot training, she went on to fly the BN-2 Islander and the Bat Hawk around Botswana to support anti-poaching missions. Phatsima says she had never been in an airplane until she started her primary flight training with the BDF but quickly fell in love with flying. She left the BDF in 2019 to focus on Dare to Dream full-time.

Prior to COVID-19, Phatsima's Dare to Dream foundation was doing incredible outreach programs such as visiting schools, conducting tours of the airport and even arranging 30-minute flights with Air Botswana for kids to experience flying and experience all the support functions that make a flight happen. Most of the kids had never experienced the airport environment or flying until they attended a Dare to Dream event.

Like most non-profits and many companies, when the COVID-19 pandemic struck in 2020-2021 it left her foundation struggling to pay the rent and employees. Many of her team members went without pay until Phatsima could raise funds to pay them again, because most of the revenue-generating events came to a complete stop for the better part of a year.

When the government opened businesses back up and COVID-19 protocols were in place, Phatsima got to work organizing events because she was very passionate about providing the young people of Botswana hope during some very dark times of the pandemic shutdown. Phatsima says that rural schools were hit especially hard because many of the young women were not able to go back to school and Wi-Fi was not available to do online school. She wanted to let them know that life would get better and they had so many opportunities open to them in the world of aviation.



Photo opposite page: A student practices marshalling on the ramp at Sir Seretse Khama International Airport (Gaborone).

Above: Students learn about Botswana-mined diamonds in the airport terminal store.



Students and teachers from Kumakwane Junior Secondary School celebrating International Women's Day on 8 March 2021 at Sir Seretse Khama International Airport.

With Phatsima's drive and passion, and the generous donation of the Washington DC 99s Chapter and 99s Mid-Atlantic Section Governor Deb Dreyfuss, Phatsima and her team were able to organize an aviation education event at the SSKIA in Gaborone. The event was held on March 8 to celebrate International Women's Day. Fifteen girls ages 10-13 from the Kumakwane Junior Secondary School, along with their teachers, were able to attend the event.

The girls and their teachers went to one of the two flight schools at SSKIA, the NGAP Academy, to kick off the event. Chief Instructor of the Academy, Obonolo Komane, showed the girls various airplane cockpits and components of airplane engines. He let them sit in the cockpit of the Blackshape Prime aircraft that he uses to train students pursuing their private license. The girls also did a pink paper plane challenge to demonstrate some of the principles of flying.

Komane is very happy to volunteer with the airport tours and provide guidance to students, because he met Phatsima when he was 17, and she inspired him to pursue aviation. She was the first pilot he had met, and he says he wouldn't be where he is now if it weren't for the mentorship he received from Dare to Dream. He feels strongly about giving back and hopes that love of aviation is ignited by seeing an airplane up close.

Of course, pilots can't do their job without the important support functions of ATC, aircraft management, maintenance, logistics, aviation medicine professionals and a host of other jobs. A variety of professional women in different career fields were introduced to the girls throughout the day at the airport.

One woman who volunteers with many Dare to Dream events is Dr. Chidzani Catherine Mbenge, a Health Promotion Officer at the Ministry of Health and Wellness. Dr. Mbenge also practices aviation medicine and spoke about self-care during COVID-19 and aviation medicine career opportunities. She found the event to be educational and inspiring. "It opened up my eyes to the possibility of learning to fly even as a woman in her 30s."



Kgomotso Phatsima, the founder of Dare to Dream, speaks to students about exploring different careers in aviation and STEM.

Overall, the events were a wonderful success for the girls, their teachers and the Dare to Dream team. One student, Botho Oaratega Nthaga, said, “I learned that anyone, regardless of gender, can pursue his/her goals and dreams and should not be scared of what other people would say.”

Another young woman, Leah Ramaselesele, said, “If it weren’t for Dare to Dream foundation, perhaps I wouldn’t have explored the world of airlines, engineering and science. I learned that it is possible for a girl child to become an astronaut.”

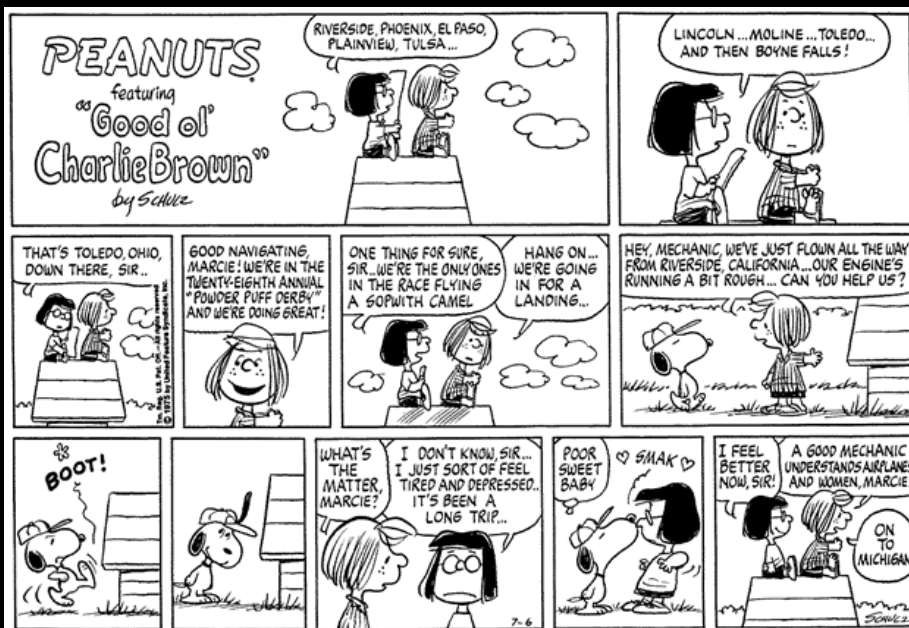
Dare to Dream has impacted thousands of students in Botswana over 10 years. One Botswana pilot, Joy Basinyi, was introduced to Dare to Dream at her school when she was 18. Dare to Dream had put on a motivational talk for the students on the career options in aviation and how airplanes worked, and Phatsima was the first pilot she met. She knew she wanted to fly, but she had no idea how to start or where to apply. She didn’t feel she had the information or the hope of pursuing aviation until she talked to Phatsima and the Dare to Dream mentors.

Once she received their guidance on how to apply for flight school, she made a plan to pursue her private pilot license and continue as far as she could. Dare to Dream helped her with the applications and interviews for different flight programs in Botswana and South Africa. She is now pursuing her commercial license in South Africa and hopes to return to Botswana as a safari bush pilot. She firmly believes she wouldn’t be on the path to becoming a professional pilot without the mentorship and guidance from Dare to Dream.

