

September/October 2021



Ninety-Nines

Inspiring Women Pilots Since 1929

WALLY FUNK

A DREAM REALIZED

p. 10

plus

2021 AWARDS
BERNICE BARRIS
WE DID IT!



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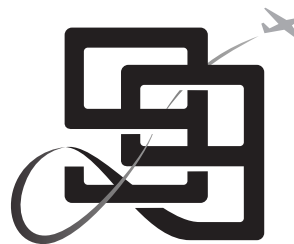


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MISSION STATEMENT

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.

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New Horizons

Our Sponsors

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ON THE COVER

Wally Funk

Photo by JOE SKIPPER / REUTERS

Let's Get Social  





SEP

- 9-12 **Southwest Section and Northwest Section: Joint Fall Meeting**
Las Vegas, Nevada
- 16-19 **East Canada Gold Cup Air Rally**
CPE6, near South River, Sundridge, Ontario and Lake Bernard
- 17-19 **International Forest of Friendship Celebration**
Atchison, Kansas
- 18 **New England Section: Poker Run**
Rain date Sep. 19
Stops: FIT Fitchburg, ORE Orange, 3Bo Southbridge, SFZ North Central, 1B9 Mansfield Terminus
- 24-26 **North Central Section: Fall Meeting**
Tomahawk, Wisconsin
- 24-26 **Ninety-Nines Fly-in**
A fun-filled flying weekend packed with flying and friendship! McKeller-Sipes Airport (KMKL), Jackson, Tennessee

OCT

- 1-3 **Southeast Section: Fall Meeting**
Myrtle Beach, South Carolina
- 9 **West Canada Section: Fall Meeting**
Online
- 13-16 **NIFA (National Intercollegiate Flying Association) Region VIII SAFECON**
Hosted by the Indiana State University, Indiana.
- 15-16 **Mid-Atlantic Section: Fall Meeting**
Baltimore, Maryland
- 15-17 **South Central Section: Fall Meeting**
McKinney, Texas

OCT (cont.)

- 16 **New York-New Jersey Section: Fall Meeting**
Oneonta, New York
- 18-21 **NIFA Region I SAFECON**
Hosted by Utah State University
- 20-23 **NIFA Region X SAFECON**
Hosted by Averett University, Danville, Virginia
- 20-23 **NIFA Region VI SAFECON**
Hosted by the University of Minnesota-Mankato in Mankato, Minnesota
- 26-29 **NIFA Region IV SAFECON**
KRVN in Cleveland, Mississippi
- 27 **Webinar – Knowing your Weather Personal Minimums**
Online 8 p.m. U.S./Eastern

NOV

- 5-6 **Fall International Board of Directors Meeting**
Oklahoma City, Oklahoma
- 12-13 **New England Section: Fall Meeting**
Kennebunkport, Maine

DEC

- 4-9 **India Section: Annual Meeting**
New Delhi, Agra and Jaipur

2022

JAN

- 31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application for mentoring Spring Session.**
For more information, go to www.ninety-nines.org/resources.htm or email mentoring@ninety-nines.org

Check the online calendar for current information. | ninety-nines.org/calendar.htm

Why I Fly

As Ninety-Nines, we are a diverse group. We are young and not-so-young; student pilots and airline pilots; we fly helicopters, seaplanes, airplanes, gliders, and space shuttles. We fly as a hobby and we fly as a career. We come from many backgrounds and from around the world.

But regardless of our differences, the certificates we hold, or the hours in our logbooks, we do have something very special in common. We all made a conscientious decision to learn to fly and faced the challenges and joys of becoming pilots.

Whether you have just begun your aviation journey or you have hung up your wings and now soar through the adventures shared by others, something sparked your desire to fly. And that unites us.

Several years ago, I was challenged to use no more than 300 words to explain why I fly. And it was quite a challenge! After many starts and stops, I finally put into words what was in my heart. Now I ask you to embark on the same challenge. How about you? Why do YOU fly?



Corbi Bulluck

International President

Why I Fly

I fly because flying lets me break the rules.

On the ground, I must follow the rules – work hard, pay bills, keep appointments, honor commitments, stay within the lines.

But when I fly, I break the rules – humans can't fly, women can't be pilots, machines can't leave the ground. I taxi onto the runway, advance the throttle, watch the airspeed increase...and magic happens! I break the rules, defy gravity and I'm airborne!

I fly because flying lifts me above the daily stresses of life. I see the familiar world from a different viewpoint. I'm not restricted to following highways, railroads or rivers. I'm free! Things that worry me when I'm on the ground become unimportant and I'm content.

I fly because it soothes my soul. I'm always doing something when flying – scanning instruments, reviewing charts, watching the weather, listening to the music of my engine – but this becomes second nature. A peacefulness overwhelms me. The beauty and awe and wonder of being airborne flood through every molecule of my being and I cherish this wonderful gift of flight.

I fly because of the romance of flying. It connects me to the early barnstormers and to Amelia Earhart, Pancho Barnes, the WASP, and all the brave, daring women who broke the rules and followed their dreams to fly. Flying connects me to all women pilots and they become my sisters.

I fly because I want to show others that they can do anything they choose; perhaps I will inspire them to find their passion and chase their dreams.

I fly because every flight is an adventure and I'm totally alive when I fly.

I fly because it challenges me and it restores me; it inspires me and it sets me free.

I fly because the sky is my home.

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Touch & Go

ELECTIONS

2021 MID-TERM ELECTION RESULTS

INTERNATIONAL BOARD OF DIRECTORS



Minnetta Gardinier
Iowa Chapter
North Central Section



Janet Patton
Ambassador Chapter
South Central Section

TRUSTEES

The Ninety-Nines
Endowment Fund



Stephenie Roberts
Texas Dogwood Chapter
South Central Section

The Ninety-Nines
Museum of Women Pilots



Lisa Cotham
NOLA Chapter
Southeast Section

TRUSTEES (CONT.)

The Amelia Earhart
Birthplace Museum



Bonnie Johnson
*Kansas Chapter
South Central Section*

The Ninety-Nines
Museum of Women Pilots



Jill Shockley
*Texas Dogwood Chapter
South Central Section*

The Amelia Earhart
Birthplace Museum



Mandi Hill
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The National Intercollegiate Flying Association was formed for the purposes of developing and advancing aviation education; to promote, encourage and foster safety in aviation; to promote and foster communications and cooperation between aviation students, educators, educational institutions and the aviation industry; and to provide an arena for collegiate aviation competition.

October SAFECONS

Region I Price, UT
Region IV Cleveland, MS
Region VI Mankato, MN
Region VIII Terra Haute, IN
Region X Danville, VA

November SAFECON

Region IX Lakeland, FL

LEARN MORE at:

Ninety-nines.org/calendar.htm

QUESTIONS?

Contact: Marilyn Shafer
99s International NIFA Chair
ProBBMom@gmail.com

HONORS

LOIS WATSON SELECTED AS 2021 HONOREE TO THE INTERNATIONAL FOREST OF FRIENDSHIP



The Treasure Coast and Florida Goldcoast chapters of The NinetyNines are pleased to announce **Lois Watson**, a 58-year member of The 99s, is selected as their 2021 Honoree to the International Forest of Friendship.

Local Treasure Coast 99s Co-chairs Evelyn Galus and Kaye Ebelt said, “On behalf of the Treasure Coast 99s, we are honored to help sponsor Lois Watson as she becomes a new inductee to the International Forest of Friendship.” Galus continued, “Lois is a highly respected pioneer in the aviation world. Her contributions and support to help others achieve goals are greatly appreciated.” Ebelt declared, “She is truly an inspiration.”

The Treasure Coast Ninety-Nines was formed in 2016 and includes the Treasure Coast area between Boca Raton and Vero Beach. To date, it has 54 members. “To submit someone as esteemed as 92-year old Lois Watson from our chapter is indeed a privilege,” said Ruth Jacobs, charter member, past chairman and membership chairman of the chapter. Lois is also the first inductee from the newly organized chapter.

Florida Goldcoast 99s Chapter Chairman Katie Koch remarked, “The Florida Goldcoast Chapter of The Ninety-Nines International Inc., is honored to co-sponsor Lois Watson’s International Forest of Friendship inductee nomination. Lois has embodied The Ninety-Nines Mission Statement of promoting the advancement of aviation through education, scholarship and mutual support.” She continued, “Lois established The Eig-Watson Scholarship Endowment for Miami Dade College (MDC) in 1988, in memory of her husband, Saul Eig. The scholarship is one of the largest aviation scholarships in the country and has been awarded more than 214 times according to MDC.” Koch stated, “Many members of the Florida Goldcoast 99s have been able to pay for their professional flight training thanks to Lois’ generosity and support. Lois is a champion for aviation and deserves to be honored in the International Forest of Friendship so that future generations can be inspired by her spirit.”

