

July/August 2022



Ninety-Nines

Inspiring Women Pilots Since 1929

**MADDIE
ZOTTER**
BLAZING HER
OWN PATH

p. 12

plus

FIRST WINGS AWARDS

DARE TO DREAM

A PROMISE MADE,
A PROMISE KEPT

CONTENTS



- 4 Calendar
- 5 President's Message
- 6 Touch & Go
- 8 Holding Short

9 Spring 2022: First Wings Awards

By Jacque Boyd

12 Maddie Zotter Blazing Her Own Path

By Kate Scott



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.

15 Dare to Dream
Kgomoiso Phatsima - Flying 60 School Girls
On Air Botswana
By Trudy Cassen

18 A Promise Made,
A Promise Kept
By Peggy Loeffler

21 Ask a DPE
22 Reports
26 Career
Books
27 Milestones
28 Grass Roots
35 Life Members
New Horizons
Our Sponsors
Friends of The 99s





2022

JUL

6-10 2022 International Conference and Career Expo

Charleston, South Carolina
99sconference.org
 Cathy Prudhomme,
cgprudhomme@gmail.com

25-31 EAA AirVenture Oshkosh

Oshkosh, Wisconsin
eaa.org/en/airventure

31 Deadline: Professional Pilot Leadership Initiative (PPLI) Application for Mentoring, Fall Session

ninety-nines.org/resources.htm
mentoring@ninety-nines.org

AUG

1 Deadline: Ninety-Nines Magazine September/October Issue Submission

news@ninety-nines.org

11-13 Palms to Pines Air Race

Santa Monica, California to Madras, Oregon
 California to Oregon
PalmsToPinesAirRace.com
airraces@la99s.org

18-22 Rock the East Coast Air Tour

Augusta, Maine to Key West, Florida
[Terry Carbonell, godusty@hotmail.com](mailto:TerryCarbonell@hotmail.com)

20 45th Annual Okie Derby Proficiency Air Rally

Sundance Airport, Yukon, Oklahoma
okiederby.com
[Gail Foote, crbfred@gmail.com](mailto:GailFoote@crbfred@gmail.com)

SEP

16-17 International Forest of Friendship

Atchison, Kansas
www.ifof.org/registration

17 Northwest Section Annual Meeting

Spokane, Washington
[Elsbeth Roach, roachie423@gmail.com](mailto:ElsbethRoach@roachie423@gmail.com)

29 Southwest Section Fall Meeting
 - OCT 1 West Jordan, Utah

[Pat Chan, chiflys@sbcglobal.net](mailto:PatChan@chiflys@sbcglobal.net)

30 New England Section Fall Meeting
 - OCT 1 Laconia, New Hampshire

[Mary Build, mary.build@gmail.com](mailto:MaryBuild@mary.build@gmail.com)

30 North Central Section Fall Meeting
 - OCT 2 Spring House Inn, Porter, Indiana

[Marcia Forcey, marciaforcey@yahoo.com](mailto:MarciaForcey@yahoo.com)

OCT

1 Deadline: Ninety-Nines Magazine NOV/DEC Issue Submission

news@ninety-nines.org

7-9 Southeast Section Fall Meeting

Knowville, Tennessee
[Janice Pelletti, jopelletti@gmail.com](mailto:JanicePelletti@jopelletti@gmail.com)

14-16 South Central Section Fall Meeting

Corpus Christi, Texas
[Laurie Peake, governor@scs99s.org](mailto:LauriePeake@governor@scs99s.org)

2023

JAN

31 Deadline: Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Fall Session

ninety-nines.org/resources.htm
mentoring@ninety-nines.org

APR

28-30 North Central Section Spring Meeting

Clarkesville, Indiana
[Deb McGee, deb.m.mcgee@gmail.com](mailto:DebMcGee@deb.m.mcgee@gmail.com)

MAGAZINE SUBMISSION DEADLINES

one month prior to issue date.

SEP/OCT issue deadline: August 1.



CHECK THE ONLINE CALENDAR
 for current information.
ninety-nines.org/calendar.htm

The President's Message



Corbi Bulluck
International President

A Look Back, with Gratitude

My two-year term as your president has come to an end, and I cannot help but look back at all that we have accomplished.

COVID-19 affected almost every aspect of our organization during the past two years and caused an interruption in our daily lives. Business as usual was tossed out the window and, instead of gathering for in-person chapter, section, and international activities, we had to find new ways to stay connected and conduct the business of our organization.

We were up to the challenge. We found ways to evolve – and shine!

During the past two years, most chapters and sections regularly gathered online to offer a wide variety of activities. While not the same as in-person gatherings, these online events allowed members to participate, some for the first time in years, regardless of their physical location.

In November 2020, we held our first ever two-day online International Board of Directors (IBOD) Meeting and 93 members, from nine countries, attended. In July 2021, we held a fully functional virtual Annual Meeting in which all members from around the world could debate the pros and cons of proposed bylaws and standing rules amendments. It was business as usual – but with a twist.

This year marks our very first hybrid Annual Meeting. Many members will gather in person in Charleston, South Carolina, thirsty for the opportunity to finally meet up with longtime – and new – friends and share in the camaraderie for which our organization is so well known. But instead of excluding those members who are unable to travel to Charleston, our hybrid Annual Meeting will allow all of our members, regardless of location, to take an active part in the debate and decision making that occurs during our Annual Meeting. Last year's bylaws amendment – referred to as “one member, one vote” – has given every member a voice in our organization's governance.

During the past two years, we did not simply find new ways to come together and take care of business, we thrived!

On July 1, 2020, we had 6,314 members. As of May 31, 2022, we have grown to 6,705 members. On June 30, 2020, we had 325 Life Members. Today, we have 435 Life Members, and we are extremely grateful for their lifelong commitment to our organization.

During the past two years, we embarked on a three-year strategic plan, which includes identifying and filling our organization's staffing needs, promoting the organization both internally and externally, providing support to our chapters and sections, enhancing our long-term financial strength, and ensuring that The Ninety-Nines' governance exemplifies the best practices of high-performing nonprofits. We also developed a case for support to be used to recruit sponsors to support our organization.

During the past two years, we kicked off a multi-year initiative to develop an educational center on our headquarters campus to provide programs both locally and around the globe. We expanded our campus by moving our headquarters operations across the atrium to the single-story building, which has provided the space needed for the education center and the expansion of our Museum of Women Pilots, thus furthering our mission to honor our unique history and share our passion for flight.

During the past two years, we began a new campaign to recognize our long-term, loyal members by presenting a special pin to those who have been members for 50 years or longer. We authorized and filled an additional staff position at our headquarters so that we now have two full-time and three part-time employees to better serve our growing member base. We began a partnership with SiriusXM to help increase membership in The Ninety-Nines and Friends of The Ninety-Nines.

During the past two years, we selected a new publisher and a new distributor to modernize our flagship 99s magazine, serving to strengthen our bond with members worldwide while updating the face that we present to the aviation world. We created interactive webpages that allow the general public to register for Let's Fly Now! events and added other user interfaces to make it easier for chapters and sections to offer this introductory flight program. We created our Member Council to focus on diversity and inclusion.

We faced many challenges these past two years, but we rose above them. As we continue moving forward, we will incorporate the lessons we learned during the pandemic to support the mission of our organization and ensure that we remain connected wherever we are. I look forward to the continuing evolution of The Ninety-Nines.

I am extremely appreciative of our headquarters staff for their support of the membership, their everyday commitment to this wonderful organization, and the endless help they provided to me.

My sincere thanks go to all who served as International Board members, Governors, Trustees, and Chairs and members of our International Committees these past two years. You have given many hours and much energy in support of our organization. It has been a pleasure to serve with you. I also thank our chapter and section officers and committee members. You are the lifeblood of The Ninety-Nines; you are the glue that holds our organization together. You are my heroes.

To all of our members, I thank you, with heartfelt gratitude, for the opportunity to work with you and for you. Your friendship and support have meant more to me than I can adequately convey. I will forever treasure each and every moment I have shared with you, my sister 99s.

Thank you!

Ninety-Nines Magazine

Published by The Ninety-Nines, Inc.®
International Organization of Women Pilots®

A Delaware Nonprofit Corporation
Organized November 2, 1929 (ISSN 1548-565X)

Publications Committee

Lori Plourd, *Chairperson*

Jacque Boyd, Rebecca Burghy, Jann Clark,
Kate Hammarback, Lu Hollander,
Linda Horn, Susan Larson, Donna Miller,
Shannon Osborne, Julie Paasch,
Janice Pelletti, Kate Scott, Sara Tompson

Kirn Creative, *Creative Direction*

International Headquarters/ Ninety-Nines magazine

4300 Amelia Earhart Dr, Suite A
Oklahoma City, OK 73159-1140 USA

Mail: PO Box 950374
Oklahoma City, OK 73195-0374

Phone: 405-685-7969
or toll free 844-994-1929

Fax: 405-685-7985
Email: 99s@ninety-nines.org

Website: ninety-nines.org

Article Submissions

Visit www.ninety-nines.org for info
or email news@ninety-nines.org

Advertise with Us

Email: advertisingmgr@ninety-nines.org

Editorial Policy

The opinions expressed in the articles presented
in this magazine are those of the authors and
shall not be construed to represent the policies
or opinions of The Ninety-Nines, Inc.®

The Ninety-Nines magazine is published
bimonthly by The Ninety-Nines, Inc.®,
International Organization of Women Pilots, at
4300 Amelia Earhart Drive, Suite A, Oklahoma
City, Oklahoma, 73159-1140.

The subscription is included in the annual
Ninety-Nines membership dues and Friends
of The 99s dues. Periodicals postage paid at
Oklahoma City, OK and other additional
mailing offices. Neither The Ninety-Nines, Inc.
nor the Publisher can accept any responsibility
for the correctness or accuracy of the matters
printed herein.

The Ninety-Nines, Inc. does not warrant,
guarantee or endorse any specific product or
service that is advertised in its printed or online
catalog or magazine.

The Publications Committee and the Publisher
reserve the right to reject any material
submitted for publication. Copy submitted for
publication will become the property of The
Ninety-Nines, Inc. and will not be returned.

Annual Dues

U.S. – 65 USD; Canada and the Caribbean – 57
USD; Overseas – 44 USD; Student Member – 35
USD (65 USD after first two years).

Non-member subscription rates: U.S. – 20 USD;
Canada and other countries – 30 USD

Address Changes

Send to: The Ninety-Nines, Inc.®
International Organization of Women Pilots®
4300 Amelia Earhart Dr., Suite A
Oklahoma City, OK 73159-1140 USA

Touch & Go

SCHOLARSHIPS

SEA WOMEN SOAR SCHOLARSHIP



San Diego Chapter member Dea Payette recently gave a Sea Women Soar Scholarship to Phoenix Chapter member **Alyssa Silva**, in partnership with Alaska Floats and Skis @AK8 who provides the training, lodging, transportation, and paid checkride. Alyssa also received complimentary eyewear from Flying Eyes, coffee from Inflight Fuel Coffee, gear, and a one-year membership in the Seaplane Pilots Association.

Silva said, “I want to extend my sincere gratitude to @CooperthePilot (Dea Payette’s Instagram handle) for making the Sea Women Soar Scholarship possible. Words alone cannot express my appreciation. What a pleasant surprise to learn of my selection for this honor. Sponsors truly make a positive impact on the world. I am deeply appreciative of your support and I’d like to give a huge shout-out of gratitude to the sponsors of this scholarship: @cooperthepilot, Alaska Floats & Skis @AK8, Seaplane Pilots Association, and all the other sponsors of the scholarship program.”

Silva has been in the aviation industry since 2015 and has had a wide-ranging aviation background as a flight attendant, flight attendant supervisor, flight instructor, ferry pilot, Women in Aviation Phoenix President, medevac pilot, charter pilot, and aviation mentor/ volunteer. Throughout her aviation journey she has always had the desire to receive her Seaplane Rating but never had the financing to make her dream become reality.