As everyone looks forward to COVID-19 restrictions lifting, the Dare to Dream foundation is planning to reach out to as many young people as possible. Phatsima said she is so grateful for the support of The Ninety-Nines, and the March 8 event would not have been possible without the help of the Washington DC Chapter and Mid-Atlantic Section Governor Deb Dreyfuss. “Having a network of professional women is inspiring and confidence-building for young ladies. You’re never too old seek mentorship,” Phatsima explains. She says for the future, “Let’s make 2021 count for women and girls everywhere.”



Chief flight instructor Obonolo Komane speaks to Kumakwane students about aircraft maintenance and flight training opportunities.



Ninety-Nine Jean Schulz

The Woman Behind The Peanuts Gang

By Jean Schulz, Santa Rosa Chapter, with Jann Clark, Eastern New England Chapter

Jeannie Schulz, widow of Charles 'Sparky' Schulz, creator of the Peanuts comic strip, was well established in her flying career when she married Sparky and inspired his interest in women in aviation as a theme for a series of comic strips. Following is one of Jeannie's many stories of how her influence enabled Peppermint Pattie to fly in the Powder Puff Derby.



I learned to fly because of FOMO (Fear of Missing Out), although that acronym hadn't been coined at the time. My mother, Pamela VanDerLinden, got her pilot certificate at age 50 (which is a wonderful story in itself). My parents flew their cross-country flights from San Diego County, where they lived, to Sonoma County to visit us. My husband at that time, Peter Clyde, had also taken flying lessons, so I was completely left out of those conversations, which I hated. So, I jumped on board. And it turned out that my two older brothers got their certificates, too, so flying became a way of life for all of us for a number of years.

Peter and I got our certificates in 1967 and flew with our two children, ages 6 and 8, across the country, visiting friends along the way and ending up in Montreal at Expo 67. I called it reverse pioneering.

In 1971, I joined The Ninety-Nines and flew in my first Powder Puff Derby. In 1972, I and several other women founded the Santa Rosa Chapter of The Ninety-Nines within the Southwest Section. We were an active Chapter, sending five teams from our Chapter to compete in the Powder Puff Derby in the next few years.

We airmarked every local airport we could get our paint brushes on, plus organized poker runs and other competitions to hone our flying skills. We hosted the start of the 1986 Air Race Classic (the race that replaced the Powder Puff Derby in 1978).

In 1973, after being divorced, I married Charles 'Sparky' Schulz. He took a great interest in all my activities, and it happened that his son, Craig, had just gotten his pilot certificate too. Sparky was always interested in what was going on with both of us. Sparky participated in our conversations, and he didn't have to suffer FOMO because, unlike me 10 years earlier, he had a way to use all this conversation.

It is important to know that Sparky created his comic strip by incorporating everything that passed through his life and his attention.

Following our marriage, we played tennis regularly and frequently participated in tournaments, so there were many strips with Snoopy on the tennis courts, and he was doing a lot of writing on his doghouse, but almost no flying. Then my mother and I decided to fly the 1975 Powder Puff Derby.

My mother had taken up air racing in the 1960s — in the Powder Puff Derby, the Palms to Pines Air Race, and whatever other air races there might have been in her area. In 1975, I joined her as her co-pilot in the Powder Puff Derby, a journey that inspired a series of Peanuts comic strips. My duties included organizing maps

and getting weather reports.

My mother always flew a 'pre-run' of the race a couple of months before the event to check out the lay of the land. We used it for a little bit of advertising, with Snoopy in the back seat and my mother leaving boxes of avocados from my parents' ranch at the FBOs along the route.

When my mother and I flew a test run to the finish destination in preparation for the Powder Puff Derby, I called Sparky every day to report on our progress and the details of the events of the day. By the time we got home from our test run, Sparky had drawn two weeks' worth of Powder Puff Derby strips, which ran during the actual race and loosely reflected our experiences.

My mother and I actually flew three Powder Puff Derbies/Air Race Classics together. She was a bolder pilot than I, and those races were the highlights of my flying career. I was happy to share my experiences with Sparky and see them reflected in the Peanuts comic strip.

In 2002, the Charles M. Schulz Museum and Research Center in Santa Rosa, California, was opened, and that is where I now spend my time.



Photos, left page, Jean snuggles with Snoopy at the Schulz Museum opening in 2002, while Charles Schulz contemplates his next cartoon.

This page, it took both Jean, right, and her mother to convince Snoopy to go flying with them.





Dorothy Saul-Pooley Waited Patiently For Her Time In The Sky

And It Was Well Worth The Wait

By Lauren Spohn, British Chapter

Dorothy Saul-Pooley is no stranger to going solo. At thirty-one, she was the first person in her immediate family to take to the skies. At fifty-seven, she was the first woman named Master of the Honourable Company of Air Pilots. Now at 63, she's flown over 95 different types of aircraft, instructed almost 9,000 hours in aeroplanes and helicopters, and accrued over 19,000 hours of total flight time.

Dorothy is also an aviation lawyer, author of an acclaimed series of training books, long-distance cyclist, yoga practitioner, and a 25-year member of The Ninety-Nines.

If there's a common theme across her many accomplishments, it's a drive to go where no woman has gone before — but where many women, thanks to her efforts, have started to go.

"I wasn't doing it just for me," Dorothy said. "I was opening the door for other women to follow me."

For a master of the skies, Dorothy has anything but a conventional story.

"When I went to University at Southampton, I discovered they had a University Air Squadron," she recalled, "but they didn't take girls in those days, and I was rejected."

The only option for aspiring female pilots was to hire private instruction, which cost two weeks' worth of student grant money for every lesson. "This is so unfair," she thought. "Boys can learn to fly for free, and women have to pay." There was no way she could afford even one lesson. "I just put the thing behind me and got on with qualifying as a lawyer."

Barred from the air squadron, Dorothy continued her hobbies in shooting, skiing, and going to the opera. She later added archery and mountaineering to the mix.

"I was a very good rifle shot, and that's because my father was good at it. He was a lawyer, and I was the oldest of five and did what my dad did. I suppose because I wanted his approval."

As a woman without family ties to aviation, Dorothy had few entry-points into the flying world. But the dream stayed in the back of her mind.

British Section member and Governor Dorothy Saul-Pooley dressed elegantly to receive the prestigious Pike Trophy!

**Dorothy was
the first female
Master in the
Company's
85-year history.**

She finally had her chance in the winter of 1987. Dorothy was on a skiing holiday in Europe when she overheard a pilot and fellow skier talking about air racing. “It was like he was saying, ‘Drugs! Drugs! Here we are, have some drugs!’” she said. Dorothy pestered him about flying lessons after the skiing holiday.

Then she discovered that two of the directors at the company where she worked as a lawyer had their private pilot licences. She pumped them for information. Finally, at age 31, Dorothy went up for her first flying lesson. She ran into turbulence from the start.