Lois was first introduced to aviation in 1948, as a passenger in a DC-3. She soloed in 1954, and by 1955, had her private certificate. In 1971, she achieved her glider rating and in 1973, obtained her multi-engine rating. Aerobatics instruction came in 1974, and by 1975, her interest went to floatplanes. In 1982, she earned her instrument rating and in 1988, logged 20 hours in an Enstrom Helicopter. Her many accomplishments sent her flying across the United States, Canada, the Bahamas and the Caribbean.

In addition to her many flying accomplishments, Lois endowed to the Miami Dade College the Eig-Watson School of Aviation scholarships which offers FAA-approved courses for associate degrees and certificate programs for students to succeed in the 21st century.

Touch & Go

HONORS

MARGARET RAY RINGENBERG INDUCTED INTO THE INDIANA AVIATION HALL OF FAME - CLASS OF 2021



From her first flight at the age of seven, **Margaret Ray Ringenberg**, Ft. Wayne, Indiana, native and longtime resident, was hooked on aviation. Earning a private certificate in 1942, she became a Women's Air Force Service Pilot (WASP) one year

later. Post-WWII, she added commercial and instructor certificates to her skills.

Margaret then became a well-known air racer – flying the “Powder Puff” Derby, Air Race Classic, Air Grand Prix, the ‘Round-the-World Air Race and many others. She won more than 150 trophies. Not one to slow down, she even flew a 2,300-mile race when she was 87!

At the age of 72, she had more than 40,000 flight hours. Margaret shared her love of aviation with youth, from kindergartners to cadets at the Air Force Academy and space shuttle astronauts.

A National Aeronautic Association “Elder Statesman in Aviation” and Sagamore of the Wabash, she wrote books about flying, notably *Girls Can't be Pilots*, and she was featured in the best-seller *The Greatest Generation*. The USAF selected Margaret as an “Eagle” at Air Staff and Command College.

She married banker Morris Ringenberg and throughout their 56 years together, they had two children and many grand- and great-grandchildren. All of her grandchildren flew with her in races and have been in the winner's circle!

A Ninety-Nine for more than 60 years, Margaret Ray Ringenberg passed away in her sleep at Oshkosh, Wisconsin, where she was attending the 2008 AirVenture show with a contingent of WWII WASP.

Further information about our distinguished Hoosier Aviators and Aerospace Industrialists can be found on the Indiana Aviation Hall of Fame Website, www.INAHoF.org under Members - Legacy Class.

The Indiana Aviation Hall of Fame is established to recognize, honor and perpetuate the memory of those special individuals and companies making an enduring contribution to aviation or aerospace in Indiana, the nation, or the world through achievement, leadership, exceptional service, innovation, or entrepreneurial spirit.

Nominations for the class of 2022 are being sought at this time. Applications can be downloaded from their website, INAHoF.org.

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Wally Funk

A Dream Realized

By Donna Miller, *Colorado Chapter*

Photos by Joe Skipper
REUTERS



“I want to go back!”

Those are the first words astronaut Wally Funk exclaimed when asked about her flight to space.

That’s right. That’s astronaut Wally Funk. It is often said that success happens when preparation meets opportunity. With more than 60 years of preparation, the opportunity finally presented itself. The staff at Blue Origin, the space company of Amazon founder Jeff Bezos, had been narrowing down a list and paid Wally a visit at her Texas home. Two days later, Jeff Bezos himself showed up at Wally’s house to officially extend an invitation to fulfill her lifelong dream. Television cameras caught Wally’s expression as the official news sank in, capturing her infectious laugh as she hugged Jeff, which caused the quiet billionaire to laugh heartily with her.

Together, they would make space history.

“Top-notch everything” is how Wally describes her experience with Blue Origin. They chauffeured Wally from her house to the airport, where a Pilatus jet awaited her and dear friend and flight student Mary Holsenbeck. They were whisked off to the Blue Origin launch site in Van Horn, Texas where the two would have the opportunity to tour the site by helicopter and meet the others who would join Wally into space. Jeff chose his brother, Mark, and 18-year-old Dutch student Oliver Daemen, whose father won the auction when the initial bidder backed out due to a scheduling conflict. While Oliver beat the record set in 1961 for the youngest space traveler, Wally beat the record set by John Glenn in 1998 for the oldest. At 82 years young, Wally says she feels like she’s 24!

For four days prior to the launch, the crew received early-morning capsule familiarization and ingress and egress procedures training. This also allowed the crew to acclimate to what would be an early morning in preparation for the 8:00 a.m. launch.

On July 20, which happened to be the 52nd anniversary of the moon landing of Apollo 11, Wally stepped into the New Shepard rocket, named for Alan Shepard, the first American to travel into space in 1961.

This was the first unpowered suborbital flight with a civilian crew for Blue Origin. The New Shepard traveled 65 miles into space, which is beyond what is defined by the Kármán line at 62 miles. (The FAA and the U.S. Air Force define the boundary of space beginning at 50 miles.) When asked about the experience, Wally said that she didn’t expect it to be so easy. The noise level was not high, which was a bit of a surprise. Wally was not able to take a camera or watch, but could bring a few personal items, including a few letters and notes, Amelia Earhart’s goggles, her 99s pin, and, of course, a “Wally Stick.”

A Wally Stick is a 3/8” wooden dowel about a foot long, with markings on the side, but to really understand its significance, we need to go back into Wally’s history, which could fill (and has filled) volumes. Her most recent book *Higher Faster Longer: My Life in Aviation And My Quest For Spaceflight* was just released last year, and is an excellent read.

Wally was an adventurous child and learned the basics of aerodynamics at the age of five while trying to fly off the barn in Taos, New Mexico in a Superman costume. Growing up with that early fascination of flight, Wally left Taos a year early, and would finish high school at the two-year program at Stephens College in Columbia, Missouri, while attending college courses. It was there that Wally found her home in the sky at the age of 17. She excelled and was the only woman to win a trophy at the National Intercollegiate Flying Association (NIFA) meet her first year. The Oklahoma State Flying Aggies took home the team competition trophy, so that’s where Wally applied and was accepted.

By the time she graduated in 1960, Wally had earned her commercial, single-engine land, multi-engine land, single-engine sea, glider, instrument, flight instructor, and all ground instructor ratings.

In 1961, Wally's quest for space began in earnest. She had learned that fellow 99 Jerrie Cobb had gone through a battery of tests to see if women were fit to be astronauts. Wally immediately contacted Dr. Lovelace to express her interest. She received the response that would bring her one step closer to living her dream. Wally endured five days of rigorous and invasive medical tests, followed by extensive psychological tests. She performed extremely well, and did exactly as they requested, regardless of how uncomfortable it was. Of the 25 women tested, 19 completed the exams and 13 passed. That's how these strong women became known as the "Mercury 13." Meanwhile, of the 32 men who had taken the Lovelace tests, 18 passed and the "Mercury 7" were selected.

Suddenly, the women's program was canceled without explanation. While Wally was disappointed, she didn't let it stop her quest. Wally moved to California and continued to simulate the training that the men were doing. In 1963, Wally made her own g-suit from her mother's girdle, and went to the USC Department of Physiology to undergo tests in their centrifuge. She was able to withstand five Gs. She was ready.

Just three months later, the Soviet Union sent Valentina Tereshkova into space for three days. If it truly was a space race, the U.S. could have won that round and Wally knew it.

Wally spent a few years traveling around Europe and Africa and continued her adventures in the U.S. before becoming the first woman FAA inspector, and later the first woman to serve as an National Transportation Safety Board (NTSB) Air Safety Investigator. During her ten-and-a-half years with the NTSB, Wally investigated 450 accidents. She retired in 1985, receiving an award for special achievement in recognition of sustained superior performance.

Wally took different flying jobs and returned to instructing, becoming chief pilot and flight instructor at various schools. She settled in the Dallas-Fort Worth area and has been instructing ever since.

In 1980, two of Wally's friends crashed when their propeller sheared off during an air race. Wally used her NTSB experience to create the now-famous Wally Stick. By tapping the propeller starting at the tip with the wooden dowel, you can hear the ping, which turns into a thud by the time you reach the prop hub. If there is a crack in the propeller, you'll hear the change from "ping" to "thud" before you reach the hub. The

markings make it a useful fuel gauge. You can also check for dirt daubers in the exhaust and fatigue cracks in the flap-track brackets.