Silva explained, “I have a true love for the water. When I was a little girl, I would tell my parents that I was part fish as I love to swim and was on a swim team. Being from the east coast, I have always loved being by the ocean, ponds, lakes, or in swimming pools.

“Watching the movie *Sully* literally brought tears to my eyes since it hit so close to home on so many levels.” Silva continued, “I know that earning my Seaplane Rating will help me feel more comfortable performing a ditching procedure if I ever need to perform that in the future. Additionally, the knowledge that I will gain from this rating will allow me to be a better pilot and will give me the opportunity to help educate other pilots on receiving their seaplane rating and flying over water. Knowledge is power and I am eternally appreciative and excited for this opportunity to receive my Seaplane Rating and everything that I will learn along the way. Thank you from the bottom of my heart!”

AWARDS

RUTH JACOBS EARNS MASTER PILOT AWARD



A special day for friend and Treasure Coast Chapter member **Ruth Jacobs**. Today she received the prestigious Wright Brothers Master Pilot Award presented to her by Kieran O’Farrell and Freddie Kaiser from the FAA during the Treasure Coast Chapter Annual Meeting.

This award was instituted by the United States Federal Aviation Administration on October 11, 2003 to recognize pilots who have practiced safe flight operations continuously for 50 or more years during their aviation careers. Also attending were members of the Treasure Coast Chapter and “special guests” Pancho Barnes, Jackie Cochran and Amelia Earhart!

JILL R. MEYERS TO RECEIVE THE 2022 KATHARINE WRIGHT TROPHY



Washington, DC, May 16, 2022 – The National Aeronautic Association (NAA) is pleased to announce that **Jill R. Meyers**, a Fellow of the Royal Aeronautical Society, has been selected as the

recipient of the 2022 Katharine Wright Trophy. The trophy was established in 1981 and is awarded annually in partnership with The Ninety-Nines International Organization of Women Pilots to an individual who “... has contributed to the success of others or made a personal contribution to the advancement of the art, sport, and science of aviation and space flight over an extended period of time.”

Meyers is being recognized for “... her 40 years of dedication to the aerospace industry and her tireless commitment as a volunteer and role model, working to educate and inspire young girls around the globe.”

Meyers’ passion for aviation began when she was 12 years old, when she was given a ride in a family friend’s Cessna 140 airplane. That short flight over the coast of Massachusetts sparked her lifelong interest in things that fly. She earned her Private Pilot Certificate during her senior year of high school and went on to join the United States Air Force as an operational computer systems analyst.

While stationed in Germany supporting NATO missions, Meyers was responsible for successful operations of ground radar sites that spanned the entire country. During a deployment in Italy, supporting a month-long international military exercise with 12 NATO countries participating, Meyers single-handedly identified and resolved a major computer problem, resulting in success of the operation. She received an award in recognition of her efforts in saving the mission.

After the launch of the first space shuttle in 1981, Meyers had her mind set on becoming an aerospace engineer. An Air Force education officer recommended that she apply to the Airmen Education and Commissioning Program, a special program that sent top candidates to college full time while on paid active duty. Meyers became one of only five people in the Air Force selected for the astronautical engineering degree program that year and she went on to attend the University of

Texas at Austin, where she graduated in 1987.

After eight years serving her country, Meyers spent the next 30 years working in the industry, providing support to many key platforms, both military and civilian, and cultivating various mentorship programs to offer a role model to those interested in taking a similar path. She supported many military airborne platforms in her impressive career, making major contributions to enhance our warfighting capabilities. Meyers worked as a lead systems engineer at Boeing on the NATO, U.S., and U.K. Airborne Warning and Control System (AWACS) reconnaissance aircraft program, for which she was presented a prestigious vice-presidential award for her efforts. She served as senior program manager for Connexion by Boeing’s government and executive customers, managing mission-critical airborne communications systems for aircraft including Air Force One and working for Northrop Grumman on the F-35 Joint Strike Fighter Lightning II program; Meyers was one of two senior managers overseeing production and delivery of the F-35’s communications, navigation, and identification systems.

While leading the Women in Aviation International San Diego Chapter from 2015 to 2017 and again in 2019, Meyers managed the planning and execution of annual Girls in Aviation Day (GIAD) events, educating hundreds of young girls about aviation careers. In 2016, Meyers planned a special event with the U.S. Navy Blue Angels, including a private meet-and-greet with USMC Capt. Katie Higgins who, at the time, was piloting their C-130 aircraft popularly known as “Fat Albert.” In 2019, the annual event Meyers planned for GIAD hosted 200 girls, mostly from underprivileged communities, on a custom overnight aviation education program on the USS Midway aircraft carrier.

Meyers’ passion for inspiring young girls to be all they can be led her to leave the F-35 program in early 2017 to become a full-time volunteer for the nonprofit organization Dreams Soar, Inc. (DSI). Meyers offered her assistance after learning about DSI founder Shaesta Waiz’s plans to fly solo around the world to inspire young girls and boys. Soon after, Waiz asked Meyers to lead DSI’s outreach program in addition to managing the logistics for DSI’s Global Flight for STEM event. Meyers not only collaborated with the International Civil Aviation Organization (ICAO) and their Civil

Aviation Authority representatives around the globe during the successful 145-day mission, but also led the planning of 32 DSI outreach events, which inspired more than 3,000 youth in 14 countries.

Presently, Meyers spends a portion of her time as a sought-after industry advisor and professional mentor and speaker. For nearly 20 years, Meyers has inspired thousands of people through her STEM-focused speaking engagements, panel discussions, and outreach events. Her current and regular speaking roster includes public schools, universities, museums, and conferences.

“I always say the Katharine Wright Trophy goes to someone who has not only accomplished awesome things but also makes those around them better,” said NAA President, Greg Principato. “In her career and in her broader aviation activities, Jill has personified those characteristics. It will be our honor to present Jill with this wonderful award and to recognize her consequential career.”

“This award means a great deal to me as it represents my goal of being a driver of good things,” said Meyers. “Having an impact on young people’s lives makes all of my hard work worth it. The most important thing to me is to inspire others to know that the sky is not the limit!”

Members of the 2022 Katharine Wright Trophy Selection Committee included: Darby Becker, GE Aviation; Dorothy Cochrane, 2020 Katharine Wright Trophy recipient; Major Eleanor Morgan, 2021 Katharine Wright Trophy recipient; Pat Prentiss, Past-President of The Ninety-Nines; Barbara Walters-Phillips, 2019 Katharine Wright Trophy recipient; and Brian Wynne, Association for Uncrewed Vehicle Systems International (AUVSI).

The Katharine Wright Trophy will be presented on a date and location to be determined. For more information or to view a complete list of previous recipients, please visit www.naa.aero.

The National Aeronautic Association is a nonprofit membership organization devoted to fostering opportunities to participate fully in aviation activities and to promoting public understanding of the importance of aviation and space flight to the United States. NAA is the caretaker of some of the most important aviation awards in the world and certifies all national aviation records set in the United States. For information, visit www.naa.aero.

Submitted by **Pat Prentis**, Past President of The 99s

Holding Short



Top row - left to right: At Thermal in her Diamond Star. The Wright Brothers Master Pilot Award. Flying the Citation single pilot. Bottom row - left to right: With daughter Kelly Groves, husband Pat Groves and grandson Enzo. West Yellowstone with her Baron. With husband Pat. Type rating check ride.

KATHY GROVES – THE ULTIMATE FLYING COMPANION

By 49 ½ Pat Groves

I was a single avocational pilot in June 1973 when I received a phone call. “Hello, you don’t know me, but my name is Kathy and I’m a pilot.” A mutual friend had suggested that she call me. It took unusual gumption for her to do that because girls did not call guys in those days.

To make a long story short, as of May this year, we have enjoyed 48 years of marriage. We have made many wonderful flights together, have seen many sights that mere mortals never experience (towering clouds in the stratosphere, icy fiords in Alaska, the mountains and deserts of all the Americas). We have had a seemingly unending stream of adventures together – from Point Barrow to Patagonia and from Hawaii to Cape Cod.

During many decades as a pilot, I have often heard other pilots complain that their spouse does not enjoy flying with them. Such comments are always a reminder of how blessed I have been to have a wife who is an enthusiastic aviator.

Kathy has always been an exceptional athlete. She started flying in her twenties as a better way to go skiing. She joined The 99s in 1973. While I worked in the tech industry during the first decades of our marriage, we owned a Turbo Lance and then a Baron. We took turns flying in the left seat – especially after she got her Commercial Multi-Engine Instrument Rating.

Back in the 1970s, Kathy and some of her 99s buddies heard that United Airlines had signed a consent decree to not discriminate based on gender and to hire women for at least 25% of their new pilot openings. One of Kathy’s 99s friends was accepted and made a career at United. Kathy was rejected because she was too old – she was 31. The irony was

that subsequently, during the week of the birth of her first daughter, she received another letter from United saying that they had reviewed their policy about age discrimination and were now willing to consider her application. After weighing the attractions of airline flying and motherhood, Kathy opted to focus on motherhood and to continue to be a general aviation pilot.

Later, when I became a professional pilot, Kathy reduced her flying a bit so that she could stay home and manage our family. She continued to fly in the left seat for family trips and holiday vacations during those years.

We read an article in a flying magazine back in the 1980s about a couple who flew together in a jet; that became one of our aspirations. That aspiration was realized during the first two decades of this century as we operated a small business that provided pilots for the owners of jets in Silicon Valley. We flew almost all the trips ourselves after Kathy earned a Jet Type Rating.

Kathy’s lifetime interest in aviation was accentuated as she received the Wright Brothers Master Pilot Award in March 2022. That award is the highest recognition of a general aviation pilot from the FAA. It recognizes 50 continuous years of safe flying. Now we have two such plaques on our wall.

Although we no longer work as professional pilots, Kathy and I make it a point to go flying weekly or more often and to be professional about it. In addition to flying together we enjoy taking the AOPA safety quizzes, watching American Bonanza Society webinars, listening to A&P podcasts, taking recurrent training, and planning trips in our planes. We appreciate the special perspectives enjoyed by general aviation pilots.

SPRING 2022 FIRST WINGS AWARDS

The Amelia Earhart Memorial Scholarship Fund (AEMSf) Trustees would like to share a huge CONGRATULATIONS with the 12 student pilot members named recipients of the Spring 2022 First Wings Awards. Those women represent 12 different Chapters in six Sections. Their countries of origin are the United States, Canada, Ethiopia, and Columbia. The First Wings Award is a progressive scholarship of up to \$6,000 towards an initial pilot certificate. Awarded each spring and fall, First Wings payments are based on specific flight training milestone achievements, which are as follows:

- Written exam \$500
- Solo \$2,500
- Long cross-country \$2,000
- Private \$1,000

For the Spring 2022 cycle, the AEMSf Trustees were able to fund these awards in the amount of \$50,500. Originally, the scholarship was not milestone based. The awards for our student pilot members began in 2001 as the New Pilot Award of \$1,500, which was increased to \$2,000 in 2012. In 2013, the award was renamed the Fly Now Award and was worth up to \$3,000 based upon specific milestone completion. Soon after, the award amount was doubled, increasing the value to the current \$6,000, and most recently, it became known as the First Wings Award.

Our grassroots approach within the organization begins at the chapter level. One of the biggest changes leading to the most success was the addition of a mentoring process. The follow through and open exchange between the recipient and her mentor is hugely important. Once again, the trustees would like to extend a special thank you to the mentors of our winners.