“I nearly gave up a couple of times,” she said. She was the only woman in the flying club, assigned to a 24-year-old novice instructor who drew squiggles on the board for pre-flight briefings and shouted at Dorothy in flight.

During the lesson on stalling, he put the aircraft in a deliberate spin — with no warning. “It was terrifying!” Dorothy reflected, “I had no idea you could ask for another instructor. I had no idea I could go to another flying school. I think it was all a bit of a power struggle. I think he was probably in awe of me being a lawyer, and he thought, ‘I’ll show this woman who’s boss here.’”

On top of poor instruction, Dorothy had to deal with a string of physical ailments that set her flight training further behind the power curve. First it was stomach illness after a cycling trip through the Himalayas, then an ankle injury after riding over 1,000 miles across the length of the United Kingdom. But she kept at flying with the same determination that saw her through her legal examinations.



In 2019, Dorothy, left, receives her Fellowship of the Royal Institute of Navigation from the Princess Royal.

After eleven months of fighting headwinds, she was finally ready for her first solo flight. She crushed it.

“After I’d done my first solo, instead of having doubts about anything, it was as if my confidence suddenly went, ‘Whooosh! This is what I’m going to do!’” she recalled. I went all out to finish my exams and get everything done.” She got a new instructor and upped her training hours. Four months after the solo flight, she was a private pilot.

“Once I got my licence, I was completely in love with flying,” Dorothy said. She knocked out her instrument and multi-engine ratings in quick succession, working as much as possible in the aircraft she had flown for her first solo flight.

Soon she met the owner. “I was in love with the aeroplane,” Dorothy said, “so I married the guy.” With his support, she gave up her legal job to focus full-time on earning her commercial licence and instructor rating.

Dorothy’s aviation career was off to a rocketing start until personal troubles hit. She and her husband divorced. Dorothy spiraled into Plan B. “I had my commercial licence and instructor rating,” she said, “but I had nowhere to live, no money, no job, and ended up sleeping on a friend’s floor.”

She started work at a local flying club. After eighteen months of low wages, she found a second job as a legal consultant for an aviation insurance company based out of

Dorothy visited Adelaide, Australia, in 2014 and lunched with Woman Pilot's Association members. She also enjoyed a flight at Ardmore Airport with a young, newly qualified instructor.



Heathrow Airport. Dorothy was now lawyer during the week, flight instructor on the weekend. The two career paths that seemed incompatible at South Hampton a decade before started to converge.

Soon, Dorothy found herself in a third job that demanded all her skills in the law and in the air. While training for her Flight Instructor Course instructor qualification, she noticed that the pilot training manual for air law could be improved. "It was a real mess." Her instructor was the

flight school and publishing business which has since expanded into gliding manuals, master pilot instruction, and training materials for South African aviation.

In 2019, she was awarded the Honourable Company's Pike Trophy for outstanding contributions to civil aviation instruction.

"My advice has always been to make sure you have a good solid background in something else, because aviation is a very fickle industry," Saul-Pooley said. "If you've

promoting aviation across the UK. Dorothy was elected to the Company's 22-member Governing Court in 2001, when she joined as both the Court's youngest member and its only woman. The next rung of the leadership ladder was election as a Warden. After that, it was only a matter of time until she would be elected as the first female Master in the Company's eighty-five-year history.

But before she could lay claim to that title, Dorothy ran into all the familiar barriers. "Most men would

"My advice has always been to make sure you have a good solid background in something else, because aviation is a very fickle industry."

editor of the book, so she asked if he'd like an editor to look at these books. Dorothy found herself a third career.

Her work took on a rhythm: flight instructing for five days, legal consulting for two, writing and editing the seven-book series of Air Pilot's Manuals whenever she had a spare moment. "Then I was working seven days a week," she said, "And eventually of course, I married the publisher." Dorothy still runs the

got something that's well-paid that you can fall back on, some kind of profession," she continued, "then you're never going to be stuck."

"Stuck" was something Dorothy was at little risk of becoming. The next step up in her aviation career was the Honourable Company of Air Pilots.

Established as a Guild in 1929 to protect the interests of professional aviators, the Company is a group of accomplished pilots dedicated to

get elected the first time, or the second time," she said, "and of course every time I stood it was against a man." Dorothy stood for election six times until she was tapped for Warden. The difficulties had only begun. The first year of her election, Dorothy's father died, and her husband had a heart attack. The second year was consumed by managing her father's affairs while running her publishing business. The third year, while navigating the

inevitable scepticism from old school male members of the organisation, her husband walked out. “I was going through this very difficult emotional ride, as you can imagine,” she recalled, “with the prospect of taking on this really front-facing role as the first woman to move up from Warden.”

But even if she was the first with a shot at Master, Dorothy wasn't the only woman in the room. Two additional female pilots had joined her on the Court at the time she was elected as Warden, and the number has been growing ever since. “Even if I hadn't made it to the top job,” Dorothy said, “I had opened the door for women to join and for us to be in numbers on that Court.” In 2015, her perseverance, and their support, finally paid off. Dorothy was elected the first female Master in the Company's history.

“It was a feeling of responsibility to women,” that she says kept her going. “I felt a huge responsibility that having come that far, having been elected, there was no way I could give up—despite the bullies.”

A member of The Ninety-Nines since 1995, she's quick to recognize how valuable the organization has been for connecting her with other female aviators around the globe. “For me, The Ninety-Nines has been very much about worldwide camaraderie for women pilots,” she said. Dorothy was first recruited to the organisation



by another aviation pioneer, Nancy Bird Walton, the first Australian woman to earn her commercial licence in 1936.

Six years ago, when she returned to Australia as Master of the Honourable Company, Dorothy found Ninety-Nines members waiting to pick her up from the airport. Three years after that, she went for another rapid-fire Oceanic tour and found the local Ninety-Nines chapter had arranged for lunch or dinner every place she visited. She found the same Ninety-Nines

hospitality in 1998, on a tour around the United States in a Cessna 172.

Back home in the United Kingdom, she's quick to return the favor. “I have women from Germany, from Austria turning up in London and saying, ‘Let's meet up, we're Ninety-Nines.’” Smiling, she added, “Anywhere in the world you turn up, and you're a member of The Ninety-Nines, you're welcomed with open arms into this lovely big sisterhood.”

As for now, she says she's just enjoying a little bit of fun flying while she can. On top of that, she's busy creating an online platform for her training books, running flight instructor seminars by remote, and contributing creative writing pieces for The Ninety-Nines Aviatrix Aerograms.

Never one to risk getting stuck—in the cockpit or in the office—she's also planning to walk 500 miles of the Camino de Santiago next year. “I did Land's End to John o' Groats when I was learning to fly.