Wally used her extensive experience to give safety talks, is the recipient of many awards and has been inducted into the Women in Aviation Pioneer Hall of Fame. She was recognized at the National Air and Space Museum Wall of Honor and awarded the Paul Tissandier Diploma by the Fédération Aéronautique Internationale. Wally has also received the Gold Medal from the VFW.

In 1988, Wally was finally able to meet her idol, Valentina Tereshkova. She was part of a group of 99s who traveled to the Soviet Union, where Wally and Valentina were able to speak through an interpreter. The group toured the Cosmonaut training facility in Star City. Wally returned in 2000 to experience true weeklong cosmonaut training, including a parabolic flight.

As the new century dawned, so did commercial space flight. The Ansari X Prize would infuse excitement into space flight beyond NASA, especially since the shuttle program ended in 2011. A few of the early programs had plans to include Wally, but none seemed to work.


Nevertheless, Wally persevered.

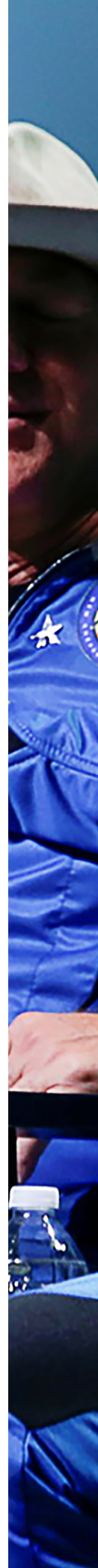
On July 20, which both Stephens College and Oklahoma State University have named "Wally Funk Day," Wally finally launched into space where she belonged. Once weightless, Wally unbuckled her seatbelt and felt the joy she had been waiting a lifetime to experience. Her crewmates tossed a ball and Skittles, and Wally looked out of the window, exclaiming, "It's so dark up here!"

Her dream had finally come true. On the way down, Wally could feel the gentle opening of the four parachutes. The landing was soft, and she was the last to exit the capsule with the euphoric smile that is pure Wally.

Following her space flight, Wally reflected back to "the greatest experience of my life" and her feelings of a dream realized. She talked about the spirit of the Taos Mountains that she felt and expressed her gratitude for the sisterhood and support of The 99s.

"I love The 99s, and want to thank them all!" Wally said.

The 99s love you too, Wally, for keeping us safe and inspiring us to pursue our own dreams with joy and tenacity. We love you for living your dream and showing us that we can live ours. You did it, Wally. You really did it. 





2021 AWARDS

AWARD OF ACHIEVEMENT CONTRIBUTIONS TO AVIATION

DR. REBECCA K. LUTTE



Dr. Rebecca “Becky” Lutte is an Associate Professor at the University of Nebraska at Omaha Aviation Institute. Her degrees include a B.S. in Professional Aeronautics from Embry-Riddle Aeronautical University as well as an MPA and PhD

from the University of Nebraska at Omaha. Dr. Lutte is a commercial pilot, CFII, MEI and aircraft owner.

An active member of many aviation organizations including the Houston Chapter, South Central Section of The 99s, Women in Aviation International and the Experimental Aircraft Association, Dr. Lutte also serves on the board of the University Aviation Association. She was appointed by the Secretary of the Department of Transportation to the FAA Women in Aviation Advisory Board, where she works to develop recommendations and strategies to the FAA and Congress to encourage women to pursue careers in aviation. She has also been a member of ICAO’s Next Generation Aviation Professionals (NGAP) Outreach Working Group, whose purpose is to address the global shortage of qualified aviation professionals.

Dr. Lutte conducts research on a variety of topics, with a primary focus on aviation workforce development and the outreach, recruitment and retention of women in aviation. She is the recipient of the University Aviation Association (UAA) Sorenson Award for outstanding achievement of excellence in aviation research and scholarship and the UAA Laursen Award for outstanding contributions to aviation education.

Dr. Lutte has more than 25 publications in a variety of academic journals, magazines and books. In 2019, she published the Women in Aviation Workforce Report to address the lack of data available on the number of women in aviation careers. Dr. Lutte has given many presentations and interviews, including being cited by *Forbes*, CNN, NPR, *Aviation Week & Space Technology*, *General Aviation News*, and *Aviation for Women Magazine*.

Dr. Lutte resides in Texas with her husband Steve, a captain for United Airlines. They have two sons, Nick and Scott.

AWARD OF ACHIEVEMENT CONTRIBUTIONS TO THE NINETY NINES

MYRA BUGBEE



Myra Bugbee served as a public school educator and mentor for 29 years. She began teaching in California before moving to New Jersey to serve as a first-grade teacher. Subsequently, Myra was recruited as a special projects administrator by the superintendent

and served as a principal for 15 years in a K-3 and then pre-K-5 school. Her career highlights include mentoring new educators as well as planning, implementing and opening a new school.

When Myra retired and moved to Florida, she discovered the Florida Goldcoast Ninety-Nines Chapter. She immediately assumed various leadership roles, including leading aviation education projects for Girl Scouts and serving as the chapter’s chairwoman and the Southeast Section 99s Governor. Currently, she is enthusiastically developing the Ninety-Nines’ “Let’s Fly Now! First Flight Program,” which provides introductory flights for females of flying age.

Myra and her husband own a small airplane, a Van’s RV14-A nicknamed Mojo, which they fly locally almost every weekend. She recently achieved her goal of landing Mojo in all 48 contiguous states. Myra flew in the women’s Air Race Classic (ARC) in 2012 and 2014 – an experience that inspired and motivated her to take her flying skills to the next level. She was awarded the Amelia Earhart scholarship by The Ninety-Nines and then earned her instrument rating. This gift has helped her soar as a pilot and as a leader.

“Receiving The Ninety-Nines’ Award of Achievement is unexpected, uplifting and highly motivating,” Myra said. “Thank you, Ninety-Nines!”

Myra is also a Nationally Certified Principal Mentor and thrives on mentoring others, whether as an educator or aviatrix. She is passionate about mentoring and empowering women to gain confidence, set goals and develop the skills needed to achieve them.

2021 AWARDS

AWARD OF ACHIEVEMENT CONTRIBUTIONS TO HUMANITARIAN EFFORTS

STEPHANIE WELLS



Stephanie Wells has been a member of The Ninety-Nines since first earning her pilot's license in 1973. Now residing in Colorado, she grew up an "Air Force brat" but considers herself a Coloradan at heart. Like her father, she joined the Air Force and became a pilot,

which was her passion even in high school. She worked for NASA in Houston as a staff pilot for 17 years, which she considers the best flying job in the world. But the desire to return to Colorado had her transfer to the FAA in Denver for the last seven years of her government career.

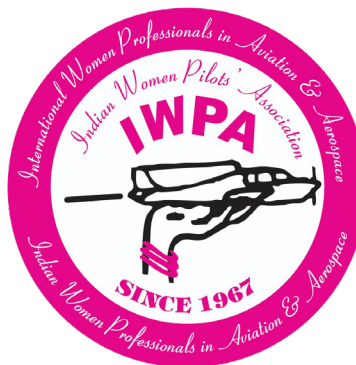
Stephanie has been happily retired for nine years. Upon retiring, her goal was to combine her love for travel, desire to help people and passion for the environment. She discovered LightHawk and purchased a share in a Cessna 182 to be able to fly missions throughout the western United States. LightHawk accelerates conservation success through the powerful perspective of flight, showing environmental issues from the air, usually to passengers who include researchers, photographers and journalists. As such, she flew LightHawk's Cessna 206 in Mesoamerica five times between 2013 and 2016, mostly in Guatemala, but also in Mexico, Costa Rica and Panama.

During this time, she worked hard to become fluent in Spanish and has visited Latin America numerous times since 2013. She continues to fly her Cessna 182 for LightHawk, mostly in Colorado. While LightHawk has been her primary pilot volunteer activity, she also flies children as part of EAA's Young Eagle program, and has been active in youth outreach with the Girl Scouts through The Ninety-Nines.

Stephanie still enjoys flying and is a member of the Rocky Mountain Renegades, an airshow team, where she flies formation in her two-seat homebuilt RV-7 airplane. She is also an avid international traveler, backpacker and skier.

AWARD OF MERIT

INDIAN WOMEN PILOTS' ASSOCIATION (IWPA)



Recognized for their significant contributions to the aviation industry, the **Indian Women Pilots' Association (IWPA)** is committed to educating women about aviation and aerospace. They engage and empower women through school and college-

level degrees, scholarships for advanced training, aviation awareness programs, and other academic and career-related pursuits.

IWPA has been a pillar of support to Indian women pilots and due to their consistent efforts, India now boasts the largest percentage of women pilots globally. With headquarters in Mumbai, IWPA is a charitable trust that is spread across chapters throughout India.