– Jacque Boyd, *Rio Grande Norte Chapter*



Turi Abbott

Chapter: Columbia Cascade | **Section:** Northwest | **Mentor:** Allie Balding

One of my earliest memories is sitting on my grandpa's shoulders during an airshow, pointing at planes zooming by. Since then, the presence of aviation in my life continues to magnify. What once felt serendipitous, now feels destined. For instance, my first job was at the local airstrip restaurant! Many summers later, I became a bush guide in Alaska, where my love of flight soared over the unreachable wonders of the Alaskan wilderness. These days you can find me training flight attendants for Horizon Air during the week and flying Cessna 150s over the Pacific Northwest on weekends!



Macy Arbuckle

Chapter: Iowa | **Section:** North Central | **Mentor:** Samantha Claypool

I caught the flying bug in 2020 when I was given my first single engine airplane ride. Since then, my sole focus has been on aviation and becoming a pilot. After completing my Private Pilot Certificate, I plan to keep learning and growing as a pilot with my Instrument Rating, Tailwheel Endorsement, Commercial Certificate, and eventually my CFI Certificate. What excites me the most is the opportunity to start taking family and friends on flying adventures and possibly being instrumental in helping them catch the flying bug too!



Madeline 'Maddie' Eckberg

Chapter: Wisconsin | **Section:** North Central | **Mentor:** Kathy-Lester Ross

Winning this 2022 Amelia Earhart Memorial Scholarship First Wings Award will undoubtedly help propel me to the next level of my aviation goals. I am currently studying for my Private Pilot Certificate in Northeastern Wisconsin, and I will be moving to Indiana this fall to study professional flight technology and aviation management at Purdue University. I eventually want to earn my ATP Certificate and begin a career in the airlines, though I am drawn to the idea of running an airline someday. I would like to thank my friends, family, mentors, and sister 99s for all their support!



Tee Frisby

Chapter: San Diego | **Section:** Southwest | **Mentor:** Mollie Warren

I was raised in San Diego and attended UC Irvine where I graduated with a bachelor's degree in drama. I later began my aviation career at Delta Air Lines in El Paso, Texas, in airport customer service. Shortly thereafter, I applied and was accepted into inflight where I have spent eight years as a flight attendant. In late 2021, I decided to push toward a career as an airline transport pilot. I am currently a student pilot at Golden State Flying Club in El Cajon, California, and a proactive member within the aviation community.



Heather Hodge

Chapter: Arkansas | **Section:** South Central | **Mentor:** Camelia Smith

At age 35, Bessie Coleman said, "I refused to take no for an answer." I am a single mother, a recent first-generation college graduate, and now a recipient of the AEMSF First Wings Award. My involvement in The 99s kept me close to aviation while I focused on education and family. The 99s allowed me to showcase my professional skillsets and gifted me with mentors and friends. Obtaining my Private Pilot Certificate will enable me to continue my CFI journey. This award will change my life and the lives of those I dream of inspiring and teaching.



Cyndi Ice

Chapter: Oklahoma | **Section:** South Central | **Mentor:** Holly Blunk

I am a wife, mother, and an inspiring educator. I am excited to expand my role as an aviation educator and promoter. I plan to promote women in aviation by expanding aviation and paying it forward by becoming a Private Pilot, CFI, and CFII, while flying for a nonprofit. I regard myself as the challenge; as stated by Amelia Earhart, "Women must try to do things as men have tried. When they fail, their failure must be but a challenge to others." I believe there is great success when women collaborate to achieve a common goal.



Farida Moalim

Chapter: Florida Goldcoast | **Section:** Southeast | **Mentor:** Katherine Koch

My name is Farida Moalim and I am a student at Miami Dade College studying private pilot technology. I am originally from Seattle, Washington. I love all things aviation! I am a student pilot based in Miami and I currently fly out of Miami Executive Airport (KTMB). I am so happy to be a recipient of The 99s First Wings Award. After I receive my Private Pilot Certificate, I plan on giving back by mentoring student pilots in my local Chapter and beginning my Instrument Rating.



Olivia Parmenter

Chapter: Kentucky Bluegrass | **Section:** North Central | **Mentor:** Terri Donner

I am currently a senior at Henryville High School in Indiana. My passion for aviation grew after going through the aviation program at Prosser, our local technical school, which provided me with ground classes and ten free hours of flight time. My teacher in this program told me about The 99s. This incredible group of women has encouraged me to keep striving for my Private Pilot Certificate. Once I receive my certificate, which will help me with my aviation career at Purdue University, I plan to take my reason for flying, my grandpa, in the plane with me.



Madona 'Maddie' Ray

Chapter: Fullerton | **Section:** Southwest | **Mentor:** Cameron LaFont

As an active member since 2019 and fourth-year Chapter Secretary, I know firsthand what's involved in making scholarships available. It's a great honor to be a recipient. I plan to make my way to CFI, work cargo, and eventually charter (my end goal). An alternative plan is small business aviation and owning my own plane. I also look forward to creating more seats for other students during chapter fly-ins; that makes me very happy! I believe the camaraderie, encouragement, and mentorship embodied by The 99s is why we are worldwide and almost 100 years strong. Thank you, sister aviatrixes!



Gabriela Sanchez Rodriguez

Chapter: Quebec | **Section:** East Canada | **Mentor:** Olivia Corriveau

I am Gabriela, a brave immigrant who left her home for a brighter future. Five years ago, I came to Canada with one objective – becoming a pilot. I have navigated through my new life amongst many jobs, people, and experiences, all bringing me closer to my goal. After many challenges, cultural and financial, I can proudly say I am closer. Although there is still work left to do, thanks to The 99s mission, I am inspired to keep pushing. And thanks to the First Wings Award, I will now be able to focus some of my efforts towards inspiring other women.



Paige Whaley

Chapter: Columbia Cascade | **Section:** Northwest | **Mentor:** Linda Worden

I am so honored to receive an AEMSF award for my Private Pilot Certificate! With this support, I can finally realize a lifelong dream of earning my wings. My long-term goal is to pursue my Instrument Rating, continue serving in The 99s – specifically in the education space – and to partner with Portland area nonprofit, HOLLA Mentors, to provide free flights to the students they serve. I look forward to bringing inspiration, access, and opportunity to the next generation of female pilots and continuing to seek ways to combine my love of aviation, service, and education.



Christa Wise

Chapter: San Diego | **Section:** Southwest | **Mentor:** Crystal Hoffman

I am humbled to be a First Wings Award recipient! My name is Christa Wise, and I am the air traffic manager at Ramona Airport (KRNM) and a Navy veteran. Aviation is my passion, and I am excited to continue my journey in the sky. Once I earn my Private Pilot Certificate, I intend to jailbreak animals via Animal Rescue Flights, become a CFI and teach my family how to fly, and earn my Seaplane Endorsement one day! The sky is big, but my dreams are bigger thanks to The 99s and this award!



Maddie Zotter

BLAZING HER OWN PATH

Into the Exciting Realm of
Aerospace and the Air Force

By Kate Scott, *Los Angeles Chapter*

Preparation could easily be Maddie Zotter's middle name. Since eighth grade, Maddie began the journey that would culminate in her appointment to a service academy. When I first spoke with Maddie in 2021, she was getting ready to leave for basic training. After some minor technological setbacks, we connected and she nervously apologized several times, calling me "ma'am" in her heavy North Carolina accent. A year later, I caught up with her to see how her hard work in Colorado Springs was beginning to pay off.

Flight Training

Maddie is the first in her family to become a pilot. When she told her parents that she was interested in aviation at the age of 13, they scheduled an introductory flight for her. They found an instructor through the local EAA Chapter, and he took her up in his Cherokee 180. She said "as the ground got farther away I could not stop smiling, and I knew I was hooked." She continued flying with the same CFI and got serious about her training when she turned 16, three years ago. She earned her Private Certificate in 2021, graduating high school with over 100 flight hours.

Throughout high school, Maddie didn't know any peers who were flying. At first, she kept her flight training to herself, not wanting to attract attention. She sacrificed friend time and struggled to keep up with the pressure of her other passions – basketball and lacrosse. She learned time management through balancing sports and schoolwork on top of her flight training. Yet, all these somehow shadow her other accomplishments, including being National Honor Society President! Unlike many teenagers, she was focused on her future. She admits it was difficult watching other high schoolers who were not as goal oriented, she just kept telling herself "it will all work out." She takes comfort knowing she would not be where she is now without that dedication.

She learned through her flight experience that it is easy to doubt your ability. In fact, she loves the aviation community because "it doesn't matter how young or old you are, everyone has the same experience." As is often said, we've all had bad landings. When Maddie has a bad day flying and thinks she may never be Top Gun worthy, she remembers to look for small victories. "There's always something to celebrate that you did well. And, at the end of the day, it's still fun."

Maddie already knows the playbook for success; she has been following that for years. The best advice she can give is the same thing that she, like many, told herself before her check ride, "Know you are prepared. Trust in your training. Deep breath, I can do this."

Service Academy Appointment

Maddie was born into a West Point family. Her mother and two uncles graduated, and her sister will be graduating this year (2022). Growing up, Maddie looked forward to also applying for a service academy. She saw the esprit de corps and bonding that develops out of the challenges and knew her parents learned their sense of confidence through the military. West Point seemed like the natural choice.

When it came time to apply, Maddie opted to try for both West Point and Air Force Academy. She went through the interviews and physicals in her application process, then waited for a sign. Her notice came one morning, while still in pajamas, sitting in an RV at Glacier National Park – an emailed Letter of Assurance from West Point! The Air Force Academy letter came just a few weeks later. She was elated, but her work wasn't over. Applicants must secure a congressional nomination for their chosen service academy. Not quite ready to put all her eggs in one basket, she pleaded for consideration to both schools, knowing it was an honor to be nominated for even one. When the mailman pulled up to her house, she sprinted toward him, Mom with video camera in tow. She opened the letter and was delighted to see that she was nominated to both service academies!

It took weeks to decide between the academies. She painstakingly made PowerPoint presentations, had family discussions, and relied on her faith in God to provide some direction. She had always imagined herself at West Point (she describes it as her first love) and knew the familiarity would be easy with her family's legacy. Ultimately, she chose to buck tradition and trail blaze her own path into the exciting realm of aerospace and the Air Force.

Around the time of her decision, she flew her student solo, long cross-country flight. After takeoff, she requested to transition directly over Seymour Johnson Air Force Base at 4,500 feet. She excitedly looked down to see F-18s taxiing below her. Then, the controller called to say there were two F-18s descending and asked if she had them in sight. She responded that she was looking. Just as she was about to call again, she saw the two black silhouettes of the fighters in clouds above her. Shakily, she responded, "Traffic in sight!" and watched those F-18s circle around behind her to land at the base. This experience gave her peace about her stressful Academy decision. "It was like God orchestrated this and affirmed that this is the path for me."



The First Year

Maddie's biggest concern ahead of her enrollment was the change in lifestyle to comply with the rigorous military schedule. She knew the first six weeks of basic training would flip her life upside down and is designed to put cadets through intensely demanding situations. A large red sign that reads "Only the Strong Survive" welcomes cadets to the obstacle course, and it is exactly how we all imagine it – upperclassmen shout orders and enforce push-ups, cadets crawl through the mud in full combat attire, clinging to a dummy rifle. It was expectedly difficult. Through the challenges, strong friendships are formed. She acknowledges that the easiest part of her first year was the fast friendships formed through the common bond that everyone was suffering together.

Maddie's squadron is made up of 29 cadets – 20 men and 9 women from all over the United States whom she now considers her brothers and sisters. She recognizes that unlike her high school classmates, these young men and women have a higher level of maturity. Rather than competition, they support and uplift each other, even helping each other with schoolwork if one struggles in a specific subject. She also respects that they all share a common desire to do something greater than themselves. This principle sank in for Maddie last fall, when they completed a workout in silence to honor a cadet who had passed away. As they walked back to their dorms, they stopped at a lookout with views of Colorado Springs. The leader pointed out all the little cars on the freeway, and said, "You see all those cars? Those are the people you are protecting. You gave up that life to be here, willing to put your life down for them." In that moment, Maddie felt connected to her cadre with that affirmation of the sense of service that they all share.