“That was when I was 32. I raised £1,500 for children's charity. This coming year I'll be 64, so this time I want to raise £15,000 for charity.” It's an instructive example of Dorothy math: double the age, raise the bar by a power of 10.

Dorothy's advice for aspiring female aviators is a straightforward summary of her extraordinary career: “Persistence, resilience, and don't take no for an answer.”



During her visit to New Zealand in 2014, Dorothy had the opportunity to visit Ardmore Airport and take a flight in a new Cessna 162 with a newly qualified instructor. “I liked it because I was flying with a young woman!” says Dorothy.

The Final Flight of Helen McGilvery

By John W. Van de Kamp, Air Force Colonel Ret.

Seventy-two years ago, on August 25, 1948, Ninety-Nine Helen Schmidt McGilvery was training student pilot George Barnett, a metals specialist at the U.S. Naval Academy. George had selected Annapolis Airport because Helen was well-respected in the aviation community.

Helen pre-flighted the two-seater Piper Cub 536-65 around 2 p.m. and made sure her student was strapped in and prepared to run his checklist prior to takeoff.

Helen and George took off at 2:10 p.m. flying VFR, climbed 600 feet and turned left, flying southwest. She was instructing him just outside the Annapolis Airport's aircraft traffic pattern.

That afternoon, smoke and haze had reduced visibility to three to four miles.

Across town at Lee Airport, five miles southwest of Annapolis Airport, Phillip Mihaltian, with passenger Charles Hydock, a Navy enlisted man, was preparing to take off at 3 p.m. to fly to Annapolis Airport.

At the same time, Helen was instructing George, who was at the controls, on how to make a pylon turn, an advanced maneuver.

Six hundred feet below them, a seven-year-old boy and his two-year-old sister were spraying each other with a garden hose on their father's expansive front lawn surrounded by farm fields and dense woods. The little guy looked up and saw two yellow Piper Cubs chasing one another. He and his sister went inside to cool off.

His father had three surveyors working on the property. They also started watching the planes about 600 feet above them and saw them crash together at 3:45 p.m. Their right wings collided.

Both planes kept flying for about 600 feet and fell. The first plane, piloted by Helen, dropped straight down into a pine grove. The surveyors tried to get into the plane, but it caught fire a minute after impact. They couldn't help the passengers.

Helen's friend Nancy Batson Crews said, "Helen always had a fear of burning...and she did."

The second plane, piloted by Philip Mihaltian, lost a wing, flew for about half a mile, and fell into swampy woods. All four people died. Annapolis Fire and Rescue blocked access to the crash site, cut through dense brush to retrieve Helen and George's remains and those of Phillip and Charles half a mile away, and took them to a local funeral home and the Naval Academy hospital.

Helen and Phillip might have taken evasive action, but Phillip was flying at approximately 80 mph on approach to land, and Helen was flying at approximately 70 mph making bank turns while instructing her student. Did she have a blind spot?

Each pilot had only seconds to react. Apparently neither pilot saw the other.



Helen McGilvery at Texas Women's University. She joined the Washington DC Chapter of The 99s in 1946.

Two Civil Aviation Inspectors, one from Washington, D.C. and the other from New York City, were on-site the next day to investigate.

The National Archives says the accident report was "disposed of," but a summary of civil aircraft accidents that was prepared for a subcommittee of the Congress survives and is one source of the accident's details.

There are no records to verify either assumptions or possibilities. Were both pilots attentive? Takeoff and landing are the most critical phases of flight and demand total concentration. Did she not see the other plane because of a blind spot while in a bank turn? It remains a mystery to this day.

Helen Schmidt McGilvery came to Annapolis after World War II, set up a Luscombe aircraft dealership and became manager and owner of the Annapolis Airport.

She was beautiful, energetic, engaging, a terrific entrepreneur, and one of the few women airport managers in the country. Helen instructed most days. Navy enlisted men, veterans, their wives and families signed up for pilot training in Luscombe Silveraies and Piper Cubs.

***“She was beautiful,
energetic, engaging,
a terrific entrepreneur,
and one of the few
women airport managers
in the country.”***

She was a 31-year-old former Woman Airforce Service Pilot who ferried military aircraft for the Ferrying Division, Air Transport Command, for 27 months from October 1942 to December 1944.

A graduate of the University of Michigan, she owned her own plane and flew extensively from her home in Mineola, Long Island. She also instructed for Ailor Sales Corporation, flew for Grumman in New York as a test pilot, and instructed Army pilots in 1942 at the Bloomsburg, Pennsylvania airport.

She was one of the first 303 Women Airforce Service Pilots who freed male pilots for combat during World War II. Eleanor Roosevelt said that American women pilots were a weapon waiting to be used. Hap Arnold said that women can fly as well as men.

Stationed at New Castle Army Air Base in Delaware, Helen trained to fly pursuit planes at Palm Springs, California, and ferried P-51s from Long Beach to Newark. She became a Civil Aviation Administration inspector and had over 2,400 flying hours prior to the fatal accident.

She married fellow pilot Charles “Big Mac” McGilvery, and they later divorced.

In Annapolis, Helen built a successful, thriving business instructing students, maintaining aircraft, and hosting aviation events at the airport, such as the October 27, 1947, fly-in of over 100 women pilots from The Ninety-Nines, Women Fliers of America, the Confederate Air Force, WASP and their guests for friendly competition. The prize for each event was five gallons of gas.

Several years after Helen’s tragic death, that little boy and his friend went into the woods, hooked up the aluminum cockpit of Philip Mihaltian’s plane to their horse and dragged it out of the woods into his backyard. There they enjoyed many imaginative hours of flying through friendly skies.



- Helen on the floor, left corner of photo, pointing to a spot on the map.
- At Wilmington, Delaware AAB, Helen, center, reads to her WAFS friends Dorothy Fultin, Kathryn Bernheum, Nancy (unknown last name).
- Helen, second from left, plans a flight with friends.

The Unexpected in Death Valley



Fullerton 99s in Stovepipe Wells Airport:

From left, Cheri Rhynard, Claire Broderick, Cameron LaFont, Maddie Ray, J. Bruce Camino, Samarra Dalrymple, Carmen Branam, Eleanor Westerlin, Jennifer Weniger, and Denise Jennings

Fullerton Fly-Out an Inspiration

By Samarra Dalrymple, Fullerton Chapter

The Fullerton 99s Death Valley fly-out on January 30, 2021, was quite the event. We were joined by several other groups from both Corona and Redlands airports. At the end of the day, we had over 15 airplanes meet us at Stovepipe Wells Airport in Death Valley, California.