The organization was founded in 1967 by Chanda Budhabhatti, Chairperson and Founding President, alongside Rabia Futehally, Mohini Shroff, Sunila Bhajekar, Mangala Joshi and Kumudini Rawal.

Other notable members include Capt. Saudamini Deshmukh (the first woman commander in India); Capt. Nivedita Bhasin (the then-youngest jet commander in aviation history); Harpreet A. De Singh, IWPA's president (the first woman CEO of Alliance Air India); Capt. Sangita Bangar, Hon. Secretary (the first woman in India to be an A320 Examiner); and Capt. Tanyi Karnik, Hon. Treasurer (flies the B787 Dreamliner).

IWPA is supported by various organizations, including the Directorate General of Civil Aviation, Indian Air Force and Navy and Defence Research and Development Organization. They have established a global presence by participating in prominent exhibitions like Aero India, Bengaluru and Wings India, Hyderabad.

In 2017, IWPA's Golden Jubilee Year was marked by the longest all-women flight operated by its members: Delhi to San Francisco. IWPA members made another groundbreaking contribution in 2021 with the world's longest air route, San Francisco to Bengaluru over the North Pole, flown by an all-women crew.

2021 AWARDS

GEORGE PALMER PUTNAM AWARD

HARRY PRIDE



If you know **Harry Pride**, you've probably heard him say, "I must have been a bird in a previous life because I love to fly and if I don't get to fly regularly, my feathers will get all matted up."

Harry's interest in aviation began as a child building model

aircraft. In 1943, his actual flying career began when he joined the Royal Canadian Air Force. Harry endeavored to journey overseas as a pilot but the war ended before that could happen. Following the war, he learned to fly a Tiger Moth with the Aero Club of British Columbia, earning his private license in 1946 after an impressive six-hour dual and 10-hour solo flight time.

In 1946, Harry completed his first checkride in a Fleet Canuck alongside Rolie Moore Barrett, a female pilot and member of the Canadian Flying Seven. Harry has been an avid supporter of women in aviation ever since. He contributes to various organizations and regularly donates prizes for the British Columbia Coast 99s Annual Poker Run and scholarship fund.

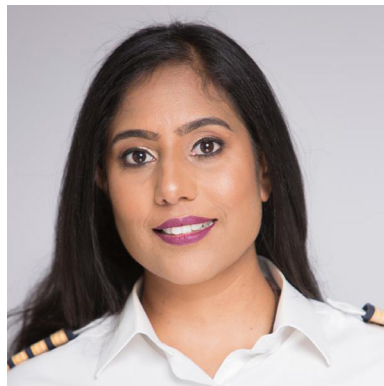
Harry's family life took priority until 1989 when he requalified for his private pilot license. There was no holding him back after that. Harry has flown more than 35 aircraft types, including tailwheel, retractable, multi-engine and floats.

Harry wrote a number of books including *A Life with Wings: Growing up with Aviation in Richmond, BC*, in which he featured the people he has flown with throughout his life, including many local 99s. His profession as a secondary school teacher carried over into his flying as he loved mentoring young and not-so-young pilots – taking a special interest in enabling youth to fly.

At age 95, Harry continues to inspire others and fly with another pilot onboard, executing very precise turns and exact altitudes to this day.

AWARD OF INSPIRATION

IVANA ALVARES-MARSHALL



The Ninety-Nines' International Board of Directors presents this year's "Award of Inspiration" to **Ivana Alvares-Marshall**.

Ivana joined The Ninety-Nines in 2015 as a member of the Arabian Section. After attending their meeting that year in Jordan, she was

inspired to organize an African Section, which she did in 2018. With Ivana at the lead, the section has grown to 26 members from 13 countries!

Ivana hosted the first African Section meeting in 2019, which was a very successful week-long event attended by 99s from around the world. She is currently organizing the section's second meeting, which is scheduled for next year in Rwanda.

Under Ivana's leadership, the African Section is working to establish a STEM program called "Girls Wings for Africa" in schools. This initiative led the organization to a partnership with the Airbus Foundation on "The Airbus Little Engineer Project" in Africa, which is an initiative to promote aviation to young people in Malawi.

In June 2020, in the midst of COVID-19, Ivana established a "Mindfulness in Aviation" WhatsApp group and YouTube channel to help pilots navigate the crisis that the pandemic brought to our lives. Ivana and her team use their African Section 99s YouTube channel to regularly publish stories about members and others doing good work on the continent to inspire the next generation.

Ivana was also instrumental in establishing an ongoing relationship with the Safety in Africa Aviation Conference and was invited to be a speaker at the Aviation Africa 2020 Summit in Ethiopia.

Ivana's message of "Never lose sight of your dreams. Your faith, perseverance and determination will help you achieve anything your heart desires" is an inspiration to those around the world.

2021 AWARDS

2021 PRESIDENT'S AWARD

DEB HENNEBERRY



The 2021 President's Award is presented to **Deb Henneberry**.

Deb joined The 99s in 2007 and is a member of the Greater New York Chapter.

In 2019, when Deb accepted the responsibility for assisting with our

webinars, the time commitment wasn't too significant. After all, we only offered just 4 or 5 webinars a year. Easy-peasy.

But, because of the pandemic, this past year, we've relied on technology to stay in touch with each other and continue the business of our organization. All of our International Board of Directors meetings moved online to our Zoom platform; we started our "1st-Wednesday-of-the-month" webinar series and our Member Council's "Turbulence to Triumph" aviation speaker webinar series. Sections and chapters switched from in-person meetings to Zoom sessions and GoToWebinar events.

As a result, Deb's workload as our online events coordinator, increased drastically.

By my calculations, instead of just the four webinars per year that she had agreed to take on, we called on Deb to assist with 46 webinars, online meetings, and the associated practice sessions this year. That's been a big commitment of time on her part. She even interrupted a family vacation to help with one of our meetings.

Deb is an unsung hero. She's gone about her business without seeking attention, just doing what needed to be done.

Throughout this year of constant changes, Deb has been rock-steady. She's been there for us, whenever we needed her, working behind the scenes to make sure that everything went as planned, helping us succeed.

I am very grateful for her dedication to The 99s and am happy to present the 2021 President's Award to Deb Henneberry.

Invitation to Submit

NOMINATIONS FOR 2022 INTERNATIONAL AWARDS

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2022 International Conference in Charleston, South Carolina. The deadline for submitting nominations is **January 31, 2022**.

AWARD OF ACHIEVEMENT (for Ninety-Nines)

Three Awards of Achievement may be presented for:

- Contributions to The Ninety-Nines
- Contributions to Aviation
- Humanitarian Efforts

Who May be Nominated? An individual member of The Ninety-Nines (living or deceased); a group of Ninety-Nines; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee, or Trust. An individual recipient must be a current member, or have been a current member at the time of her death.

AWARD OF MERIT (for non-Ninety-Nines)

Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.

Who May be Nominated? An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

GEORGE PALMER PUTNAM AWARD (for non-Ninety-Nines)

Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.

Who May be Nominated? An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

Who may submit nominations?

A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address, and telephone number of the nominee, or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter.

Email your nomination to **Awards@ninety-nines.org**. Nominations should be received by the deadline, Sunday, January 31, 2022.

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

Bernice Barris Ninety-Nines Pilot *Celebrates* **100th Birthday**

By Darlene Barnes and Lee Ann Baggott, *Lake Erie Chapter*, with Susan Chiari



With eyes as clear and blue as the day's CAVU weather, 99s pilot and living legend Bernice Barris was honored with a surprise 100th birthday celebration at the Cuyahoga County Airport conference center on March 29, 2021.

Her three children conspired with a local news channel, the Lake Erie Chapter of The Ninety-Nines, and the Richmond Heights and Highland Heights mayors and fire departments to celebrate the momentous occasion. Festivities included a traditional firetruck water cannon salute as Bernice taxied under in a twin-engine Aztec and proclamations designating her birthday as "Bernice Barris Day" by the mayors, representatives from AOPA, Cuyahoga County, and the City of Cleveland.

Early Flying Dreams

Achieving centenarian status is an accomplishment in itself, but Bernice's accomplishments during those 100 years could easily fill several lifetimes. Born in Richmond Heights, Ohio, Bernice grew up close to the local airport. She admits she was not initially interested in flying but when her two older brothers started flight lessons, she thought, "If they can do it, I can do it better."

Bernice started flying as a teenager and received her pilot certificate at age 20. She became a registered nurse because at the time, nursing was the required career path to become a flight attendant, which as a young woman was her dream job. She was also accepted into the WASP program, serving as a warrant officer during World War II. After that service, Bernice joined and remained active in the Civil Air Patrol in South Carolina, Florida, and Ohio, achieving the rank of Lt. Colonel.