The hardest part was being away from her family. Maddie's first semester was tough, and she even began questioning if she had made the right decision. As she has always done in the past, she fell back on the things she knew brought her joy. She called her family for support, she attended church, and played basketball and lacrosse. She made time to relax with music instead of jumping into studies right after class. She realized her most important lesson during her first year was that you can't take care of others until you take care of yourself first.

Recognition and What's Next

After a grueling nine months of hard work, cadets go through a three-day testing event called Recognition to prove everything they have learned up to that point. Upon passing, they earn more freedoms like going off base, and the title of upperclassmen. As a reward, Maddie spent her spring break in Hawaii with her family.

Maddie has declared her major in Geospatial Science, which looks at topography and imagery analysis to better inform military decisions. While she's still deciding between an intelligence or pilot career track, she knows that she wants to specialize in Asian geography and earn her minor in Chinese (Mandarin). This will also allow her to converse better with her younger sister whom her family adopted from China.

The summer will bring combat survival training, jump (parachutist) training, and a well-deserved three-week break. She looks forward to traveling around Europe with her West Point alumna sister and getting back into flying. Sophomore year means Maddie will become a coach for a freshman student, and she's eager to shepherd someone through their difficult first year. For most coaches, it is about guiding the new student through the steep learning curve of military life. Maddie will be exceptional in this role because she knows it is more than just dealing with culture shock; it's about support for the psychological evolution that one makes in that first year.

By speaking with her both before and after her first year at the Academy, I was in the unique position to see the changes she had gone through. Maddie was calmer, and I could sense the confidence that comes from military training. She didn't apologize or call me "ma'am"; I was speaking with an equal. Over the past year, Maddie had transitioned into adulthood, and she did so with grace. The Air Force Academy is training Maddie to be an excellent citizen and officer, but she already had the skills to be a great leader. 🏹

Maddie's family visit her at the Air Force Academy.





DARE TO DREAM

KGOMOTSO PHATSIMA: Flying 60 School Girls on Air Botswana

By Trudy Cassen, Washington DC Chapter

Kgomotso Phatsima is an African Section member and the founder and President of Dare to Dream. She is “among the first female pilots to ever kiss the skies of Botswana with a military aircraft.” She is also the author of *Born to Fly – The Story of a Female Military Pilot Rising in Africa*. See the March/April 2021 issue of *Ninety-Nines* magazine for Capt. Phatsima’s and the Dare to Dream’s story.

On February 12, 2022, Dare to Dream hosted a Fly for STEAME Southern Africa initiative to celebrate International Women and Girls in Science Day. Sixty students, along with parents and teachers, were able to experience an introductory flight on an Air Botswana ATR-72 aircraft from Sir Seretse Khama International Airport (FBSK) in Gaborone, Botswana.

Dare to Dream is a nonprofit located in Gaborone, Botswana, dedicated to the advancement of youth, women, and girls in STEAME (Science, Technology, Engineering, Arts, Mathematics, and Entrepreneurship) with a focus on aviation and aerospace. It was founded with the purpose of inspiring

young women to pursue careers in STEAME and become leaders of tomorrow.

Partnering up with Air Botswana and the Civil Aviation Authority of Botswana, Dare to Dream was able to host 60 girls from different rural communities and underprivileged backgrounds from three schools in Botswana: 20 girls from Artesia Junior Secondary School, 20 girls from Mmakgori Primary School, and 20 girls from Mahupu Unified School.

The students were overjoyed at the airport, before and after the flight. Maatla Molongwa – a 15-year-old at Mahupu Unified secondary school who is from the village of Takatokwane – said that this was an educational opportunity, and they should not lose hope simply because they are from rural areas. Molongwa said she felt encouraged by the experience and was thrilled to discover these opportunities were possible after she finished her schooling. Molongwa and her schoolmates are excited to be invited back for more aviation-themed events. They would love to learn more about the engineering and logistics sectors of the aviation industry in Botswana.



Kgomotso Phatsima

– Founder and President
of Dare to Dream

99s Member - African Section

Dare to Dream operates completely on donations and provided the event at no cost to the students. The goal is to invite students from every district in Botswana (and eventually every district in southern Africa) to participate in a discovery flight or to learn about airport operations, so if you are interested in connecting young people with aviation, please visit <https://daretodream.co.bw/>.

Dare to Dream's mission is to "positively impact the lives of youth, women, and girls through education, networking, mentorship, and scholarships. We use the latest technological advance to inspire and shape change by supporting the next generation of leaders in STEAME as well as aviation and aerospace." Laone Kenosi is a young woman whose life was positively impacted through her mentorship with Capt. Phatsima and through her outreach and training program, the Youth Employment Accelerator Program. Kenosi shares her life-changing experience with us.

JOURNEY FROM MENTEE TO MENTOR

My name is Laone Kenosi. I am a 29-year-old woman from Ramotswa, Botswana. I am currently the administrator at Dare to Dream. My journey with Dare to Dream began in June 2021 when I became one of the 30 lucky participants of the Youth Employment Accelerator Program, a partnership program between Dare to Dream and First National Bank (FNB) Botswana.

My story is no different from many of my fellow youth in Botswana. I was unemployed and impacted very badly by COVID-19. I applied for several jobs but to no avail. People who already had jobs were also losing their jobs and as much as I tried to remain positive and hopeful about the situation, I ended up getting depressed. In October 2020, I moved to a village called Masunga to help my aunt and her two young children. My aunt used to send me different adverts for job vacancies, but none of them ever got back to me because I was not qualified or lacked experience.

One day, a friend sent me an advert looking for youth who are passionate about science, technology, engineering, arts, mathematics and entrepreneurship to join the Youth Employment Accelerator Program organized by Dare to Dream. The program helps students build soft skills which would increase their chances of getting employed. I didn't know this program, but I liked the sound of it and stayed up all night updating my CV and writing a cover letter. I wasn't entirely confident, but I was hopeful for the first time in a while, praying as I wrote the letter. I went to bed that night feeling proud about what I had written, and something just felt right about this particular application. I was called for an interview and started preparing for my trip to Gaborone, the capital of Botswana and where Dare to Dream is located.


When I arrived, I met Captain Kgomotso Phatsima for the first time. I introduced myself just like how I had rehearsed, and Captain Phatsima told me about Dare to Dream and the mission to reach as many Botswana youth as possible. Capt. Phatsima made me feel so comfortable and I was surprisingly

not nervous. I learned about Dare to Dream's work and all the aviation events they had organized in Botswana to spark the aviation interest in young women. I was so excited to learn about aviation and STEAME!

As I waited for the results of the interview, I found out from my family that my grandmother had passed just before my interview. My family didn't want to tell me until after the interview. All of us were very devastated as you can imagine. The next coming weeks were the hardest for us, grieving and trying to heal as best as we could from losing the matriarch of our family. After some time had passed, I received an email from Dare to Dream that they had accepted me into the program. It was the best news I had heard in a long time.

As happy as I was to be part of the program, going to Dare to Dream reminded me of the day that I found out that one of the most beloved people in my life had passed away. I didn't know if I could survive going there again. When I arrived at the orientation, I remember sitting there, trying to hold back the tears, it was as if I was reliving that day all over again. And it felt like that for several weeks of the program. I kept my pain hidden from everyone and tried to get through the sessions, kept as busy as I could until it no longer hurt me to go there. I started to realize that I was changing. The sessions we were attending were transforming me. That's when I no longer associated the place with my grief but, instead, with my transformation. The timid young lady I once was, was gone. I saw myself slowly develop the confidence to stand up and speak in front of groups of people.

Thanks to Dare to Dream, I was exposed to countless opportunities and learned from some of the youth who found success in their respective industries, mentors, aviation professionals, and women leaders. After the program ended, I applied for a job in insurance, and I got it, but I was absolutely miserable while working there. I quit not even a month later. I decided that I was going to focus on the volunteer work with Dare to Dream even though I was not getting paid. Because Dare to Dream only operates from donations, there wasn't enough money in the budget to be hired as an employee. However, I loved being a part of a nonprofit that was doing important work for the youth. It was about the satisfaction that it gave me to know that I was contributing to making a difference in a young person's life. I felt this was the direction my life was supposed to take. I had found my purpose and my healing. I continued to volunteer at Dare to Dream where I could until one morning – it was the morning after my birthday – Captain Phatsima called me while I was on my way to help the Dare to Dream team at their offices. She asked me if I could join them permanently as an employee. I wanted to jump and scream for joy. It all felt too good to be true after such a dark period in my life. My first thought was my grandma is really looking out for me!

I feel so fulfilled knowing that the work we do is empowering and changing young people's lives. I not only found purpose at Dare to Dream, I also found family. I am exactly where I need to be. 

A PROMISE MADE, A PROMISE KEPT

By Peggy Loeffler, *Connecticut Chapter*

Most stories about Ninety-Nines include some mention of friendship, and I had a special connection with a fellow Ninety-Nine many years ago that changed my life. However, the story of Mary Goodrich Jenson – Charter Ninety-Nine and the first woman in Connecticut to earn her Private Pilot Certificate – began long before I met her.

In 1927, 20-year-old Mary Goodrich returned from her studies to her family home in Wethersfield, Connecticut. With a determination to become a journalist, Mary approached the city editor of the *Hartford Courant* newspaper seeking a job, a bold request in an era where journalism was an almost exclusively male profession. The editor was aware that a young woman from the *Hartford Times'* rival newspaper was taking flying lessons. After learning that Mary was taking flying lessons, the editor told her she could have a job if she first obtained a Private Pilot Certificate. So, in 1928, Mary became the first woman pilot in Connecticut. Shortly after that, she became the first woman journalist with a byline in the *Hartford Courant*. She wrote ten articles describing what it was like to learn to fly, earning her the nickname "the girl pilot."

Mary spent the next six years flying her bi-plane around the east, covering airshows and competitions that were popular in the day. She traveled to the National Air Races in Cleveland, Ohio, in 1929 and wrote about the women pilots who flew in after competing in the first All Woman Transcontinental Air Derby that began in Santa Monica, California, and finished at the race in Cleveland. After the race, frustrated with the lack of recognition of their many achievements in aviation, the women discussed the concept of forming an advocacy group for women pilots.

A few months after the Derby, on November 2, 1929, 26 women, including Mary Goodrich, gathered at Curtiss Airport on Long Island for mutual support and women's advancement in aviation. All Ninety-Nines know this story: after the meeting, a letter was drafted and sent to the 117 certified women pilots in the country, inviting women to join for "good fellowship, jobs, and a central office and files on women in aviation." Afterward, they agreed the name would match the total number of charter members, The Ninety-Nines.

Due to failing eyesight, Mary's flying adventures ended in a few years. Pursuing her writing career, she traveled to California to work as a story researcher for Walt Disney. She met and married her husband, Carl Jenson, and returned to Wethersfield, where Mary and Carl started a family and where she remained for the rest of her life.

Let's jump ahead now to the 1990s. As a pilot and newly installed Chair of the Connecticut Chapter, I initiated several new activities including Girl Scout Day at the Airport, when we hosted troops from all over the state at Bradley Airport. The



girls were shown aircraft, toured the air traffic control tower, and visited the New England Air Museum. At that first Girl Scout event, I remember when a quiet, petite, unassuming older woman joined us and introduced herself as Mary Jenson. She offered her encouragement and support for my efforts to create exciting activities for the Girl Scouts.

When I later discovered this was Mary Goodrich Jenson, a Charter Ninety-Nine and our state's first female pilot, I called her back the next day! Thus began a special friendship, and I often spoke to Mary on the phone or drove to her Wethersfield home for tea and sandwiches. She would describe her early flying days, riding her pony cart to the airport in Hartford for lessons.

