

September/October 2022



Ninety-Nines

Inspiring Women Pilots Since 1929

WE DID THE CHARLESTON

The Ninety-Nines
International Conference
& Career Expo

p. 18

plus

2022 INTERNATIONAL AWARDS
THE FUN OF IT
AIR RACE CLASSIC



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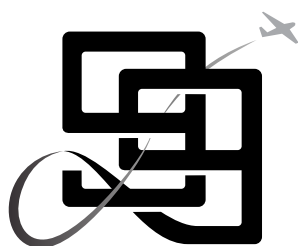
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The Ninety-Nines® International Organization of Women Pilots® promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

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Our Sponsors

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Wally Funk and Mariah Baker,
members of the Fort Worth Chapter,
at The Ninety-Nines International
Conference & Career Expo in Charleston, South Carolina.

Let's Get Social    



2022

SEP

16-17 International Forest of Friendship

Atchison, Kansas

📄 www.ifof.org/registration

16-18 Northwest Section Annual Meeting

Spokane, Washington

✈️ [Elsbeth Roach, roachie423@gmail.com](mailto:Elsbeth.Roach@roachie423@gmail.com)

29 - OCT 1 Southwest Section Fall Meeting

West Jordan, Utah

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

30 - OCT 1 New England Section Fall Meeting

Laconia, New Hampshire

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

30 - OCT 2 North Central Section Fall Meeting

Spring House Inn, Porter, Indiana

✈️ [Marcia Forcey, marciaforcey@yahoo.com](mailto:Marcia.Forcey@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:Janice.Pelletti@jopelletti@gmail.com)

9-14 NIFA Region 3 SAFECON

Wood County Airport, Bowling Green, Ohio

✈️ [Catherine Smith, cesmith@bgsu.edu](mailto:Catherine.Smith@cesmith@bgsu.edu)

11-14 NIFA Region 1 SAFECON

Carlton County Regional Airport, Price, Utah

✈️ [Andreas Wesemann, andreas.wesemann@usu.edu](mailto:Andreas.Wesemann@andreas.wesemann@usu.edu)

14-15 West Canada Section Fall Meeting

Vancouver, Canada

✈️ [Cindy Pang, westcanadasection99s@gmail.com](mailto:Cindy.Pang@westcanadasection99s@gmail.com)

14-16 New York-New Jersey Section Fall Meeting

Rome, New York

✈️ [Frances Englund, fenglund@yahoo.com](mailto:Frances.Englund@fenglund@yahoo.com)

14-16 South Central Section Fall Meeting

Corpus Christi, Texas

✈️ [Laurie Peake, governor@scs99s.org](mailto:Laurie.Peake@governor@scs99s.org)

16-20 NIFA Region 4 SAFECON

Delta State University, Cleveland, Mississippi

✈️ [Brandon Baioni, btbaioni@deltastate.edu](mailto:Brandon.Baioni@btbaioni@deltastate.edu)

17-22 NIFA Region 6 SAFECON

Salina Regional Airport, Salina, Kansas

✈️ [Sebastian Joubert, sjoubert@ksu.edu](mailto:Sebastian.Joubert@sjoubert@ksu.edu)

19-22 NIFA Region 10 SAFECON

Chesapeake Regional Airport,

Chesapeake, Virginia

Host School & Organizer TBD

24-29 NIFA Region 2 SAFECON

Bakersfield, California, Host TBD

✈️ [Jeff Satterwhite, satterwhite777@me.com](mailto:Jeff.Satterwhite@satterwhite777@me.com)

26-29 NIFA Region 8 SAFECON

Purdue University Airport,

West Lafayette, Indiana

Organizer TBD

28-29 Mid-Atlantic Section Fall Meeting

Lancaster, Pennsylvania

✈️ [Lin Caywood, 99lin@comcast.net](mailto:Lin.Caywood@99lin@comcast.net)

31 - NOV 5 NIFA Region 9 SAFECON

Lakeland Linder International Airport,

Lakeland, Florida

✈️ [Richele Floyd, Rfloyd@flysnf.org](mailto:Richele.Floyd@rfloyd@flysnf.org)

2023

JAN

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

📄 ninety-nines.org/resources.htm

✈️ mentoring@ninety-nines.org

APR

1 Deadline: First Wings Awards

📄 ninety-nines.org/first-wings.htm

✈️ AEChair@ninety-nines.org

28-30 North Central Section Spring Meeting

Clarkesville, Indiana

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

MAGAZINE SUBMISSION DEADLINES

one month prior to issue date.