The flight planning alone was an opportunity for pilots to engage in dialogue on routes to the airport. It was reported by pilots who have flown in previously that Joshua Control ATC will clear you through several restricted areas on a direct route. However, we had to plan for the contingency of not getting the clearance through the restricted areas R-2515, R-2524, and R-2505. Cameron LaFont planned a Zoom call the night before to discuss the flight plans and best practices for the area.

I had the pleasure of flying with Cheri Rhynard in her V-tail Bonanza. We departed Fullerton airport at approximately 10 a.m. We took a northeast route over the mountains that were recently snow-capped from the storm passing through the area the day before. When we cleared the mountains, we were switched to Joshua Control. They cleared us through the restricted area as planned at or above 7,000 feet.

As we flew along, Edwards Air Force Base was off our left wing. It was an inspiring moment as we were aware of the aviation history associated with the location — Chuck Yeager's speed of sound flight in the X-1 launch from the nearby Mojave Desert. Edwards Air Force is where the X-1 loading pit was constructed to attach the X-1 aircraft to the Boeing B-29 Superfortress, from which it was air-launched during its historic flights.

Once we cleared the restricted area, we turned east for several miles, then headed northeast again to clear terrain and dropped down into the Badwater Basin. It was so named because early travelers noticed their exhausted mules wouldn't drink water in the

area because of the high salt content. It was marked with an X on a map as bad water.

We were in awe of the topography from the air. The formation of the sediment that came out of the mountains from the recent storm beautifully fanned out as it reached the basin floor.

We cleared the basin and headed into Stovepipe Wells Airport at the north end of the basin. As we landed at the airport, we were immediately greeted by the Fullerton 99s and friends. The parking was limited, so we parked aircraft on the gravel area adjacent to the runway. A short flight to the south, some of our group landed at Furnace Creek Airport, the lowest airstrip in the USA at 210 feet below sea level (a bucket list item for some).

The Fullerton 99s and friends enjoyed lunch socially distanced and outdoors at the Badwater Saloon. We offered rides to several student pilots. They had an opportunity to ask questions and receive encouragement. It was a great day to enjoy beautiful views and conversations about flying.

The unexpected beauty of Death Valley left me dazed. I immediately came home to research camping and hiking in the area. I watched YouTube videos on the subject the entire next day. I can't wait to make a return trip to Death Valley National Park.



Samarra Dalrymple on runway 23 in Stovepipe Wells airport.



Background: Edwards Air Force Base on their wingtip (Restricted R-2515).

Left: Flight plan through Restricted R-2515 with approval from ATC.



The “Impossible” Dream

When I found aviation (well into adulthood), it challenged me in a way that I hadn’t been challenged before, and it took me a long time to convince myself that I should pursue it. I had good jobs and enjoyed most of them and knew I could settle into something I liked.

However, I didn’t want to be sitting in my rocking chair at 95 wondering what would have happened if I had pursued aviation, jumping into living my wildest dream with both feet. Even if the whole experiment had been a colossal failure, the question would have been answered, and I would certainly have had adventures along the way. If I had to crawl back with my tail between my legs and start over, settling into one of the aforementioned “good jobs,” I’d be a better person for the aviation experience. Right? And so I jumped. And I am now living my dream.

Wherever you are on your aviation journey, you will face challenges that seem insurmountable. Remember your first solo and how daunting that was at the time? You were excited and nervous and maybe wanted to take a few more laps around the

patch with your instructor. Think of how many people saw that challenge as insurmountable and quit after a few lessons, or never even started.

Certainly, we don’t all get hired by every company that interviews us. I remember seeing a female 777 Captain when I was new at the regional airlines and wondered about her aviation journey. Had she failed interviews in her past? Did she have any marks on her record that might have slowed her progress?

Yet here she was with four stripes on her sleeves heading to the behemoth aircraft that would take her crew and hundreds of people to Europe. She wanted to live her dream so greatly that she did whatever she needed to do to pursue it. She gave me hope that it was possible for me, too, someday.

We are living in challenging times. The pandemic has changed all our plans, but we can still press on and pursue our dreams. We must want to live them so greatly that we are willing to move with it.

In the end, it’s all about the unexpected turns along the way. Besides, we all know that’s where the best hangar stories lie.



Books

By Jacqueline Boyd

The Inspiring True Story of the Women Airforce Service Pilots of World War II

THE WOMEN WITH SILVER WINGS

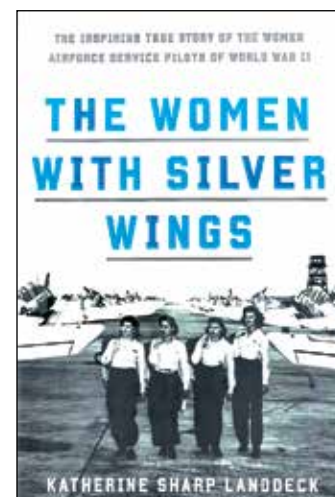
By Katherine Sharp Landdeck
Crown Publishing / Penguin Random House
ISBN 978152476281
\$28.00 US/ \$37.00 Canadian

Landdeck’s book is not one of a series of books about the WASP. The book is the “final” story of an extraordinary group of women. As an associate professor at Texas Woman’s University, Landdeck has a unique perspective and tremendous access to the archives of this group.

This is not a reference book. Instead, it reads like a skillfully written memoir. Time gave Landdeck the ability to review this group from the beginning to nearly the end of the WASP story, and that makes this book a unique addition.

She utilizes the diaries, letters, and personal papers of two of these women as her story-telling-vehicle. Teresa James, one of the women in the original group of WAFFS (Women’s Auxiliary Ferrying Squadron) and Dora Dougherty Strother McKeown, a WASP from Class 43-3, both kept meticulous records, and Landdeck uses them to weave a more complete rendition of the WASP history than has been previously written.

This book is a “must-read” for anyone wanting to know the complete arc of the WAFFS/WASP story. The book is a celebration of these extraordinary women, but also a very heartfelt “closing” of the history. There are few of the women left, and each loss makes a book like this even more important.





ASK A DPE

By Julie Paasch
Air Hearts – Utah Chapter

What Are Some Tips To Help Me On My CFI Initial Airplane Checkride?

The CFI initial practical test is a real doozy! It is a big responsibility to become a CFI and to teach other pilots to be safe and knowledgeable. While we don't expect you to be a seasoned CFI when you show up for your checkride, we do expect you to have instructional knowledge and to meet the standards.

The oral part of the checkride takes from three to about eight hours, while the flight can last from 1.2 to 1.9 hours. That's a lot of information to know and teach! Take your time to prepare and practice teaching.

Often applicants are in a rush to get their CFI certificate done so they can start instructing. I totally get it! Most pilots don't want to be a CFI the rest of their career. However, it is important you are well prepared to teach your students. They will be paying a lot of money for your time, so try to be the best CFI you can and give them the best instruction possible, just like you wanted when you were going through your training.