During one visit, I brought along The Ninety-Nines newsletter that named the few surviving original Charter members and the names of those deceased. Horrified and embarrassed, I pointed out to Mary that her name was on the list of deceased members. But Mary laughed, and right then and there, she delighted in calling headquarters in Oklahoma City and telling the person who answered the phone, "This is a spirit calling." We talked about her being one of the few Charter members still alive, and she remarked, "How is it that I've outlived the others after a lifetime of carousing?" That was typical of Mary's candor.

NEW ENGLAND WOMEN IN AVIATION



Breaking Barriers for Generations



Peggy Loeffler (left) and Kathy Wadsworth stand at the entrance to the New England Air Museum's newest exhibit, which celebrates the achievements of New England women in aviation.



Another day when I visited Mary, we discussed the lack of representation of women in the museum. Where can a young girl discover the story of women in aviation history, we wondered? Mary pulled three musty boxes from her attic filled with memorabilia and spread them on the dining room table. Finding treasures from each box, she would recall a story or a memory. Before I left that day, she selected some items to give me, including her flying goggles and Pilot Certificate, signed by Orville Wright. “One day,” she said, “perhaps these will be displayed in a museum.”

I PROMISED MARY THEY WOULD.

Early in 2003, the centennial of flight, I sat in the office of the New England Air Museum’s education director. The museum had several events planned throughout the year to celebrate the centennial, but none that would highlight women. So we came up with an idea to host a one-day event that gathered women from all areas of aviation. Girls, young women, and families visiting the museum would have an opportunity to interact with aviators and engineers. We called it Women Take Flight, and because of its success, it became an annual event that continues to this day.

A few months after that first Women Take Flight event, in January 2004, Mary Goodrich Jenson passed away. She was 96 years old. I hadn’t forgotten my promise to Mary – that someday a permanent exhibit honoring women would exist in the New England Air Museum. But where to begin?

From the early planning stages of this project, my goal was to identify a sampling of women from across New England who made diverse and considerable contributions to aviation history. I intended to perform all the work toward the research and documentation. Despite my passion and desire to see this through, it was an ambitious plan. I asked Kathy Wadsworth, record-setting balloonist and fellow Ninety-Nines, for help to move the project forward.

We found two young graduates from Yale University to conduct the research, and they helped us establish a set of criteria to guide us in selecting women. Criteria included: a strong connection to New England (through the home, education, family, or work); notable distinction (record-setting, first in the field); and consideration to represent each state, era, and area of aviation. I presented my idea to Jacque Boyd and the Amelia Earhart Memorial Scholarship Fund Research Scholar Grant, and in 2013 they awarded me \$7,000. This money allowed us to pay the two researchers and begin the search for women from New England who met the criteria.

Within a year, a database of approximately 70 women existed. Our goal was to honor outstanding air and space pioneers who had the courage and persistence to overcome gender barriers. Because women still comprise only 6% of the pilot population today, we felt we needed to tell these stories.

Now we had the collection of women and their stories. All we needed was money to kick off a fundraising campaign. But, I teach people how to fly, and Kathy lands balloons in remote jungles in South America. What did we know about fundraising or designing a museum exhibit? We needed help!

So, I applied for the prestigious Combs-Gates Award from the National Aviation Hall of Fame. My application was rejected twice, but the third time was the charm. I’ll never forget the day in 2018 when I answered the phone and learned that I received the \$20,000 cash award for my research!

Kathy and I took off from there and set an ambitious goal of raising \$200,000. The museum’s development director steered us on a path to raise more funds to reach our goal. Soon after that, I met with the exhibit designer and fabricator and presented my idea of an exhibit with few artifacts but no shortage of photos and stories of amazing women. Viewers would follow a path through separate areas with different themes and read their stories. He began to work the concept I envisioned into drawings on paper and designed a miraculous transformation of the site, bringing my vision to life. Joining the team, the curator came on to oversee the project. I handed him pages and pages of research and text, and he began to chop and edit and translate it all to become the engaging, readable flow of information you see today. The graphic designer patiently looked over the dozens and dozens of photographs I spread out on the floor like a jigsaw puzzle and began to magically fit all of the pieces into an attractive display on the walls. The exhibit was completed as we reach our financial goal.

On March 12 of this year, the museum hosted a special dedication and opening event during Women’s History Month. That night, I dedicated the exhibit to Mary Goodrich Jenson – to her memory and her spirit and to the amazing women you read about on the walls.

They are all different — some women fly beneath spinning rotor blades, others are behind a spinning propeller. Some float lighter than air. Jet engines propel some, and others are designers of jet engines. The early female pioneers of flight couldn’t step into a voting booth. But, the women of today will walk on the Moon or Mars.

They are different, but the women share this: all are bold, brave, adventurous, tenacious, daring, and determined. They possess a vision to achieve something great and gain a new perspective of the earth from the sky. And all share the wonder and an appreciation of the beauty of flight. This exhibit tells their stories.

The New England Air Museum is located at Bradley International Airport in Windsor Locks, Connecticut. New England Women in Aviation is their newest exhibit, and it includes photographs, videos, an augmented reality opportunity, and an interactive kiosk where the viewer can learn more about each woman. For more information, contact: www.neam.org



Julie Paasch
Mount Tahoma Chapter

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

E-mail Julie Paasch at
askadpe99@gmail.com

Your question may be
answered in the next issue!

What suggestions do you have, or weak areas have you seen when performing emergency procedures on check rides?

Pop! Bang! Crunch! Those are the noises I remember from an engine failure I had at 500 feet above ground level (AGL). Adrenaline rushed to every part of my body, and my mind tried to process what had just happened. I looked out the window and saw oil spraying over the cowlings. An emergency can happen when we least expect it, so it is critical as pilots we know how to handle these situations when they arise.

I was chatting with another examiner, Jason Rasmussen, recently about emergency procedures. We have seen similarities regarding how applicants handle them on check rides. It is important to be familiar with your Pilot's Operating Handbook (POH), Airplane Flight Manuals (AFM), and know your airplane's specific procedure for handling the emergency.

At least one emergency operation is required on most practical tests. Often the examiner will try to present the emergency or abnormal situation in some kind of scenario. It is prudent to look at the Airman Certification Standards (ACS) and determine which emergency procedures are required and also know which additional procedures could be selected.

During the Private Pilot Airplane Single-Engine Land (ASEL) Practical Test, the required emergency operations are the emergency descent, emergency approach and landing, emergency equipment and survival gear, and three of the systems and equipment malfunctions listed in the ACS. There are many scenarios the examiner could give for each emergency operation and it is important to utilize Aeronautical Decision Making (ADM) when choosing an outcome for any given emergency such as the 3-P Model (Perceive, Process, Perform).

A few examples of scenarios for an emergency descent include: depressurization, smoke, or engine fire. Your examiner says, "I hear a pop and see black smoke coming out of the front of the cowlings. What do you do?" Often, the applicant has the habit of going straight into the emergency descent because they know it is required on the check ride. Prior to executing the emergency descent, the applicant should first try and remedy the fire by completing the memory items for the engine fire. Then, if the fire is not out, execute the emergency descent. It is also important to back up the memory items with the checklist if there is time. It is easy to forget an item when under pressure.

Another commonly forgotten skill requirement listed in the ACS for the emergency descent is establishing a bank between 30 and 45 degrees. This helps to maintain positive load factors during the descent. It also may help you have better visibility outside if the smoke is being deflected to one side of the aircraft.

Lastly, if your airplane has retractable landing gear, make sure you verify that you are below VLO retract speed prior to retracting the gear. Often, the airplane has accelerated to 140 to 160 knots which may be above your VLO speed. Once it is time to recover, make sure to slow down so you do not exceed an aircraft limitation.

While there are many scenarios for each type of emergency, managing risk and staying safe should be a priority. It is easy to get complacent and assume that you will not have an emergency. Make sure to stay vigilant and alert!

If you have a question you would like answered, you can e-mail me at askadpe99@gmail.com. I look forward to hearing from you.



The WASP 80th Anniversary celebration drew a record crowd to Avenger Field and aircraft filled the skies, a nostalgic remembrance honoring the Women Airforce Service Pilots' patriotic service and sacrifice during World War II. Above, WASP Shirley Kruse (seated at center, in front of statue) is surrounded by generations of WASP families at the Avenger Field Wishing Well. The ladies threw coins in the well for good luck before check rides, and got a soaking when they passed.

WASP HOMECOMING 2022

80 Years of Inspiration and Crosswind Landings

By Rebecca Burghy, Intermountain Chapter



The hallowed ground of Avenger Field rumbled and shook as dozens of aircraft swarmed in to celebrate the 80th Anniversary WASP (Women Airforce Service Pilots) Homecoming on April 29 and 30 in Sweetwater, Texas. The dedicated and skillful WASP served our country in World War II (WWII), performing crucial tasks and freeing male pilots to fight overseas. Their impact is still felt today, inspiring generations of pilots, male and female, civilian and military.

A crowd of 2,000 people toured the museum and strolled the flight line, ogling warbirds belonging to private owners and two Commemorative Air Force wings such as the C-47s Ready 4 Duty and That's All Brother (one of the first aircraft at Normandy on D-Day), P-51D Mustangs Lou IV and Glamorous Glenn III, several T-6s and a bevy of BT-13s. Two Dyess AFB C-130s, flown by all-female crew and loaded with airmen, arrived to attend the event, along with two AT-6A IIs with female pilots from Vance Air Force Base in Enid, Oklahoma.

The guest of honor – and the only WASP able to attend – was Brazos River Chapter member Shirley Chase Kruse, WASP test pilot. Flashing her infectious smile, Kruse greeted everyone with delight and shared stories of her training and service. Kruse's upcoming 100th Birthday was celebrated

with cake and cheers during the Friday night big band dinner dance. The following day, Kruse was especially pleased to be the first to congratulate private pilot candidate Devyn Reiley of New Braunfels, Texas, who took on the challenge of doing her first solo in the BT-13 Lucky 13 at Avenger Field with strong, gusty winds and a crowd of spectators.

Other notable attendees included retired 1st Lt. John A. Clark and family. John flew B-17s with the 418th Bomb Squadron, 100th Bomb Group during WWII. His late wife, Marie Mountain Clark, was a WASP, Class 44-W-1. WASP families traveled great distances to share in the celebration and remembrance of their beloved mom, grandma or aunt, passing the flame of honor. Our U.S. Air Force had strong female representation with Maj. Gen. Laura Lenderman of Scott AFB, Lt. Gen. Stayce Harris, Col. Heidi Pallister of Dyess AFB, Lt. Col. Kimberly Ford, Lt. Col. Martha Stevenson-Jones, Ret. Col. Peggy Phillips, Ret. Col. Kathy Cosand, and Ret. Col. Sandy Opeka, among many others.

“As the number of WASP dwindles, it is incredibly important to highlight their service, sacrifice, and courage for future generations, keeping their legacy alive and flying high. We are very honored to be part of their mission,” said Cole Clark of the National WASP WWII Museum.



Reports

NIFA REPORT

The 99s Women's Achievement Award Winners

By Marilyn Shafer, *Florida Suncoast Chapter*

Congratulations to the three recipients selected for The 99s Women's Achievement Award! Highlighted below are our winners who received a financial assistance award and a one-year membership in The 99s. Special thanks to the All-Ohio and Scioto Valley Chapters for working the booth at the NIFA (National Intercollegiate Flying Association) Nationals. You represented The 99s with pride, and the knowledge that you imparted to the women competitors was enlightening.

NIFA and The 99s would also like to thank Carolyn Carpp of the Greater Seattle Chapter, and Diane Bartels of the Nebraska Chapter, for their almost 20 year commitment to judging The 99s Women's Achievement Award at the NIFA National SAFECON (Safety and Flight Evaluation Conference) as they retire their judging posts. Their dedication to The 99s and NIFA is beyond measure! We're looking for volunteers for 2023. Would you be interested?