After one of her brothers was killed while flying, Bernice made a commitment to become the absolute best pilot she could be.

Family, Volunteering, Singing and Work

Bernice's flying was put on hold after marrying Robert Barris in 1941. They had three children, who remain at her beck and call, and who recall Bernice as a board member and senior leader in many venues. She was a longstanding volunteer with children's nonprofit and civic groups and the American Red Cross, and sang in the Cleveland Orchestra Chorus for 25 years.

Bernice spent 25 years as a secretary at Hupp Well and Pump in Cleveland, before assuming her late husband's role as president of ABC Drilling, from which she retired. She was also a private practice nurse in Cleveland for many years and an active member of the National Flight Nurses Association.

Back to Flying, Air Racing and Education

After Bernice's children fledged, she became current again in 1969 and enjoyed flying well into her nineties. She holds commercial, CFII, ground school instructor certificates, and has instrument, single- and multi-engine land and sea ratings. Bernice has been a Ninety-Nine for more than 50 years, initially in the All-Ohio Ninety-Nines and then a founding, charter member of the Lake Erie Ninety-Nines Chapter in 1974.

Bernice resumed her education at Cuyahoga Community College, where she earned Associates Degrees in Real Estate in 1976, Arts in 1977, Aviation Science in 1978 and Nursing in 1979.

Perhaps Bernice's greatest passion in aviation was air racing! Her favorite airplane was her beautiful Grumman Tiger, which she entered in both long and short races. These included the "Powder Puff Derby" (now Air Race Classic), Angel Derby, Buckeye Air Race, Michigan Small Air Race, and Illinois Air Race, frequently placing in the top 10. She placed first with Marion Jayne in the Great Southern Air Race from Canada to the Florida Keys, and second place with Sophia Payton in the Air Race Classic in 2001. She loved the long flights to and from races, over many miles of beautiful landscape, and discovering the local flavor at the many small airports along the way.



Bernice chaired the Ninety-Nines' LEAD Race as part of the Cleveland National Air Show for several years. She also chaired the re-enactment of the last leg of the first Powder Puff Derby, which had been flown by Susan Dusenbury in a reconditioned Beech Staggerwing.

Kudos

During one of the many safety seminars she organized for the FAA, Bernice received the Wright Brothers Master Pilot Award in 2007 at 86 years old – an age at which she was still actively flying!

During her more than 50 years of flying, she also earned awards such as an autographed baton from the Golden Knights; the Lake Erie 99s Pilot of the Year trophy in 1974, 1980, 2001 and 2011; and Outstanding Accident Prevention Counselor in 1994 from the Cleveland Flight Standards District Office.

This sweet, sharp and still very busy lady continues to find time to volunteer, sing, teach CPR, and attend 99s meetings. She is a Gold member of the Silver Wings and is a savvy businesswoman and friend, always ready to share her vast knowledge with another pilot. She enjoyed flying her Grumman Tiger and loves spending time with her children and grandchildren. She has been an active, highly valued member of the Lake Erie Chapter of The 99s' North Central Section for many years.

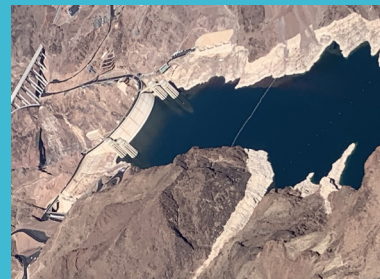
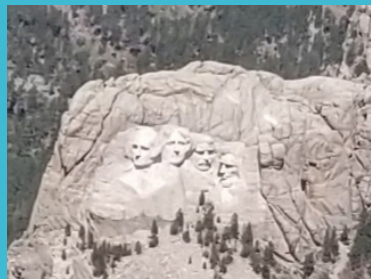
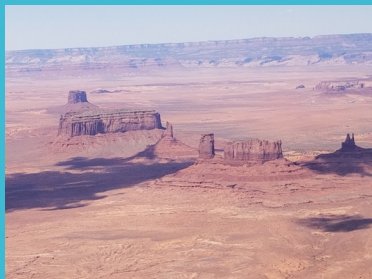
Bernice Barris is a true treasure to our Chapter, as well as to anyone lucky enough to know her. 🌹






We Did It! Flying Duo Completes Mission

By Myra Bugbee, *Florida Goldcoast Chapter* with Claudette DeCourley, *San Diego Chapter*



 hat's on your bucket list? I never thought of myself as having a bucket list, and I don't make New Year's Resolutions, but I regularly set goals and achieve them. Claudette and I completed our goal of landing my RV14A, N199MJ, called MOJO, in all 48 contiguous states on July 4, 2021. Returning home to Hollywood/North Perry Airport (KHWO), Florida, we were greeted with a welcome home party and a fireworks celebration. Wow! What an amazing adventure and accomplishment.

We started MOJO's epic flying adventure by landing in 25 states east of the Mississippi River in 2019. COVID-19 put the second part of the adventure on hold for a year but we finished all 48 in 2021.

I love learning and becoming better in everything I do. When MOJO was ready to fly, I thought about ways to become a better pilot and to get to know MOJO better. What better way than to land in all 48 contiguous states? Claudette and I met at several 99s events. When I mentioned the idea to her, she was eager to participate in the flying adventure with me. I live in Florida and fly at sea level most of the time. Claudette lives in California and has more experience with mountain flying, but we both had some preparation to do before flying at high density altitudes and in heat, deserts, and mountains.

I thought it was important to plan a framework to begin the trip and to get an overall big picture of the long-term plan. Daily decisions, including weather, health, fuel and hangar availability, and other issues may alter the short-term decisions.

Our eastern trip took 19 days and was more of a social trip, in which we served as ambassadors for The 99s and general aviation. We each wanted to visit some friends along the way. We plugged in airports near our friends and 99s and then added straight lines to airports in the other states. We decided to fly up to three hours and land in two states per day. The density altitude and ground elevation were lower in the east and, therefore, we could get a leisurely start and leave about 9 a.m.

Our western trip, which took 18 days, was more mission oriented. The land is expansive, the states are large, and there are fewer airports. We were out of bed by 5 a.m. and lifted off by 7:30 a.m. to beat the heat and turbulence, flying five to seven hours per day. There is a saying when flying out west: "Chocked and locked by 10 a.m." We learned from instructors in Lake Havasu, Arizona, that they instruct from 5 to 9 a.m., then they are done for the day. I think we dealt with more weather issues during our eastern trip; or, perhaps, two years after that trip I was more experienced and was not as intimidated. Claudette felt like we had more weather concerns during our western trip.

Our trips were planned as VFR flights but we were prepared in case we needed to file IFR. I am grateful for The 99s' Amelia Earhart scholarship, which allowed me to earn my instrument rating, which rescued us on both

trips. During the eastern trip, we filed twice and during the western trip we filed four times. The IFR flights in the west were easy, usually between the cloud layers or in smooth stratus clouds. Another story in the east! We wanted someone to keep an eye on us so we had VFR Flight Following, especially during the western flight.

Two of our favorite things about our trip were the people we met and learning about them and the beautiful scenery around this country. We could tell you story after story about the wonderful people we met and the unique and special FBOs at our destinations.

Our Kansas stop was Elkhart-Morton Airport (KEHA). The airport manager, Dennis, is a sweetheart, cowboy, rancher, and general aviation airport ambassador. He told us that there are only five pilots in the entire town. The townspeople aren't sure they want the airport, which is nestled between a beautiful golf course and rodeo fairgrounds area. They use the airport for medical evacuation operations. When we landed, we were met by Dennis and a 2-year-old named Amelia—perhaps a future pilot? Amelia's great uncle and aunt came to the airport when they heard that a plane was landing there. I'm glad it was a good landing. Guess what? Their last name is Ehrhart, not spelled the same way as the original Amelia but pronounced the same.

Dennis made sure that there was space for us at the local bed and breakfast, but the airport was out in the middle of nowhere and our GPS could not even guide us there. We eventually found it and met Susie, who owns it with her husband, another Dennis. Susie was so excited about our being there that she contacted the local newspaper. We were the news of the month. We haven't seen it yet, but there may be an article about our adventures.

During both trips, we always called ahead to the FBOs where we planned to land and overnight, a great practice. During the eastern trip, there were several airports where we would've been able to land but not take off the next day because of construction on the runways, so we chose different airports. We wanted fuel that was less than six dollars per gallon, so we stayed away from really large airports. We wanted a hangar for the night and one that didn't cost \$100. We also wanted a courtesy car and options for lodging. We found all of those items plus the nicest people, mostly in small airports in middle America. The pandemic created a difficult time to find rental cars during our 2021 trip. We were fortunate that almost all of the airports loaned us a courtesy car to use overnight. Claudette became an expert as a diesel-truck drivin' mama.