It is important to practice teaching through every area of operation with your CFI. It is obvious on a checkride when an applicant has not practiced teaching a task. Make sure your lesson

plans cover all the points in the selected task in the Practical Test Standards (PTS). The Runway Incursion Avoidance task has 17 points that are required! There is a lot of information in that lesson, and it's a required task.

Also, in each maneuver lesson plan there are often basic aerodynamics that need to be incorporated, not just an explanation of how to perform the maneuver. It's your responsibility as the CFI to know the PTS and Airman Certification Standards (ACS) and explain *each of the required* areas to your students.

At some point during the checkride it is common to be asked a question that you do not know. Don't panic! Sometimes I see the blood start draining out of the applicant's face. If you are unsure, it is very important you don't answer until you look it up. The principle of primacy is very important when teaching new students.

In real flight training, a student will ask you things you don't know. During the checkride, examiners want to see that you are able to look things up and then teach on the spot what the correct answer is. During the flight portion of the practical test, your examiner will most likely fly at least one maneuver. They will expect you to have competence in describing, recognizing, analyzing and correcting common errors simulated by the examiner. Make sure you practice this with your CFI.

Also don't "over guard" the controls. You should be teaching the student verbally what to do. Be specific and avoid use of abstractions. For example, "increase power by 200 RPMs" or "pitch up 10 degrees." If they do something unsafe, then you can get on the controls and correct it. If you do make a correction and touch the controls to help the student, then make sure you tell them specifically what you are helping them with. Take your time, prepare your own lesson plans for every area of the ACS, be confident. You will do great!

If you have a question you always wanted to ask a DPE, email me at askadpe99@gmail.com and your question may be answered in an upcoming issue!

Tips For Taking And Sending Print-Quality Pictures

The *Ninety-Nines* magazine strives to produce a high-quality publication for our members. Like most of the *Ninety-Nines* organization, this is a largely member-run endeavor. The *Ninety-Nines* magazine relies on you, our members, to keep sending your stories, reports and achievements — and great photos that illustrate the story are of utmost importance. We hope you can help us continue to produce an eye-catching magazine by submitting your photos in the highest quality possible.

Here are some tips to get the best possible photo from your phone's camera. Make sure the camera setting is for highest resolution and check your phone's user manual for specific tips to help get the best photo that will reproduce well in the magazine.

Android: Open the camera app, tap the "gear" icon and choose highest/best quality resolution by finding and choosing Image Properties, Image Quality or Picture Size. Then you will see options such as Standard, Low, or High. Choose the highest option available.

iPhone: Start at the Home Screen and open Settings. Choose Formats, then choose the Most Compatible option. That will result

in high-quality photos in the JPEG format.

Now that you've taken that awesome photo, be sure to email them to the publisher/publication committee at news@ninety-nines.org in the largest file size option available. Attach the photo instead of inserting it into the text. Also do *not* choose "reduce file size for faster sending" if you are given the option, always choose original/actual size. If in doubt, always choose the largest option available.

Many of these same tips will apply to an Android tablet or iPad.

One last tip — please do not download images from social media such as Facebook. Social media platforms will automatically reduce the file size when images are uploaded to their sites, thus reducing reproduction quality for use in the magazine. Have the original photographer send us the photos from their device's photo storage.

To summarize, for photo printing in our magazine, set your camera to highest quality photos, attach your photos to your email message and keep them at the original size, and please do not send images downloaded from social media.

MILESTONES

Ellen Albers, Private, San Antonio
Lilliana Alvarado, Private, Michigan
Anne Anderson, Instrument, Intermountain
Holly Bott, Commercial, San Antonio
Jenna Breen, Private, Greater Seattle
Kristin Bryson, Private, Los Angeles
Stefanie Crask, Commercial, Instrument and CFI,
 Kentucky Bluegrass
Grace Cowherd, Instrument, Arkansas
Teri Danz, Private, Greater Seattle
Michelle Drake, Instrument, San Antonio
Deb Edwards, Instrument, Float, Commercial,
 Canadian Rockies
Isabella Gianni, Private, Michigan
Sarah Gipple, Instrument, Los Angeles
Dayna Graves, Private, Golden Triangle
Betsy Greacen, Multi-engine, Greater Seattle
Kathy Guerrero, Commercial, CFI, Greater New York
Hayley Haning, Commercial, Multi-engine,
 Kentucky Bluegrass



Cora Grace, Private, Michigan.

Sara Harman, Commercial, Columbia Cascade
Jordyn Haught, Seaplane, Arkansas
Hailey Helling, Solo, Michigan
Mandi Hill, Seaplane, Memphis
Natalie Hill, CFI and CFII, Kentucky Bluegrass
Jennifer Iiams, Private, Oklahoma
Katerina Pearle Johnson, Private, Antelope Valley
Alyssa Journey, Private, Arkansas
Megan Kojima, Commercial, San Fernando Valley
Phyllis Kollar, ATP, New Jersey
Chloé Litteral, Solo, Lake Charles
Jessica Maslach, CFI, Lake Erie
Susan Maule, 787 Captain American Airlines,
 Eastern Pennsylvania



Debbie Franceus, Solo, Michigan.

Rosemary May, Instrument and Commercial,
 Columbia Cascade
Andrea McGilvray, A&P, San Antonio
Tiffany McKinney, Lighter than Air, Kentucky Bluegrass
Astrid Melms, Private, Wisconsin
Mandi Neumann, Private, Wisconsin
Agata Pares, B777 Type Rating, Bay Cities
Rene Porlier, Commercial and Instrument,
 Kentucky Bluegrass
Melissa Sandstrom, Solo, Arkansas
Caroline Schmid, Instrument, Kentucky Bluegrass
Sara Siddiqui, CFI, Wisconsin
Karrie Simpson, Commercial, San Antonio
Heather Stalnaker, Private, Michigan
Bree Umphress, Private, Golden Triangle
Mollie Warren, Private, Instrument, Commercial, CFI
 Greater Seattle
Abigail Wells, Private, Greater Seattle
Servet Yatin, Instrument, Eastern New England
Madelyn Michelle Zotter, Private, Kitty Hawk



Serena Morse, Instrument, Reno High Sierra.

First Canadian Chapter

The First Canadian Chapter of Eastern Ontario has been kept physically active by our co-chair, Wendy Cragg, who organized socially distanced winter walks for our members. Even though we wore masks and kept six feet apart, those fresh air excursions birthed friendships — and some great ideas for our Chapter. We created a Social Media Team and the Education and Outreach Committee (EOC).

The Education and Outreach Committee has created engaging virtual presentations for elementary and high school students, as well as after-school clubs, so we can share our passion for aviation with the next generation.