NOV/DEC issue deadline: October 1.



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

Greetings to All Members



Robin Hadfield

President

The Ninety-Nines Inc.

president@ninety-nines.org

Greetings to all members of The Ninety-Nines. I would like to express my sincere appreciation to all who congratulated me via social media, e-mail, and in person, on becoming the new President of The Ninety-Nines. Even though it is my turn to push the throttle forward to help navigate us for the coming year, I hope each of you will help move us ahead towards a common goal and make our influence really felt in the aviation world. Our organization was envisioned by women who dared to dream and saw a future for all women pilots banding together with a purpose. Many at the time must have questioned their dream, but they set their objectives and worked to obtain them.

As more women became pilots, someone in The Ninety-Nines had the vision of creating chapters throughout the United States. That vision may have been met with skepticism – not every woman pilot is a member of The Ninety-Nines, and there is not a chapter in every city – but without that vision it is unlikely that even the original chapter would remain today. Someone thought we should become an international organization. To many, this may have seemed a fantasy, but without the idea, the effort, and work expended, the international aspect of The Ninety-Nines wouldn't have been achieved. In the mid 1950s, we reached out to women pilots in Canada, then Australia; and now, today, we are around the world.

We have a strong heritage of amazing women who dared to dream and work towards making those dreams come true. Even the newest members in The Ninety-Nines have a part in this, for it is only with the help of every member that the full potential of The Ninety-Nines can be achieved. As with any organization, we are only as strong and progressive as each individual. The Ninety-Nines are one of the fortunate organizations to have amongst our members so many competent and willing members who give hours of their time – without any thought of personal glory or compensation (other than the satisfaction a job well done).

Over the past four years I have attended many section meetings and met so many of you helping to further the cause of building and strengthening The Ninety-Nines. We have many incredible leaders who inspire and enable others to do their absolute best to help create a shared purpose. Leading is different from managing. Managing is about organizing, coordinating, and telling. Leading is about inspiring, enabling, and co-creating. Chapter Chairs: we need to encourage more leaders amongst our newer members and get them involved. They are our future; do not ignore them. Instead, embrace them and their ideas; be responsive to change. As effective as The Ninety-Nines has been over the past 97 years, we need to do our best work in the years ahead. The challenges – and opportunities – are too great.

I, personally, thank each of you for being a Ninety-Nine.

P.S. If you would like to get involved, reach out to a Committee Chair and offer your time.

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)

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Editorial Policy

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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.
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reserve the right to reject any material
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publication will become the property of The
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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.[®]
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Touch & Go

2022 ELECTION RESULTS

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Corbi Bulluck
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SCHOLARSHIP

EAA ADVANCED AIR ACADEMY SCHOLARSHIP



The EAA Advanced Air Academy Scholarship is given out by Cajun's Aviation Dream, and this year it was awarded to **Sydney Lavoie** of the Lake Charles Chapter. Sydney will attend the second session (July 29-August 6) of the EAA Advanced Air Academy in Oshkosh, Wisconsin.

Sydney recently traveled to Oshkosh to attend the program and reported:

I received the Cajun's Aviation Dream Scholarship to attend the second session of the EAA Advanced Air Academy. In this camp, I went to the last few days of AirVenture, held by the EAA in Oshkosh, Wisconsin. While talking to Robin Hadfield, the President of The 99s, I met Michelle "MACE" Curran, a former Thunderbird pilot and current member of The 99s. MACE was friends with Maj. Stephen "Cajun" Del Bagno, the Thunderbird pilot for whom my scholarship is named. I met the wonderful parents of Cajun, Cindy and Joe Del Bagno. They work hard every day to make scholarships available and keep Cajun's legacy alive.