Two of our favorite FBOs were Creve Couer, Missouri, (1HO) and Baker City, Oregon (KBKE). We landed at 1HO on a Sunday. The airport manager, Bob Cameron, provides a wonderful lunch there on Sundays. For lunch on Sunday, we had scrumptious leftovers from the previous day's WACO fly-in. Amazingly, at the luncheon we met Gary Pride, the manager of another nearby Poplar Bluff Airport (KPOF), who knew Claudette's

family from Missouri.

There is also a restorative museum at 1Ho, which houses about 60 flying aircraft, including the one that Robert Redford flew in the "The Great Waldo Pepper." Cameron, helped put MOJO in a hangar, which was a good thing because there was an awful storm that night.

KBKE Baker City, Oregon, was the westernmost airport where we landed. We knew as soon as we landed that there was a lady's touch at the Baker Aircraft FBO. Colorful flowers flanked the benches. The FBO office was decorated with a metallic desk that looked like part of an airplane. The countertop had interesting maps and reading material under glass. The refrigerator was out of the 1950s. We enjoyed talking to Wynnae, the female flight instructor. KBKE is also the home base for pilots and crew who look for and find forest fires before they get out of control. During other seasons, the airplanes from this airport carry people who tag and research animals.

Jose and Sam were mechanics extraordinaire. One practice we had was to clean the airplane after each flight before we tucked her away for the night. As we were cleaning, we noticed black streaks down both sides of the cowl. Could it be a prop seal leak or oil leak? For peace of mind, we took the cowl off to check it out. Sam let me help. Thankfully, it was nothing.

Our country is breathtaking. From the rolling green hills in Vermont to the rivers, lakes, and oceans, to the dry deserts, high mountains and desolate landscape in the Badlands and Monument Valley, we couldn't get enough. Pictures truly don't do the landscape justice. On our western trip, we were intrigued by the unusual terrain, mountains, rock formations, and desolateness of the wide-open spaces. Two of our favorite aerial experiences were flying by the Statue of Liberty and Mount Rushmore.

We were very glad that we took an oxygen tank with us. During one of our IFR flights, ATC had us climb to 14,000 feet. On another flight, we were at 13,000 feet. We were very glad to have the oxygen.



Some of our overarching big takeaways included:

- The connections and relationships we established
- The beauty of our country
- How we were able to mentor and inspire others
- Amazing personal growth, expanding personal minimums, and increased confidence
- MOJO performed magnificently at high altitudes and heat

Some of these lessons we knew, but we want to share with everyone. We hope they will help you plan your next flying adventure.

- Pre-flight planning is critical to have an overall big picture plan
- Then, when you are on the adventure, plan one day at a time
- Call FBOs before you go
- Get an instrument rating
- Take food and water with you. You may need a boost just before landing or you may land somewhere where food is not accessible.
- Density altitude and heat were manageable
- Radar does not always show weather accurately
- We were pleased with our decisions

We hope that our epic flying adventure inspires you to try something new and expand your personal minimums. Start with baby steps. Grab a friend and land at a new airport or fly to a new state or fly to a 99s Section Meeting or take a long solo flight or just challenge yourself and keep learning!

If you want to learn more about our amazing adventure, refer to *the Ninety-Nines* magazine, September-October 2019 issue, pg. 9 for more information about our eastern adventure and to our blog at flyingduo.blogspot.com.



Julie Paasch
Air Hearts-Utah Chapter

***Do you have a question
that you've always
wanted to ask a DPE?***

Email Julie Paasch at
askadpe99@gmail.com

Your question may be
answered in the next issue!

When can I discontinue a checkride and what happens once I do?

There are three possible outcomes for every checkride: a satisfactory outcome where a temporary certificate is issued, unsatisfactory performance where a disapproval is issued, or a discontinuance. A discontinuance can be initiated by either the applicant or the examiner once the test has started. It basically stops the test and gives the applicant credit for every task completed satisfactorily up to that point. Then the applicant can reschedule a different day to complete the rest of the test.

There are a few situations in which the applicant is allowed to discontinue a test: if the applicant or examiner is sick, there is a maintenance issue with the aircraft or if there is a weather condition. If you are not feeling well in the middle of your checkride, you can tell your examiner you want to discontinue. I encourage you to not start the test at all if you don't feel well but there are some circumstances where it happens during an oral or flight. On my ATP checkride, I had a maintenance issue in the middle of the flight and the examiner asked me what I should do. I told him I wanted to discontinue. I would also encourage you to discontinue a flight if you don't feel comfortable with the weather. Your examiner wants you to fly that day. I am guilty of putting a little bit of pressure on applicants to fly. Make sure you feel comfortable with what your personal minimums are so you will be successful on the flight. Technically, your examiner is not allowed to start the test if there is not a reasonable chance of flying.

Another examiner friend of mine had an applicant that, while executing a steep turn, exceeded the acceptable standards by about 200 feet and, in the middle of the maneuver, tried to discontinue. This unfortunately is not allowed. You cannot discontinue for poor performance or in the middle of a task.

Another limitation of the discontinuance is that you must finish the checkride within 60 days of starting the test. Don't wait to the last minute to try to reschedule with your examiner. If you exceed 60-day window, you must repeat the whole test!

Most people will not have to discontinue during a checkride but the option is there if it is needed. Good luck to those working toward a certificate or rating.



The Human Trait of Kindness

By Donna Miller

Today, I was pondering human traits that inspire me. Courage, resilience, passion, empathy and integrity came to mind before I found myself thinking about kindness.

I've been truly honored to spend time with a gentleman named Gail "Hal" Halvorsen, thanks to the inherited kindness of his daughter Marilyn. Now 100 years young, Hal might just be the kindest person I know. I mean, it's not every day you meet a man who nearly single-handedly began to heal the wounds of two nations after a world war.

While flying the Berlin Airlift after World War II, Lieutenant (now Colonel) Halvorsen helped supply the residents of Berlin with food and coal after the Soviet Union cut off all ground and water routes. Day and night, American and British pilots carried over 1,500 tons of food and nearly 3,500 tons of coal, diesel and fuel necessary for a day's supply to Berliners. More than 1,500 flights per day, dubbed "Operation Vittles," saved Berlin from total control by the Soviets.

Hal was part of this vital mission but that's not what inspires me about this amazing man. He befriended the children on the other side of the fence from the airfield where the planes were landing. He gave them all that he had in his pocket—two sticks of gum—and even recruited his fellow pilots to give them their rationed chocolate and gum. Thus, "Operation Little Vittles" was born. By the end of the mission, this unofficial project had dropped more than 23,000 tons of donated treats for the children of Berlin, drifting from the skies on little handkerchief parachutes by the planes that would wiggle their wings to signal

their payload to the knowing children below.

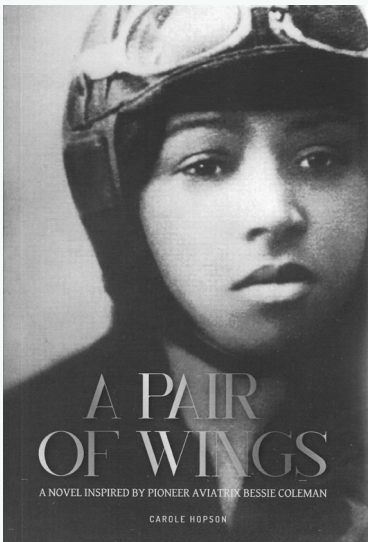
That got me thinking about my job and the human traits I had been pondering. Courage? It doesn't take courage to fly a state-of-the-art jet filled with modern navigational equipment. Resilience? That came earlier in my career. Passion? Check! I often say that no one loves their job more than I do. Empathy? Check. I always scan the gate area for fearful flyers to give them last-minute advice. Integrity? Check.

But kindness? Hmmm. I do try to be kind but am I "Gail Halvorsen-kind?"

Colonel Halvorsen's father told him, "Out of little things come big things." What if we all started doing our jobs with just a little more kindness? What if, just for a day, we incorporate kindness into our daily lives? Can we do a walk-around kindly? Would we approach the rampers and fuelers differently? How about briefing flight attendants kindly? Could we look them in the eye and really listen to their concerns? As a flight instructor, can you teach with kindness?

Let's try an experiment. Write something like "Be like Hal" or "Kindness" on a sticky note and put it on your mirror. Start the day with the intention of spreading kindness – whether it's through random acts of kindness, paying it forward or simply adjusting our attitudes.