Many committee members mentioned they would have started flight training much earlier if they had known aviation was a viable career and if they had met a female pilot. Our goals are to introduce students to the many career possibilities existing within the aviation industry, break gender stereotypes and kindle the interest of more females.

The committee has grown rapidly since launching. Led by Meera Bissonauth, the group includes incredible women like Zahabia Faizy, Emma Flanagan, Cassandra Hamilton, Heather Hills, Golnaz Jalilvand, Amrit Pal Kaur, Lola Reid Allin, Karina Scattolin, Lexie Stone, and Rebecca Van Snick. Our speakers bring diverse talents: some are activities and game planners, others are visual aid creators and networkers, and some speak French, English, and Spanish.

FCC members, including Wendy Cragg, Allison Couch, Robin Hadfield, Lyn Shinn, Christina Von Bulow and Kim Winsor, have shared knowledge, resources and contacts to facilitate and enhance our fledgling committee. Their experience with similar events prior to the pandemic has helped the Education and Outreach Committee create inspirational presentations.

In April, we hosted our first presentation to students in grades



From left, Wendy Cragg, Rebecca Van Snick, Allison Couch, Karina Scattolin, Zahabia Faizy and Meera Bissonauth.

3, 4, and 6 at a French primary school in the Toronto area. We, the members of the Education and Outreach Committee, are excited to rollout this important project, a reflection of the energy and enthusiasm of the First Canadian Chapter.

— Meera Bissonauth and Lola Reid Allin

German Section

Due to the pandemic situation, personal meetings and fly-ins have been really challenging for us women pilots over the last year here in Germany. The approximately 45 members of the German Section are spread all over the country, and common meetings are usually rare anyway.

To help overcome these dull times and find new venues to see each other, share experiences in various environments with different rules, and share the craving of flying that was forbidden in some places, we decided to meet online on a regular basis, once a month. We've had about five online meetings so far and would



like to expand these to safety meetings, inviting referees for certain subjects.

Our next topic will be Angle-of-Attack Indicator (AOA), a topic, we have learned, is well discussed in the U.S. but not so much here in Germany.

While hoping it will be possible to meet more on a personal basis soon, we will probably continue this opportunity that the digital world is providing us. Not only cockpits will benefit from this

but also our common spirit and mutual support and the love that unites all of us: flying.

—Ute Hoelscher

GRASS ROOTS



Connecticut Chapter members celebrate the completion of the Compass Rose at Danbury Municipal Airport.

Eastern New England Section

The New England Section consists of three Chapters — Connecticut, Eastern New England, and Katahdin Wings.

On April 10, the Connecticut Chapter assisted Boy Scout Jake Windas in achieving his Eagle Scout project, the painting of a Compass Rose at Danbury Connecticut Municipal Airport (KDXR). The event was a great success, and all of Jake's hard work organizing the event really paid off.

In December 2020, the Connecticut Chapter ran a Silent Auction as a fund-raiser for the New England Section. The 20 items auctioned off were donated by Section members or solicited by members. The Auction raised \$1,840.

In "normal" times, the three Chapters of the New England Section take turns running a Poker Run on behalf of the Section, but COVID-19 prevented that event, so the Connecticut Chapter stepped up and ran a highly successful alternative event.

Under the leadership of Chapter Chair Jessie Zuberek, the Eastern New England Chapter has been Zooming through the COVID-19 pandemic. From a virtual Christmas party, with a

Secret Santa gift exchange conducted by mail, to monthly Zoom Chapter meetings and weekly informal Zoom get-togethers to member-conducted seminars, Eastern New England has actively engaged members in Chapter events.

The Eastern New England Chapter awards three scholarships each year, usually with a luncheon to honor the winners. The 2020 event was canceled, so the 2020 and 2021 winners were honored in a 2021 Zoom ceremony in March 2021. Scholarship Chair Julie Marron orchestrated the event. 2020 winners were Eastern New England members Alison Yusov, Beth White, and Cassie Tatro. 2021 winners were Cassie Tatro, Laura Doherty (Connecticut Chapter), and Carlos Tamayo.

The Eastern New England Chapter is hosting an ongoing series of Zoom events where members share their expertise. As of April 2021, Sue Benua talked about her gyroplane, Karen Mitchell discussed the pros and cons of flying clubs, and Candie Oldham has described her Air Race Classic adventures. More presentations are planned.

Katahdin Wings Chapter member Erin Meltzer has been instrumental in the development of the Eastern Slope Aviation Academy. It will be opening membership to the public in July at Eastern Slope Regional Airport. Other chapter members will be volunteering during their week-long camp which will introduce high school students to everything aviation from basic aerodynamics to preparing for an aviation career.

— Jann Clark

Santa Clara Valley

A fly-in to Paso Robles was held on March 20, our first in over a year! Seven Chapter members and one 49½ attended. Nancy Sliwa and Marcie Smith flew in Nancy's new Cirrus Vision Jet, with Bette Bucci and Laura DelFavero as passengers. Penny and Ron Blake came in their Bianca, and Pat Gregory and Carol Munch arrived in Pat's Cessna 182.

It was a lovely day and great to get together after over a year! We all got to see and touch the beautiful Cirrus, and Pat got to ride back to San Jose while Laura piloted the 182 home.

— Carol Munch

Long Island Chapter

Recent monthly meetings continue via conference calls with a good turnout each month. Vice-Chairman Naraline Coqk has been attending courses via Zoom given by Nassau Flyers at Republic Airport, Long Island, New York, to enhance her knowledge toward her goal of becoming a CFI. She is currently studying the private pilot curriculum.

Secretary-Treasurer of the Long Island Chapter, Jill Hopfenmuller, recently retired from her "day job" at Suffolk County's Health Department. Jill has held her Secretary-Treasurer post for the Long Island Chapter for many years, and we hope she never retires from this position. She is a huge help with her knowledge and keeping the facts current and accurate. Thank you, Jill.

— Patricia J. Rockwell



Appalachian Aviatrixes

The Appalachian Aviatrixes Chapter welcomed two new members at the March 13 meeting. Trish Love is an American Airlines pilot, and Mary Woody is in the process of refreshing her private pilot skills.

The Chapter started plans for the May 2012 Aviation Celebration at KTRI. Once again, the Commemorative Air Force is bringing several vintage aircraft. The Appalachian Aviatrixes will have a Ninety-Nines booth.

Plans for upcoming meetings were discussed, including a retreat hosted by Liz Edgar in her Butler, Tennessee, rental properties.

After the meeting The 99s were joined by five 49½s for lunch.

— Janice Pelletti



From left, front row: Liz Edgar, Mary Edgar, Meagan Harr, Pam Phillips, Mary Dwyer. Back row: Mary Woody, Trish Love, Adrienne Smith, Janice Pelletti, Lorianne Carver, Lucy Carver.