NATIONAL INTERCOLLEGIATE
FLYING ASSOCIATION



Carolyn Carpp of the Greater Seattle Chapter, Claire Reader, Victoria Lorenzon, Maggie Hearn, Diane Bartels of the Nebraska Chapter, Marilyn Shafer of the Florida Suncoast Chapter.



First place winner **Victoria Lorenzon** hails from the Kent State University Precision Flight Team with her homebase in Richfield, Ohio. Victoria is a senior graduating in December 2022 with a 3.825 GPA and 504.3 flying hours with an aeronautics major and aircraft dispatch minor. With ratings and certificates spanning Private to Commercial, Multi-Engine, CFI (Certified Flight Instructor), and CFI-Instrument, she has been accepted into the Delta Propel program. Victoria's goal of 1,000 hours to start flying regionals will be achieved through her work as a flight instructor at both Kent State University and Avit Flight Academy. After 42 months with regionals, Victoria looks forward to her seat in a Delta Airlines cockpit.

Victoria's flying began in 2018. After her first flight lesson, she said, "I absolutely fell in love and knew that a career in aviation was what I wanted to achieve."

She is thrilled to be back to her volunteer ways in the community as she serves others with projects for children at the Akron Children's Hospital, fundraising for melanoma research, and volunteering at Haven of Rest Homeless Shelter.

She competed in NIFA's Message Drop, Power On Short Field Landings, and CFI events this year. The CFI event was her favorite. "It was a great learning experience. I had an opportunity to display my skills as an instructor and receive feedback from the judges ... to continue to improve as an instructor and better teach my students."

Victoria has her eyes set on flying for Delta Airlines in five years. She gives other women aviators this advice: "Find confidence in the way you pick yourself up after you fail. Never stop learning or finding ways to improve your skills. And remember, it's important to have fun flights every once in a while. You can do anything you set your mind to!"



Second-place winner **Claire Reader** calls Texas her home but is proud to call Oklahoma State her home-away-from-home as a member of the Oklahoma State University (OSU) Flying Aggies. Majoring in aerospace administration and operation (professional pilot), she maintains a 3.86 GPA as a junior with 270 flying hours. Her certificates and ratings include Private, Commercial, Instrument, and Multi-Engine.

Claire's future aviation goals include building seniority at one of the airlines while working towards becoming a chief pilot. "The administrative and problem-solving nature of that position is incredibly appealing to me."

Flying was something Claire tried on a whim. She earned her Private Pilot Certificate in only six months during her senior year in high school. "From the moment I first took off in that C152, I felt an indescribable sense of belonging. I knew that the sky was the perfect place for me."

Claire's volunteerism and community service are evident in many aspects of her life. She is an ambassador for OSU where she mentors incoming freshmen. She is also involved in the Wesley Center, a Methodist campus ministry, organized the 6th Annual Fly-In for the community, volunteers at Tiny Paws Kitten Rescue, and assists Into the Streets and Habitat for Humanity to help low-income homeowners with various projects.

Attending her first National SAFECON, Claire competed in SCAN (simulated comprehensive aircraft navigation), NAV (navigation), and Message Drop along with being her school's presenter for the Loening Trophy.



Third place winner **Maggie Hearn** is already a 99! She attends Auburn University, is a member of the War Eagle Flying Team, and The 99s at Auburn University! Her only regret is that she didn't join The 99s sooner. She is a junior with a 3.84 GPA, 477.8 flying hours, and holds a Private Pilot Certificate and Instrument Rating. Majoring in professional flight with a minor in supply chain management, she will graduate this fall while completing her CFI. Her goals for the future include flying for a major airline.

Maggie learned about The 99s and joined the Auburn University wing of the Alabama Chapter last fall. She enjoys connecting with other women pilots. "There is a special connection that forms among women bonding over aviation." She will experience that bond when she competes in her first Air Race Classic (ARC) this year.

Maggie had a range of career interests prior to her high school's Career Day 2018 where she was inspired by three United Airlines pilots. "By the end of their 20-minute presentation, I looked at my friend ... and whispered, 'This is what I want to do.'" She started flight training that summer and earned her Private Pilot Certificate a year later.

Maggie has repaired a tornado-damaged home and raised funds for Camp Sunshine's children with cancer. Future plans include Angel Flight and the Auburn EAGLES Program to take students with intellectual disabilities on a flight.

Maggie competed in the 2022 NIFA National's SCAN, Unlimited NAV, and Message Drop. NAV was her favorite. "This event requires you and a partner to plan a cross country route to see how many seconds you are off from each point without burning more fuel than you planned for, all the while looking for 'secret checkpoints' that are worth more points. I enjoy working...to accomplish a challenge!"

If you want to study in the aeronautical field, become immersed in aviation. "It all starts with a little 172 and a GA field. You never know when someone will become your best friend, or even your boss!"



Dreams

By Donna Miller

“The presumption, at all times and under all circumstances, should always be that you are good enough, worthy enough, and lovable enough. And that you are exactly the right kind of person, in the right place at the right time. Otherwise, you wouldn’t have been instilled with such dreams in the first place.”

– The Universe, by Mike Dooley

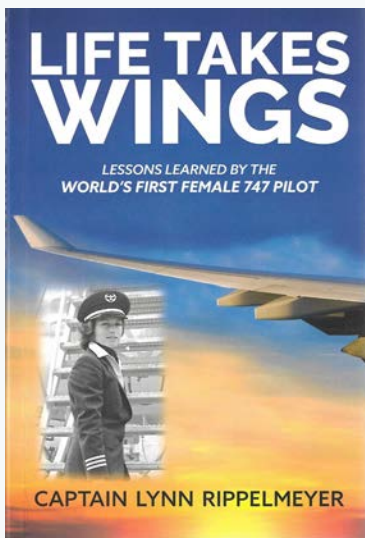
It’s easy for us as women to feel as if we don’t really belong at the table with our coworkers, 96% of whom don’t look like us. It’s easy for us to believe that it’s their table and that they are allowing us to be there, many not by choice. What I learned throughout my career is that we do belong at the table at which men have been the only occupants for a very long time. We are worthy of a place at the table and have proven time and time again throughout history that we are capable and competent pilots.

Recently, I watched the video of professional soccer player Abby Wambach speak at the 2022 graduation of Loyola Marymount University, and she brings up some excellent points. (<https://youtu.be/CSH8geuu2UQ>) While we may love aviation, we don’t always feel loved back. We can feel undervalued and unsafe. We are made to feel othered, starting at the beginning of our quest of an aviation career when an instructor starts with “Gentlemen

... and lady” (because you’re the only female in the room). Is it so hard to say, “Okay people ... ?” Once we have earned a seat at the table, in our desire to get along and fit in, we can lose our identity. We want so much to make the powerful men at the table accept us as one of the boys, that we aren’t true to ourselves and the women coming in behind us. When we finally get a seat at the table, we want to stay there, instead of using our seat at the table to make important changes to an antiquated system that was never designed for us.

Abby recounted a Zoom meeting she attended of mostly men, where she approached the subject of equal pay for women. For a little background, the U.S. women’s soccer team has won four World Cup championship titles. The U.S. men’s team has yet to win even one. Yet the men’s pay far outweighed the women’s pay. After the meeting, she got text messages from a few of the men who had been silent on the call, saying, “That was really brave” and “I’ve got your back.” No, I beg to differ. They really didn’t. These men wanted solidarity without risk. We all need to support the women at the table in real time, and while we are at it, we need to let the men know that if they truly are an ally, they need to step forward and support us when we lean into uncharted territory.

We have dreams. And with the support of others and being the support for others, we have the ability to make them come true. Welcome to the table.



Books

LIFE TAKES WINGS:

Becoming the World’s First Female 747 Pilot

Captain Lynn Rippelmeyer

Houston Chapter - South Central Section

Published by: Morgan James Publishing — ISBN: 9781631957352 Paperback 9781631957369 e-book

In my endorsement for Lynn Rippelmeyer’s book I said that it was one of the best chronicles of a flying life that I’d ever read – I meant that. In a period when a lot of memoirs from female pilots are on the market, this one is a standout. Not only because of the story, but because it is very well written.

I also said, “she meets turbulence with determination and fortitude, but also with a positive approach and a marvelous sense of humor, which seems to be rare these days.” Her stories depict exactly what women experienced during the time periods she writes about. This really is a must read.

– Jacque Boyd, *Rio Grande Norte Chapter*

Milestones



Erica Ames
A330 Type Rating
– Bay Cities



Samantha Danielle Davis
Private
– Tennessee

Lori Hanson
Solo
– San Antonio



Cindy Morris
Instrument
– Orange County



Amanda Boyd
Commercial
– Bay Cities



Erin Dupree
Commercial
– Phoenix

Emily Johnson
SkyWest CRJ Checkride
– Phoenix

Avery Lalor
Private
– Orange County

Carolyn O'Hearn
Private
– Bay Cities

Jenny Reeb
CFI
– Old Dominion

Morgen Reeb
Boeing 777 Type rating
– Old Dominion

Donneisha Smith
Private
– Bay Cities

Eleanor Brunzman
Commercial Multi-Engine
– Old Dominion



Carly Chamerlik
Private
– Phoenix



Theresa Farley
Tailwheel
– Phoenix

Miranda Maleki
ATP and Eclipse 500
Type Rating
– Phoenix



Jennifer Walinowicz
Multi-Engine
– Orange County

Carolyn Weatherbee
Solo
– Bay Cities

Minfei Chen
CFI
– Long Beach



Jenny Conway
Instrument
– Georgia Flying Belles



Ashlie Gimbel
Mesa Airlines CL-65 Checkride
– Phoenix

Laura Matheson
Multi-Engine
– Ambassador



Valeriya Mordvinova
Group 1 IFR
– Eastern Ontario



Sydney Whisler
Private
– Reno High Sierra

Christina Williams
CL-30 type rating
– Hampton Roads

Christine Cox
Commercial, CFII
– Orange County

Callie Goodman
Commercial
– Bay Cities

Seungah (Sonya) Kim
Private
– Daytona



EAST CANADA SECTION

We came from away to Harbour Grace, Newfoundland, to celebrate the 90th anniversary of Amelia Earhart's departure on her solo transatlantic flight! There were 45 members from the East Canada Section, plus three from more distant chapters, who gathered with townspeople and dignitaries at the Harbour Grace Airport (CHG2) to hear a young "Amelia" describe preparations for her historic flight. Dr. Don Wyatt, as a 6-year-old, saw Amelia take off on May 20, 1932, and conveyed some of the excitement surrounding her departure from the 2,000-foot grass strip which slopes uphill and ends at a giant rock! Captain Mary Cameron-Kelly and her crew thrilled the crowd with a fly-past in an Aurora aircraft based in Greenwood, Nova Scotia.

Mayor Don Coombs and Pam Parsons, member of the Newfoundland and Labrador House of Assembly, extended a warm welcome to The 99s and their travelling companions at several special events. The recently renovated aviation room at the Conception Bay Museum was reopened with a special ribbon cutting on May 20, 2022. Kim Winsor, Governor of the East Canada Section, and Marilyn Dickson presented a check for \$1,400 to fund new display cases. An evening meet-and-greet at the historic Harbour Grace Courthouse completed the anniversary day celebrations.

The Annual East Canada Section Business Meeting took place the morning of May 21. In addition to receiving reports and approving the budget, several presentations were made. Elizabeth Walker received the Dee Birchmore Butterfly Award, which is given to a 99 who learned to fly later in life. Walker was recognized for her contributions to The 99s

including reactivating the Atlantic Chapter. Anna Pangrazzi was announced as the 15th female pilot to be honored with a commemorative postage stamp. Pangrazzi is an exemplary aviation entrepreneur and advocate for women pursuing aviation. The Governor's Service Award was presented to Kathy Fox, a life member of The 99s, who has served with distinction at the chapter, section, and international levels. Fox has enjoyed an extensive career in aviation and currently is Chair of Canada's Transportation Safety Board.