In the next few days, we are going to be put into classroom rotations to learn about weather, flight planning, aerobatics, engines, career pathways, and many other things. We are also going to do workshop rotations to learn woodworking and welding. We are going to make a wooden wing rib to an Acro Sport airplane and learn the welding basics. We will also take a flight in a helicopter and a Cessna 162.

During this trip, I've met amazing people and made memories that I will never forget. Cajun always said, "Find your passion, that will give you purpose, be persistent in your pursuit, be personable (humble, credible, and approachable) and you will prosper." I will continue to live by that. Thank you, Cajun's Aviation Dream, for making my trip to Oshkosh possible.



Father-Daughter Airbus Flight

My father and I flew together for a father-daughter Delta trip on an Airbus. We're both based in Atlanta on the A320, and it's been a career dream of mine to work an airline flight together. We started our trip on July 15, 2022, and worked five days together!

– Courtney Robson
Kitty Hawk Chapter



Kit's Brick at AEBM

The Greater New York Chapter honors longtime Chair **Kit Hawkins** for keeping the Greater New York Chapter alive with a brick that's on permanent display at the Amelia Earhart Birthplace Museum. Kit was responsible for reinstating the chapter, and her dedication to The 99s has resulted in a vibrant and engaged group of pilots who are offering education and advocacy events in the New York City area. Our eternal gratitude, Kit!

– Shannon Osborne,
Greater New York Chapter



It's Never Too Late

Hello! My name is **Carrie Hill Smith**. I live in Birmingham, Alabama. When I was 7 years old, my dad bought a plane with three of his best friends. We flew for about two years total, and in that time we had some adventures I'd never forget. I wasn't afraid, but I became even more intrigued to learn how to fly. However, I never had the time or funds to go through with it.

I joined the Alabama Chapter about two years ago. For my 50th birthday, my husband – who is not a pilot – surprised me with flying lessons. I love it so much! I finally got my Private Pilot Certificate last August 13, 2021 (Friday the 13th). Since then, we purchased a Cirrus, and I've had flying time in a Citation jet. My husband has seen how passionate I am about flying and now he wants to learn. I'm excited he's found the same passion; it will make traveling even more enjoyable! I want to encourage women that it's never too late in life to learn how to fly!

– Carrie Hill Smith,
Alabama Chapter



99s Flying Solo Before Driving Solo

Congratulations to my 16-year-old daughter, **Lauren Kollar**, who soloed on July 28, 2022. Lauren is flying a plane solo before driving a car by herself! She was a Friend of The 99s.

– Phyllis Kollar, *New Jersey Chapter*



Tailwheel Training

Capt. Heather Domanski of the Western New York Chapter is working on her Tailwheel Endorsement this summer at Buffalo-Lancaster Regional Airport (KBQR).

She is training in "Xerus," a PA-12, Piper Super Cruiser that's part of the Little Bird Airways fleet. Little Bird Airways is owned by Claudia Childs, also a Western New York Chapter member.



99s Member Published in AOPA

New York Capital Region member **Amanda Stahl** was recently honored to have her first-person account of a partial engine-out emergency published in the "Never Again" section of AOPA *Pilot* magazine's regular and turbine editions.

Read the full story here:

aopa.org/news-and-media/all-news/2022/august/pilot/never-again-no-partial-emergency





GirlVenture 2022

By Aileen Watkins, *Treasure Coast Chapter*

Nineteen years ago, a program was launched at EAA AirVenture to inspire young women from 9th through 12th grades to consider aviation as a possible career path. The program, originally called Women Soar, You Soar, averages 60 to 80 girls in attendance, with 85 signed up for 2022. The GirlVenture name rose to align with other AirVenture programs offered.

The construct of this outstanding opportunity matches the interests of the girls with an incredibly diverse group of mentors who are chosen to include pilots, air traffic controllers, A&P mechanics, aviation and aerospace educators and engineers, from both military and civilian disciplines. This year included a Lieutenant Colonel from the United States Space Force. Activities and networking events designed to expose the ladies to the many facets of aviation and aerospace vocations involved team-building and leadership exercises and engaging professionals in the field to include airshow pilots, manufacturers and industry. Astronauts Eileen Collins and Nicole Stott, Delta Captain Karen Ruth, NASA SOFIA pilot Liz Ruth all spoke with the ladies about their paths and experiences in reaching their career goals. Each of the ladies had the opportunity to fly in the Ford Tri-Motor, and each team catered their experiences to the specific STEM emphasis wants and needs of each group.