Florida First Coast Chapter

I am very pleased to share a recent air marking that our local Ninety-Nines Chapter completed. It has been planned for over two years, but weather and logistics set it back until this year.

With coordination by Meagan Huerta and Jessica Mendez, it was finally completed on Saturday, March 13. After a vigorous nine-hour day with the help of Don Clark, who provided us supplies and help with layout, eight Ninety-Nines were able to create a beautiful and original compass rose at Jacksonville Executive at Craig Airport at the run up area by Runway 5.

The entire airport is pleased with it, and we were excited to contribute to one of our many local and active airports in Jacksonville.

We have several plans for our Chapter's involvement with the community, including events with the Girl Scouts to help them earn their aviation badges. Eventually we will plan to paint more compass roses at other surrounding general aviation airports.

— Meagan Huerta

Photo right, Florida First Coast Members are proud of their compass rose at Florida's Jacksonville Executive at Craig Airport. From left, Kay Kline, Cheri Parsons, Don Clark, Abbey Brown, Seth Shepard, Meagan Huerta, Laura Ammons, Tracy Kitting, Laurie Reeves, and Jessica Mendez. Photo above, compass rose work in progress.



Long Beach Chapter Celebrates Iris Critchell's 100th Birthday



The Long Beach Chapter recently celebrated a very special birthday of one of the founding members of our Chapter. Iris Critchell turned a very vibrant and healthy 100 years old on December 21, 2020! Due to COVID-19, more than 25 members gave her a Zoom party instead of the Chapter's usual lunch fly-out to her home airport, Bracket Field Airport (KPOC), in Pomona, California. Iris has led an amazing life, full of twists and turns, and she is still going strong. Hailing from Redondo Beach, California, she competed in the 1936 Olympics in Berlin as a swimmer. She caught the flying bug from her dad and took her first flying lesson at age 18 at what is now LAX!

Iris built time and expertise as a CFI at many airports, including the Chapter's home airport in Torrance, California, where she is honored in the East T Hangar's Row #13, the Iris Critchell Row. She went on to gain many ratings, leading to an important role flying increasingly challenging aircraft right off the factory floor as a Women's Auxiliary Ferrying Squadron (WAFS) pilot during WWII. She tells many fascinating stories about those years of service.

Iris's contributions to teaching flying students is enormous, probably close to a thousand. She headed the unique Bates Aeronautics program at the Harvey Mudd College of Science and Engineering. Graduates of both programs are a close-knit family who proudly call themselves "Mudder-Bates'ers," thanks in large part to the supportive environment built by Iris and her husband Critch.

Iris flew in the All Women's Transcontinental Air Race 16 of its 30 years and served on the board for nine years. She knew all the famous women in aviation of those years and many more. Iris continues in and served on the board for nine years. She knew all the famous women in aviation of those years and many more. Iris continues to attend Section meetings, follow The Ninety-Nines organization and, in particular, keeps tabs on our Chapter that she helped form in 1952. She actively keeps up with and mentors our new student pilots and is thrilled with their accomplishments. Thank You and Happy 100th Birthday, Iris!

— Anne O'Brien, Long Beach Chapter

Although Iris Critchell and her friends couldn't be together on her 100th birthday because of COVID-19, they remembered all the good times via Zoom.

Iris loved the water and even competed in the 1936 Olympics in Berlin as a swimmer. She also loved getting together with her many Ninety-Nines friends.



LETTERS

Looking for a Good Book?

I just read Sarah Rickman's book about one of our founding members and past president, Betty Gillies. The book, *Betty Gillies, WAFS Pilot*, was excellent.

I wrote an Amazon review that I would like to include: "Once I had a minute to read, I could not put the book down. Interesting, well written and an easy read. I really enjoy Sarah Rickman's style of weaving the words of Betty into the narration. I felt like Betty was recounting me her history in her own words. Thank you for bringing her interesting history as a WAFS to life. Loved the historic images scattered throughout the book as well."

I know we have other authors among our members. It might be nice to solicit input on books written by or about 99s members. With members still not moving around as much, folks might enjoy a good book or two. I know I have.

— Terry Carbonell, Paradise Coast Chapter

Mercury 13 was Fantastic!

I wanted to say thank you so very much for putting on such a wonderful event today. The Mercury 13 event was so fantastic! My dad lives in Kansas, I am in Montana, and my 12-year-old niece is in Denver. We were all able to attend the event virtually and talk about it after on a Zoom call. What a wonderful way to bring so many people together. My dad and niece are already planning a flight to OKC when things settle down to come to the museum!

Even after COVID-19 is over, I hope the organization considers this type of event in the future as we would love to take part. Thank you again for all the hard work. I was amazed how well it went and how much fun it was.

—Sarah Wahrer, Montana Chapter

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NEW HORIZONS

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

Mary Creason, Lake Michigan Chapter

March 26, 2021

Lulu Damschroder, All-Ohio Chapter

March 2, 2021

Daphne Gail Fautin, Northeast Kansas Chapter

March 12, 2021

Geils-Adoue Todd Hegranes, Golden Triangle Chapter

January 27, 2021

Bobbi Roe, Greater Seattle Chapter

March 31, 2021

Shirley Thom, San Fernando Valley Chapter

February 15, 2021

LIFE MEMBERS

Elizabeth Booker, Florida Goldcoast Chapter

Elizabeth Buzzell, Bay Cities Chapter

Eileen Collins, Member At Large

Cecilia Dalzell, Connecticut Chapter

Barbara Freeman, Aloha Chapter

Jan McKenzie, Colorado Chapter

Jennifer Rhoades, Southwest Section

Patricia Schroeder, Ambassador Chapter

Patricia Shaw, El Paso Chapter

Marie Theisen, South Central Section

Editor's note: We unintentionally omitted the names of Eileen Collins and Jan McKenzie from our Life Members list published in the January/February issue of the magazine. Our omission in no way reflects the value they have provided to our organization. We thank them for their service, time and dedication to The 99s.



Our most recently enlisted Friends of The 99s

Andrew Daniels, Yorba Linda, California

Alice Dayhoff Miller, Springfield, Ohio

Glenda Dennis, Norman, Oklahoma

Kathy Drazszak, Bentonville, Arizona

Rebecca English, Deerfield, Wisconsin

Karan Fraley, Round Lake, Illinois

Isidor Furjan, Ebriach, Carinthia, Austria

Lisa Gilmore, Portland, Oregon

Daniel Sharpes, Albuquerque, New Mexico, JLM Industrial Supply Inc.

Michael Stuart, Sparks, Nevada

Presley Thomas, Mt. Juliet, Tennessee

John Williams, Williamsburg, Virginia

Laurel Winton, Aspen, Colorado



***Through All The
Ups And Downs
WE ARE
NINETY-NINES!***