Hosting the East Canada Section meeting in Harbour Grace was a dream come true for the section's Governor, Kim Winsor, and Vice Governor, Annie Wen, who were both raised in Newfoundland. Their employer, Air Canada, generously provided discounts on flights to St. John's for 99s and their travelling companions. Local members of the Atlantic Chapter assisted with arranging a reception at The Crow's Nest in St. John's which was sponsored by Cougar Helicopters, discounted hotel rooms, commemorative sweatshirts in a variety of colors, and a barbecue at St. John's International Airport (CYT) hosted by COPA Flight 97. Although we packed gear for rain, wind, and cold, the sun shone throughout our long weekend visit.

Have a look at the media coverage of the 90th anniversary events using this link:

<https://www.cbc.ca/news/canada/newfoundland-labrador/amelia-earhart-harbour-grace-90th-anniversary-1.6460910>

– Elizabeth Walker



ORANGE COUNTY CHAPTER

It all began with a fortuitous meeting between Jennifer Walinowicz – who needed a registration to the Fall Southwest Section Meeting – and Monie Pease – who was unable to attend as planned. In one of their e-mails, Pease mentioned a possible fly-in to Yuma International Airport (KNYL). Walinowicz, immediately smitten, started planning. Pease and Anne Fisher literally rolled out the red carpet for the visiting 99s hailing from Palomar, Torrance, Gillespie, and Fullerton airports, arriving in three Cessna 172s and a Cessna 414. Chapters represented included Orange County, Fullerton, Los Angeles, and San Diego.

Yuma, Arizona, holds a proud place in many aviation accomplishments as Gladys Brown, Yuma Airport director, and Ken Grosse, airport community relations, revealed during the airport tour they conducted. That history dates to 1911 when Robert Fowler departed Yuma to set a world record for endurance and distance and then achieved that goal by the next day. Yuma Airport sprang to life in 40 acres of formerly federal land in 1927. Brewer's Restaurant has a mural of 10 of the 20 contestants in the 1929 Women's National Air Race Derby, whose first fuel stop was Yuma. Of course, a photo to commemorate past and present was required, and it was also published in the *Yuma Sun*. Other firsts are the location of the first plane to land in Arizona and the site of the first aerial refueling by car.

The afternoon was given to a tour of the Marine Corps Air Station (MCAS) in Yuma which was established in 1928 sharing the airport with civilian operations. The excursion was conducted by MCAS Air Field Operations Officer Greg McShane and included aircraft and ordnance being prepared for a Weapons and Tactical Training Course – a combined exercise with personnel from all five military branches. Warbird enthusiasts grew faint of breath at the lines of CH53 King Stallion heavy lift helicopters, Hueys, Cobras, Ospreys, dogfight opponents in foreign national colors, Harriers now

being replaced by F35-B models (also present), and C130s, one with a twin boom to fuel two aircraft at once. Of special note is the hush house – in which an aircraft may be held static with engines at full power for maintenance checks. Outside, people hear only low volume noise.

The second day's excursions also highlighted Yuma's place in history. The 99s were shown the city, guided by Mayor Doug Nichols. The Five Point Interpretive Plaza is home to the 1907 Baldwin steam locomotive which stands in the exact spot where the first train entered Arizona in 1877. The Plaza also contains the pivot for the swing-span bridge which moved to allow steamships to travel the river well before dams were built on the Colorado River and its water distributed to seven states. The Ocean-to-Ocean Bridge, built in 1915, is the first highway crossing of the lower river, the earliest example of a truss bridge in Arizona, and the only example of a Pennsylvania truss in Arizona. The next destination was the Yuma Territorial Prison, opening in 1876 with cells hacked out of the granite hillside by the initial inmates themselves. Another aviation first necessitated visiting City Hall to see the actual airplane that set that first car-to-plane refueling record in 1949. The 'City of Yuma' (N1156H, an Aeronca Sedan, AC-15, with a 145 hp Continental engine) stayed aloft for more than 46 days! The plane now displayed was rescued in 1997 from a farm in Minnesota and restored to its 1949 configuration. The day's finale was at the Yuma Landing, filled with Yuma memorabilia of all varieties. Proprietor Yvonne Peach presented each of guests with a limited-edition belt buckle commemorating Robert Fowler's 1911 landing and the following 75 years of aviation firsts in Yuma.

When this fly-in was announced, it sounded interesting but it was definitely much more than that, being filled with extraordinary people willing to share their home's remarkable history.

– Shirley McFall



99s (from left to right): Sue Passmore, Stephanie Kight, Laura Savino, R.J. McGlasson, Melissa Plumer, Marti Constantinos, Peg Doyle, front row: Mary McCutcheon, Barb Wilper)

OLD DOMINION CHAPTER

The Old Dominion Chapter's official charter date was April 1, 1992. So, this year was the 30th anniversary, and we decided to celebrate. Three of the original charter members were able to attend. Maureen Long had planned to fly in from Florida, but unfortunately did not make it.

Finding our charter was complicated. Marti Tidmore, the original Chair, remembered receiving the original charter – which was never signed by Marie Christensen, the International President in 1992. While attempting to get it officially signed, the charter was lost. Our chapter had a copy of the original application, and our headquarters had the letter acknowledging our charter request with the official charter date. With both documents, headquarters could create a duplicate of our charter. With all the research completed, we were a bit surprised to discover we had eight charter members – one more than the minimum required – and that our 30th anniversary was this year!

After two years of virtual interaction, all of the 99s were happy to be gathering together.

Captain Laura Savino of United Airlines and Carolyn Hunker, a CFI with Aviation Adventures, visited Stone Bridge High School in Ashburn, Virginia, to share aviation and STEM careers to the students in the aerospace classes.

Laura talked about the path to becoming an airline pilot and the daily life of a professional pilot. She also presented various other STEM careers available at an airline.

Carolyn discussed her experiences as a flight instructor and described flying lessons. She also brought a box of various airplane parts for the students to examine and pass around.

The students really enjoyed the presentations. Old Dominion 99s intend to do more of these community outreach events.

– Susan Passmore



COLORADO CHAPTER

The Colorado Chapter hosted the South Central Section Spring Meeting in Boulder, Colorado, from March 25 to 27. With the ability of continuing hybrid meetings, chapter delegates were able to meet in person as well as via digital connection for the business meeting. Ninety-Nines attending the meeting in Boulder represented 11 chapters within the South Central Section, as well as from the First Canadian (East Canada Section), Washington DC (Mid-Atlantic Section), and Iowa (North Central Section) Chapters. The meeting was informative, fun, energizing, and an opportunity to engage in the process of furthering our organization.

Colorado Chapter member Marie Marschner provided a fabulous opportunity for Ninety-Nines and guests to visit the nearby North American Pilatus completion center facility. Additional programs included presentations from Mike Gugeler on backcountry flying and from Shahn Sederberg on the importance of airports in our communities. During the Saturday evening banquet, guest speaker George Bye delivered an inspirational talk on the developing electric aviation industry. Our final evening also highlighted the installation of new officers, the heartfelt appreciation for the service of the outgoing officers, and a special recognition for Governor Monica – who was presented with a pair of wings on the wall of wings at The Ninety-Nines Museum of Women Pilots.

In April, Colorado Chapter members convened with members from the Women in Aviation International Mile High Chapter for a combined social gathering at Stanley Marketplace. What a fun event! Decades ago, Stanley Aviation was an aerospace company that manufactured aerospace parts – with specific emphasis on ejection seats for the military. Now the site is a fun gathering space in the Denver metro area.

Many thanks to the ongoing support from chapter member Penny Hamilton for her advocacy and generosity in highlighting the influence of women aviators. Hamilton's efforts have specifically led to honor and recognition for Emily Warner and the many contributions that Warner made to aviation and women's history in America. Recently, the FAA published new RNAV procedures for Granby's Emily Warner Field, and volunteers from the Emily Warner Field Aviation Museum have produced certificates for pilots that would like to document their approach.

On May 14, more than a dozen Ninety-Nines and guests came out to do airmarking at Fort Morgan Municipal Airport (KFMM). It was indeed a beautiful morning. The wind subsided and the compass rose came to life. Chapter Airmarking Chair Terry Fiala did a fantastic job coordinating and executing for this fun Spring activity.

On June 11, the Colorado Chapter will be hosting Let's Fly Now! at Vance Brand Airport (KLMO) in Longmont, Colorado. Chapter Youth Outreach Coordinator Audrey Grace has done a fantastic job planning for this exciting event. The airport in Longmont is close to the foothills of the glorious Rocky Mountains. We look forward to sharing the joys of flight with youth from our communities.

Upcoming chapter events include a fly-out to Granby, Colorado, and the annual summer picnic!

– Lydia H Baldwin



Left to right: Judy Benjamin (chapter member, past Chair); Ainsley Stiles (Explorer Post 8 member); Laura Burnham (Chapter Chair); Ann Shaneyfelt (chapter section representative); and Cindy DeVan (Chapter Vice Chair)

NORTHEAST KANSAS CHAPTER

Annual Visit and Donation to Aviation Explorers Post 8

On Saturday, April 9, 2022, representatives from our Northeast Kansas Chapter visited the large and active Aviation Explorer Post 8 at Philip Billard Municipal Airport (KTOP) in Topeka, Kansas. Chapter members had a chance to meet and talk with many of the Aviation Explorer members, and we also gave a short presentation about The 99s. We were happy to be able to donate \$200 to Post 8 to use in flight training.

– Sara Tompson



ARKANSAS CHAPTER

The Arkansas Chapter volunteered to work with the Smithsonian's National Air and Space Museum for a S.H.E. Can STEAM Camp on March 21 and 23, 2022. Chapter members walked campers through how to preflight planes at the Springdale Municipal Airport (KASG).

Despite a questionable forecast, the camp decided to proceed as planned and the Arkansas 99s came to help.

Julie Powell flew in her Cessna 152; Dianna White flew in her Bonanza; Jordyn Haught flew in a Cessna 182; and I, Kristi Tidwell, was slated to taxi over a Cessna 182 as needed. All four of us were able to teach 25 campers the importance of preflight, share our love of aviation with the campers, and encourage them to pursue their dreams. The middle schoolers were divided into three groups for in-depth instruction and rotated between planes. Not only did these campers get to interact with the planes, they also saw hangars and a FBO and got to talk to all of us about flying. We thoroughly enjoyed passing along our aviation love in such a wonderful setting! Now, we look forward to witnessing and encouraging this new generation's flight path.

– Kristi Tidwell



Top: Southwest Section members enjoyed a group hike in at the Wind in Wind Cave in Utey Mountain park in Arizona.

Bottom: Phoenix 99s L-R back: Sam Resop, Paula Barron, Carly Chamerlik, Diana Andresen, Stacy Howard, Chloe McDowell, Keely Costello, Karen Hausteen, Judy Yerian, Bottom row: Michelle Imondi, Ginger Rowley, and Rachel Marion

SOUTHWEST SECTION

The Spring Southwest Section Meeting was a huge success with 86 Ninety-Nines and 22 guests in attendance. At the business meeting, 87 members attended along with 20 first-timers.

Welcome Night entertained 93 attendees and we had 104 at the banquet. The Chandler Municipal Airport (KCHD) was at its maximum capacity for transient aircraft after 23 airplanes flew in.

Our keynote speaker was Kia Erlich, who selects the astronauts for Blue Origin. Along with tours around the Valley of the Sun and morning yoga, there were also some great seminars which included: "Airport Ops and Hot Spots" by The City of Phoenix Aviation Department, "ATC and the VFR Pilot" by Phoenix TRACON, "Back Country Flying" by Eric Rovey of Fly Denali, Inc., and "Preparing for a Check Ride" by Designated Pilot Examiner Scott Tinneland.