Will it promote world peace? I don't know. But out of little things come big things. Let's be like Hal.



Books

A PAIR OF WINGS

A Novel Inspired by Pioneer Aviatix Bessie Coleman

Author: Carole Hopson

Tursulower Press — ISBN (Hardcover) 978-1-7355111-7-7 • ISBN (Softcover) 978-1-7355111-6-0

I usually have difficulty reading or recommending a fictionalized story when the real story is such an attention-getter. However, Carole Hopson's book based on the life of Bessie Coleman is an exception.

As a black female aviator, Hopson has a unique perspective and approach that lends credence and experience to this book. This is not a fast read. It is 423 pages of small print but the treatment and the storyline will keep you moving right until the end.

Plus, 20 percent of the proceeds from the sale of each book will support the "100 Pair of Wings Project." Created by Hopson, this initiative aims to send 100 black women to flight school by 2025.

– Jacque Boyd, *Rio Grande Norte Chapter*

Milestones



Molly Amsler

Private - Eastern Pennsylvania



Emma Baker

Instrument - San Fernando Valley



Kiegham Broney

Private - British Columbia Coast

Bridgett Cornett

Instrument - Wisconsin

Jenna Forseth

Multi-engine Instrument
- British Columbia Coast

Jordyn Haught

Tailwheel - Arkansas

April Heppner

Instrument - Reno High Sierra

Trisha Hess

Private - Kitty Hawk



Annelie Hubinette

CFI - San Fernando Valley

Adair Jacobs

Night Rating - First Canadian

Rene Kassie

Solo - British Columbia Coast

Mona Knock

Commercial - Chicago Area

Julie Lewis

CFI, Advanced Ground Instructor
- Greater Seattle

Chloé Litteral

Private - Lake Charles

Echo (Jianshi) Liu

Private - San Fernando Valley

Rosemary May

CFI - Columbia Cascade



Eva Miller

Solo - Emerald Angels of the Gulf Coast



Kerbi Mueller

Commercial - Georgia Flying Belles



Eva Murray

Complex Endorsement - Katahdin Wings

Yanina Belazorava Necker

Multi-engine, Commercial & CFI
- Chicago Area

Chioma Okoro

Private - British Columbia Coast

Christine Oksas

Tailwheel - Bay Cities

Jenny Reeb

Commercial - Old Dominion

Jordan Ruemenapp

Multi-engine - Columbia Cascade



Marie-Louise Skafte

Multi-Engine Add On - Florida Goldcoast

Kayoko Stewart

Private - Kitty Hawk



Wendy Whitsell

Commercial - Columbia Cascade

Christina Williams

Commercial Multi-engine and CFI
- Hampton Roads

Jordan York

CFII - Kitty Hawk

Grass Roots



This gorgeous work of art was created by (left to right) Camelia Smith, Janice Serfass, Jean Wallace, Marilyn White, Christa Guidry, Rileigh Offenbacher, Grace Cowherd, Hannah Garner, CJ Lotspeich, Melissa Shipman and Alyssa Journey.

ARKANSAS CHAPTER

The Arkansas Chapter Ninety-Nines continue to improve our aviation community, as proven by this latest grassroots project! On June 26, 2021, eleven members gathered at HBZ (Heber Springs, Arkansas) to paint a new compass rose, as the original was buried when the taxiway was recently repaved.

“Airmarking is one of the ways we show and share our passion for flight,” said AR 99s Airmarking Chairman, Camelia Smith.

– Kristy Tidwell



AUSTRALIAN SECTION

The COVID-19 pandemic has dramatically altered the lives of many – my family included. With no expectation or plan, we found ourselves relocated to Perth, Australia. Luckily, the move has proven to be most opportune as Australia closed its borders early on in the pandemic, and West Australia has been relatively virus-free. Lifestyle resembles that of pre-virus days, with no restrictions and a thriving economy.

We've learned that the best way to settle into a new town is to simply reach out, find a pilot and get acquainted. This mission was easily solved by searching The Ninety-Nines membership database until you spot a local! Thanks to my good fortune, the 'local' turned out to be Kirsty Maree Andrys. Kirsty, a commercial pilot, works as a charter pilot for a flight company at Jandakot Airport. Displaying some good down-under hospitality, Kirsty gave me the grand tour of Jandakot Airport and filled me in on the local GA situation.

Arguably the best way to check out one's new home-town is from the air, offering its unique perspective. Kirsty and I waited for the perfect weather and then rented a Cessna 177 and headed off. We flew west over Perth, Fremantle and then out over the Indian Ocean to a small island known as Rottnest. Here we spent the day walking, exploring, eating and searching for the island's unique native animal called a Quokka. These little marsupials cannot be found anywhere else on earth and they are adorable, friendly and very photogenic!

It was such a memorable day – one full of new sights, connecting with a fellow pilot and making many furry friends. I couldn't have asked for a better welcome to Perth, Australia, and being a Ninety-Nines member paved the way.

– Joanne Wheeler



Kirsty Maree Andrys and Joanne Wheeler. A furry friend.



Top: Installation of officers: Secretary Shelley Ventura, Treasurer Deena Schwartz (represented by Donna Klein), Vice Chair Mona Knock, Chair Madeleine Monaco with NCS Governor Janice Welsh

Bottom L: New Chapter Chair Madeleine Monaco receives the gavel from outgoing Chair Eva Kozlowski

Bottom R: Eva Kozlowski presenting the Spinning Prop Award to Mona Knock

CHICAGO AREA CHAPTER

The Chicago Area Chapter recently held its first "in-person, no-mask necessary" event in over a year. It was a beautiful day for fly-ins at Chicago Executive Airport (KPWK) and a great turnout for the meeting.

The first order of business was the installation of new chapter officers. North Central Section Governor Janice Welsh of the Indiana Dunes Chapter did the honors, including a clever presentation of appropriate flight books to each new officer: Chair Madeleine Monaco, Continuing Vice Chair Mona Knock, Secretary Shelley Ventura, and Treasurer Deena Schwartz, who was represented by Interim Treasurer Donna Klein. The incoming Nominating Committee will consist of Eva Kozlowski, who is automatically on the committee as past Chair, Larisa Kano and Victoria Szewczyk.

Eva presented Mona Knock with her certificate from the North Central Section for winning the Chicago Area Chapter's Spinning Prop Award for the most hours flown this past year. Eva then presented the gavel to incoming Chair Madeleine Monaco, who conducted the remainder of the meeting.

Madeleine asked that the five new members in attendance introduce themselves, including Katy Crihfield who spoke about her experience being included in a commercial for the Kettering Health Network in Ohio, an opportunity that was promoted by The Ninety-Nines. One of the storylines featured a female pilot coming back from cancer.

– Diane M. Cozzi

Grass Roots



Top: Michelle Girts, Linda Worden, Paige Whaley, Abigail Melling, Meredith Datena, Victoria Delshire

Bottom L: Paige Whaley with Oregon Senator Betsy Johnson

Bottom R: Michelle "Merci" Christy Rocheld with the Cirrus Rhodium
Photographer: Michelle "Merci" Christy Rocheld

COLUMBIA CASCADE CHAPTER

99 Fly-in Fun a Success at Scappoose, Oregon

The 1st Annual Scappoose Fly-in, Columbia Cascade Chapter of The 99s gathered for a potluck lunch on a perfect flying weather day. There were more than eight planes and only a few cars in attendance! Oregon State Senator Betsy Johnson gave an update on her FBO, women in aviation and regional politics, which was very insightful and highlighted how private individuals can help support the aviation industry.

A surprise guest, Steph Strickland, flew in to share information on the Oregon Airshow. As Chairman of the Board of Directors, she was generous with details on this event, which will take place May 20-22, 2022. Last but not least, guests were treated to a visit by Lindsey Alberts, the new Regional Director of Cirrus Sales, who flew her brand new SR22T for the group to inspect. Of course, it passed with high marks!

Chapter leadership members and prospects enjoyed lunch that included homemade cherry tarts, corn salad, BBQ chicken and slow-cooked, old recipe baked beans. In case you missed this potluck, be sure to look out for the next one.

We are grateful for this celebration of friends and opportunity to share our passion for aviation in complete 99s style. Thank you to all who participated!

– Michelle "Merci" Christy Rocheld

EASTERN NEW ENGLAND CHAPTER



The Eastern New England Chapter's Third Annual Birthday Party for Amelia Earhart was held at Laconia Airport (LCI) on July 17, 2021.

Hosted by Karen Mitchell, the event was a success despite the threatening weather that kept potential attendees grounded or unwilling to make the drive to Laconia. The party was well attended by members of all three New England Chapters,

as well as a few 49 1/2s and Friends of The Ninety-Nines.