– Theresa Farley



CHICAGO AREA CHAPTER

Chicago Area Chapter's Girl Scout Aviation Day 2022

After a two-year hiatus due to COVID-19, it was with great enthusiasm that the Chicago Area Chapter put on an outstanding event for the Northern Illinois Girl Scouts' Aviation Day. Our venue, the Chicago Executive Airport (KPWK), was made available by Atlantic Aviation and Signature Flight Support. To start, Karen Ballard and Shona Williams greeted and registered guests as they arrived. Claire Carr had collected giveaways from Southwest Airlines, and Maria Linstrom prepared and distributed even more aviation items for the girls to take home. Our official photographers were Mona Knock and Janelle Rominski.

Listed below are the chapter members and the STEM areas they prepared and presented for the program sessions:

STATION 1: CAREERS – Tina Willman-Hammar and Susan Field

STATION 2: HISTORY OF FLIGHT – Ellen O'Hara and Elizabeth Sazdanoff

STATION 3: FORCES OF FLIGHT – Kseniya Polinsky and Dinah Spadoni

STATION 4: COMMUNICATIONS – Eva Kozlowski, Jessica Best, Yanina Belaziorava, and Linda Uznys

STATION 5: NAVIGATION – Larisa Kano and Megan McArthur

STATION 6: AIRPLANE PREFLIGHT – Debra Meznarsic and Maggie Sampson

Chicago Area 99s, Girl Scouts, and guests gather for a group photo in the Atlantic Aviation hangar at Chicago Executive Airport

A Cessna 150, inside the Atlantic FBO hangar for the preflight station, was provided by Chicago Executive Flight School and arranged for by current Chapter Chair Madeleine Monaco. Atlantic Aviation also arranged to have a corporate jet inside for viewing and comparison. In addition, a welcome assist came from Renee Riani, airport manager from nearby DeKalb Airport (KPDK), who added to the careers station.

In charge of running all this was the very capable Jill Feldman, former Chapter Chair, whose planning, production, and execution was spot on! Ellen O'Hara assisted here too. Shelley Ventura, chapter treasurer, handled finances. Others, such as Madeleine Monaco, Layne Carson, Gina Santori-Bakiares, and new student pilot Vaida Guthmann, were invaluable by just pitching in wherever needed. We accomplished more than just a fun day at the airport. We represented to the girls that there are many options for them in aviation. We showed them by example what women can be and what careers are available to them. With so many chapter members working this event – some in advance and many on site – it couldn't have been anything other than a success!

– Diane M. Cozzi



In a special photo from the air: this is what it looks like (Photography: Dafna Ben nun)

ISRAELI SECTION

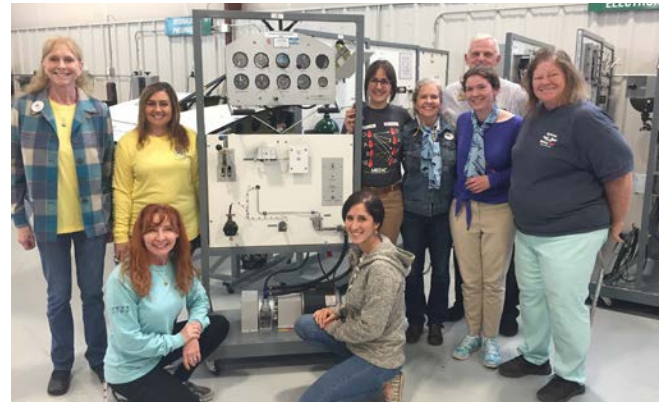
"The heavens declare the glory of God; the skies proclaim the work of his hands" (Psalm 19:1).

The Jewish state of Israel just celebrated its 74th Independence Day, and in the best traditions of this holiday, aerial demonstrations flew over numerous major cities in Israel including the eternal 3,000-year-old capital: the holy city of Jerusalem.

In the traditional flybys, Israeli Air Force combat jets participated along with several civilian planes. As The Ninety-Nines Governor of the Israeli Section, I had the honor and pleasure to fly in these aerial demonstrations which included fighter jets, fighter helicopters, refueling and transporting aircraft, and cutting-edge technologies of assault unmanned aerial vehicles (UAVs).

As a pilot, I've flown around the Statue of Liberty, landed in a field full of buffalos in Nepal, flown over Pompeii, passed over a volcano in Italy, and have landed in many other amazing, hallucinatory locations all around the globe. Yet to me, the most exciting experience of all was the privilege to participate in this aerial demonstration to honor our beloved country's Independence Day. I thank God for giving me the right and privilege to do that.

– Ruth Assis



Standing L-R Janice Pelletti, Meagan Harr, Mary Woody, Mary Dwyer, Richard Blevins, Erin Sanders, Trish Love. Kneeling L-R Pam Phillips and Raquel Magana.

APPALACHIAN AVIATRIXES

Members of the Appalachian Aviatrixes Chapter and three guests attended a hands-on tour of Northeast State Community College's aviation maintenance technology training facility located at the Tri-Cities Airport (KTRI).

Richard Blevins, the head of technology training, hosted the program. After a tour of their state-of-the-art classrooms, Ninety-Nines were invited to work their way through the training facility itself. Members were able to explore engines in motion, training panels for the different aircraft systems, gear extension, and even a few trips around the KTRI traffic pattern in the college's flight trainer.

It was an eye-opening experience for all the members. The program has been in development for several years, but this was the first time any of us had been to their new training facility.

– Janice Pelletti

LAKE CHARLES CHAPTER

The Lake Charles Chapter met in conjunction with a fly-in at Orange County Airport (KORG) in Orange, Texas, on May 17. The 99s were among other featured guests and had a display with membership and scholarship information which led to meeting Tyler White, a prospective member.

Natalie Poulin volunteered airplane rides to 15 people. Natalie is currently working on her Instrument Rating.

– Catherine Cox



An enthusiastic group at the She Belongs Fest learned that aviation is for women too.

KITTY HAWK CHAPTER



Compass Rose

On April 23, 2022, the Kitty Hawk Chapter painted a compass rose at Washington-Warren Airport (KOCW) in Washington, North Carolina. Ten Kitty Hawk Chapter members and one Carolinas Chapter member assisted along with help from eight friends and family members. The project was greatly welcomed by Mr. Earl Malpass, airport manager, as it played into a broader refurbishment effort to bring the airport up to advanced standards. It was a great opportunity for everyone to get to know each other better and to share our passion for flight through serving our local airport. The Kitty Hawk Chapter looks forward to further serving our community and continuing to raise aviation awareness for women.

– Sandra L. Smith



The display table the Kitty Hawk Chapter had at the WOW event with Sandra Smith and Kayoko Stewart

She Belongs Fest & Women of the Wilderness Event

Aviation is for girls too! That's the message Kitty Hawk 99s spread at various April events informing females of the many opportunities awaiting them in aviation.

Longtime 99, award-winning journalist, and record-breaking pilot MayCay Beeler was the featured speaker at the She Belongs Fest – a networking event held on April 7, 2022, for women of all ages interested in STEM, agriculture, and skilled trades. The event, hosted by Alamance County Community College in Graham, North Carolina, was all about empowering women to explore industries traditionally occupied by men.

MayCay, who is the founding pilot of her signature flight program, The Diva Flight Experience, and has earned her

Airline Transport Pilot and CFII Certificates, discussed the journey that led her to the cockpit, including initially learning to fly as an ABC TV reporter/personality documenting her flight lessons on television. Most of the event attendees had no idea aviation was even a career option for them. Encouraging the girls to think outside the box and add more estrogen to a field where only 5-6% of the pilot population is female, MayCay let them know that yes, indeed, a woman's place is in the cockpit and in other male dominated arenas.

This message continued at WOW, the Women of the Wilderness event on April 23, 2022, in Kernersville, North Carolina, where Kitty Hawk 99s Sandra Smith, Kayoko Stewart, and Kelli Howell represented our chapter at a fun event that featured all things outdoors for girls of all ages. And, of course, that includes learning to fly in the wild blue yonder. The event focused on introducing girls to outdoor activities often associated with boys. Once again, the message here was that aviation is for girls too!

– MayCay Beeler



Mr. Paul Hesse teaching how to interpret and read a sectional chart.

Career Day at Broadview Middle School

On May 25, 2022, Kitty Hawk Chapter was invited to present about aviation at the eighth grade career day at Broadview Middle School in Burlington, North Carolina. Mr. Paul Hesse, Certificated Flight Instructor and owner of Empire Aviation Flight School, supported us for this event. We truly enjoyed engaging with 276 ambitious students and sharing details of aviation career opportunities. We answered many questions about pursuing a career in airlines, military, and general aviation. We also discussed colleges to apply for post high school to enhance further educational and employment opportunities. It was a great chance to promote aviation to young students and was very rewarding to see so many students interested in aviation. Kitty Hawk Chapter is looking forward to further serving our local community and inspiring interest in aviation!

– Kayoko Stewart

Our newest Life Members

Lois Brown	Alice Markee
Frankie Clemens	Catherine McMahon
Carole Comeau	Susan Pensinger
Sandra Denton	Susan Philpot
Harpreet De Singh	Kate Proctor
Lois Scura Gafa	Monica Randolph-Graham
Kathy Groves	Sheryl Sandhagen
Charlene Hengesh	Linda Saniewski
Marjorie Johnson	Trish Sauve
Karen Kahn	

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 of their contributions to our organization.

Helen Wilkes Life Member 2010 South Central Section	Alfred Lee Shawcross 49 1/2 of Charlotte Shawcross May 7, 2022 Finger Lakes Chapter
Christine Kettunen September 6, 2021 Lake Erie Chapter	Joan Shonnard May 13, 2022 Reno Area Chapter
Ralph Bowles 49 1/2 of Deanna Bowles February 14, 2022 Central New York Chapter	Barbara Sierchio May 14, 2022 Florida Suncoast Chapter
Doris (Red) Minter Life Member May 4, 2022 San Fernando Valley Chapter	Linda Cain June 1, 2022 Old Dominion Chapter



Our most recently enlisted Friends of The 99s

Thank You to Our Sponsors

Silver

Morgan Stanley
THE EASTON GROUP
AT MORGAN STANLEY



Bronze



Rebecca Anderson Peachtree City, GA	Paul Hesse Oxford, NC
Brian Baggott Gates Mills, OH	Shuya Huang Winter Springs, FL
Donald Chaplain Slidell, LA	Jeffery Kemp Winnipeg, MB CANADA
Curtis Colgan Tucson, AZ	Geri MacArthur Grapeview, WA
David Crettol Coeur d'Alene, ID	Arowyn Millard Smyrna, TN
JD Deboskey Palm Beach Gardens, FL	John Sullivan Palmetto Bay, FL
Brenden Engleiter Prescott Valley, AZ	Morgan Torp-Pedersen Columbia, TN
Zoe Graben Delray Beach, FL	



LET'S HAVE AN **AVIATION WEEKEND!**

The International Forest of Friendship

Sept. 16-17, 2022

Atchison, Kansas
the birthplace of Amelia Earhart

What happens in Atchison during Aviation Weekend?

**Friday
Sept 16**

You can check in with us at the Cocktail Party.

3:00 p.m. The Amelia Earhart Birthplace Museum will be open for tours until the Cocktail Party starts.

5:00 p.m. - Friday Evening Cocktail Party at the Amelia Earhart Birthplace Museum, 223 N. Terrace St, Atchison KS 66002.

**Saturday
Sept 17**

10:00 a.m. - Induction ceremonies at the Forest.

1:30 p.m. - Luncheon with keynote speaker Luncheon will be held in the McAllister Board Room at Benedictine College, 1020 N. 2nd Street, Atchison KS

**Join us
for some
*Sisterhood!***

ifof.org