It was great to see old friends whom we haven't seen in person in "forever" or seemingly so! The camaraderie and Karen's mom's cupcakes were well worth the drive. Evelyn Kropp wins the prize for the longest journey – traveling five hours each way alone in order to attend the festivities.

The Cape Cod folks who would have flown in declined the long drive but still got together and had a celebration of their own at Falmouth Airpark: complete, I'm told, with cupcakes!

– Jann Clark



Top: Ninety-Nines and 49 1/2s from Eastern New England, Katahdin Wings and Connecticut chapters enjoyed gathering at Laconia Airport (LCI) for a picnic and cupcakes.

Bottom: Eastern New England members from the Cape Cod area gathered at Falmouth Airpark.

Grass Roots

LONG ISLAND CHAPTER

On June 23, Long Island Chapter member JC Follender spoke at the East Islip Historical Society about Islip Airport, the first municipal airport on Long Island. JC was first attracted by a historical marker on one of the hamlet's main roads, which led to a thorough investigation and 30-minute presentation in which she revealed that an East Islip resident, Charles Lanier Lawrance (whose name was misspelled on the marker), was responsible for creating the little field.

Among other things, Lawrance built the first air-cooled radial airplane engine, the Wright Whirlwind J-5. A third iteration of the design took Lindbergh to Paris in 1927 and helped make possible the flurry of long-distance flights of the time.

– Patricia J. Rockwell



Top: Eight members of the Northeast Kansas 99s at the event: Front: Sara Tompson and Marah Carney; Back: Tammy Willits; Ann Shaneyfelt; Cheri Thompson; Cindy DeVan; Laura Burnham and Judy Benjamin.

Bottom: Derek Harvey-EAA 1535 President, Laura Burnham-Northeast Kansas 99s Chair, and Mechanic Brandon Neff

NORTHEAST KANSAS CHAPTER

On April 10, the Northeast Kansas Chapter, alongside EAA Chapter 1535, participated in a talk and demonstration on aircraft maintenance. Brandon Neff, a mechanic at Coffey County (KUKL) Airport in Kansas, spoke to the group and emphasized FAR 43 Appendix A Section C: Owner and/or operator maintenance items allowed.

Unfortunately, it was rainy so we drove rather than flew to the talk. EAAers provided a very nice lunch following the presentation.

– Sara Tompson

OKLAHOMA CHAPTER

Oklahoma Chapter members Elaine Regier and Holly Blunk formed “Team 46” for this year’s ARC Air Derby.

“We had a fabulous time flying in this year’s derby. It was an awesome learning experience, from the beginning steps through the planning and flying the course,” Elaine and Holly agreed. “We are truly grateful for this opportunity!”

Angela Drabek and Wyvema Startz greeted Elaine and Holly when they landed after completing their circuit. Deirdre Gurry, a fellow Oklahoma Chapter member, also flew the ARC Air Derby alongside her copilot and placed 10th.

The Oklahoma Chapter congratulates both teams for flying in this year’s event!

– Elaine Regier



Grass Roots

OREGON PINES CHAPTER



The Oregon Pines Chapter has stayed active throughout the COVID-19 pandemic. Under the tech-savvy leadership of former Chair Shelly Signs, the chapter adapted well to Zoom meetings. Members Barbara Anderson and Bev Clark persevered to make our annual quilt fundraiser a success! Since we couldn't sew

together, we sewed at home, passing pieces and squares back and forth by mail. The "Give Her Wings" quilt turned out beautifully and was sold on Facebook, raising \$3,000 for the Oregon Pines Scholarship Fund.

Member Debra Plymate coordinated and designed our 10-year chapter yearbook, *She Flies with Her Own Wings*, this year that included photos and biographies from 20 Oregon Pines Members. Debra flew into several airports in the valley to deliver the completed books to members.

While we have adapted well to new ways of doing things, we have also sprung into summer, excited to thoughtfully resume in-person events. On June 26, Oregon Pines 99s co-organized a fly-in with Friends of Pacific City State Airport (KPFC) and 99s Columbia Cascade. Oregon Pines members Jennifer Johnson and Bev Clark were instrumental in planning and promoting the event. The day was spent enjoying the beach, completing a scavenger hunt of the local area, and talking about flying and The 99s with local aviation enthusiasts. Oregon Pines members Deb Plymate and Barbara Anderson made the short-field landing at KPFC and 99s members Jenny Noell Welker, Bev Clark, and Vanessa Nelson camped at the airport with their families.

We also held a fly-in and picnic event at Albany Airport (S12) on July 24 to celebrate Amelia Earhart's birthday. The day was organized by members Debbie Origer and Debra Plymate. At this event, we also recognized 50-year 99 member Louise Wicks, enjoyed a special tour of a local community-built carousel and, in the Albany Regional Museum, enjoyed Debra Plymate's presentation on Amelia Earhart, and the presentation from Mark Baxter, of the Oregon Aviation Historical Society, on Oregon 99 Evelyn Burlinson.

- Kate Hammarback



Top: Debra Plymate (left) delivers the Oregon Pines 10-year yearbook "She Flies with Her Own Wings" in her Cessna 182 to Shelly Signs in Corvallis.

Bottom: Oregon Pines members and their families at the Pacific City fly-in on June 26.



Top: Lesli Bandy, Tweety Dang Kawano, Crystal Hoffman, Spring Vick, Lindy Rucks, and Lucy Torres

Bottom: At the Ramona Airport in San Diego County

SAN DIEGO CHAPTER

On June 12, the San Diego Chapter held its very first in-person get-together since the beginning of the COVID-19 pandemic. It was held at Chuck Hall Aviation AKA Ramona Flight Training Center at the Ramona Airport, where owner Mike Bittinger generously invited the chapter and set up tables and shade for our comfort.

The occasion was the "Installation of Officers" for the fiscal year 2021/2022 and featured a potluck, with pulled pork sandwiches (homemade by Crystal Hoffman) and many scrumptious side dishes and desserts. Another highlight of the day was a tour given by pilot Chip Lancaster of the Classic Rotors helicopter museum.

Three planes flew in from San Diego on this beautiful day with two passengers each while other members and their guests drove in. We were a comfortable crowd of about 30, including a few 49 1/2s. Two prospective members also joined the event: Amber Richardson, formerly a member of the Seattle Chapter and in the process of rejoining The 99s, and Jude Wiltfong, who has since joined.

Lesli Bandy, our chapter chair for the past two years, handed over the reins to our new chair, Spring Vick, vice chair Tweety Dang Kawano, and secretary Crystal Hoffman. Lesli Bandy will be treasurer this time around.

- Annelie Brinkman

Our newest Life Members

Ardyth Williams

Margo McCutcheon

Cecile Hatfield

Linda Davis

Wyn Hayward

Jennifer Tarter

Laurie Zaleski

Marie Theisen

New Horizons

*This space is dedicated to our members
& 49½s who have passed on to New Horizons.
We will miss them, and thank these 99s for all
of their contributions to our organization.*

Margaret Bolton

February 7, 2021 | Southwest Section

Jacqueline Thomas

May 26, 2021 | Tucson Chapter

Lois Elaine Neville

May 30, 2021 | Sedona Red Rockettes Chapter

Norma 'Bebe' Begley

June 12, 2021 | Garden State Chapter

Linda Pulver

July 1, 2021 | North Central Section

Jean Reynolds

July 9, 2021 | Life Member, South Central Section

Anne Conlin

July 15, 2021 | New Jersey



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CORRECTIONS

March/April 2021 issue - The article "Dorothy Saul-Pooley Waited Patiently For Her Time In The Sky" incorrectly stated that Nancy Bird Walton was "the first Australian woman to earn her commercial licence in 1936" (page 19). Correction: Nancy Bird was the first female Australian to use her Commercial Pilot Licence in Australia (by barnstorming with her friend Peg Kelman in 1935). - Cathy Hobson, Australian Section

Special Scholarship issue - The photo of Alison Barker on page 24 was misidentified as Amanda Willson.

Our apologies and thanks from the crew of *Ninety-Nines Magazine*.

Pick Up a Lightspeed Zulu 3 ... then Pick the Ninety-Nines

To commemorate their 25th anniversary, Lightspeed Aviation unveiled a special, limited edition Zulu 3 headset at EAA AirVenture. Lightspeed will donate \$100 to the Ninety-Nines (or one of three other eligible charities) for every anniversary headset sold. Buyers pick the charity they want to receive the \$100 donation. You get a fabulous, new Zulu 3 and help the 99s at the same time!



Lightspeed has been a long-time, generous supporter of the 99s and we are grateful they have chosen the 99s to participate in their anniversary celebration.



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