Some of our past program attendees have pursued careers in aviation, with five of them returning as mentors this year. Kyleigh Blachford attended in 2013-2015, received her Private Pilot Certificate when she was 17, recently earned her Airframe and Powerplant Certificate, mentored this year, and has been hired by Boeing. Hannah Collette, one of our

more recent attendees, is in the Civil Air Patrol and attending Delta State University. Tina Druskins first attended in 2008 and is now a First Officer with United Airlines on the Boeing 757 and 767. 2018 attendee Zoe Finn is currently attending Dubuque University, just earned her Instrument Rating and earlier this summer completed a study abroad program in Cuba. Elizabeth Resh attended 2014 through 2016, and has been promoted to Lead Flight Instructor at Southeastern Oklahoma State University.

Four scholarships were awarded to attendees for post-secondary education and flight training expenses. Victoria Teet and Rachel Oppmann received the Morgan Brittany Smith Memorial Post-Secondary Scholarship, each in the amount \$3,500. The Heather McRoberts Memorial Flight Training Scholarship was awarded to Lauren Stettbacher for \$500, and the Commander John Paradiso Scholarship for Women in Aviation and Aerospace of \$750 was awarded Erin Sweeny. Twenty-one Ninety-Nines served as mentors at GirlVenture 2022.

HondaJet and the United States Air Force are ongoing sponsors of GirlVenture, and this program would not be possible without the support of the Experimental Aircraft Association (EAA). They share the planning committee's vision by promoting and hosting the program for the last nineteen years. The Planning Committee, consisting of Ninety Nines Debby Rihn-Harvey, Brenda Lea and Cindy Hasselbring have created the GirlVenture experience to provide high school women the opportunity to meet, connect, and explore different career paths while learning networking techniques to develop friendships that can last a lifetime.

2022 International Awards

AWARD OF ACHIEVEMENT CONTRIBUTIONS TO AVIATION

URSULA DAVIDSON



When **Ursula Davidson** learned to fly – while living in the Bahamas in 1973 – she did not expect it to change her life. But flying opened a wonderful new world and started her on an exciting new career path. Ursula, her husband, and son all fell in love with the Bahamas while vacationing in Freeport and moved there

from Washington, D.C. to develop a condominium complex in 1967. They loved the islands and flying a small plane was a great way to visit them.

Circumstances changed, but moving to Miami, Florida, getting a divorce, and having to start over financially didn't keep Ursula from flying. With a Commercial Certificate and a Multi-Engine Rating, she flew charters for a small corporation. She got a job teaching ground school at Miami-Opa Locka Executive Airport (KOPF). In 1977, The Ninety-Nines came to her rescue and awarded Ursula the Amelia Earhart Scholarship enabling her to earn her Flight Instructor Certificate.

Ursula flew 1,000 hours during her first year as a freelance flight instructor. Fran Sargent (deceased) – a fellow Ninety-Nine, WASP, and college professor – suggested Ursula teach part time at Miami Dade Community College. With a Master's degree from her previous career as a journalist and her increasing aviation credentials, Ursula was soon teaching full time. She coached the flight team to win the Southeast Regional National Intercollegiate Flying Association competition.

Ursula moved to Broward Community College in Fort Lauderdale, Florida, to become the first woman to head a collegiate aviation department. There, she developed the Aviation Institute with its own building (number 99), hangar, and ramp that linked the campus with North Perry Airport (KHWO). She secured FAA certification for a new aircraft mechanics school and helped the flight and administration programs to grow. She is most proud of the many students she has helped.

For her contributions to aviation education and safety, Ursula has received numerous awards from the FAA, University Aviation Association, and the Greater Miami Aviation Association (where she was elected its first female president in 70 years). Always active in The Ninety-Nines, Ursula has served in all offices within her chapter, as Chair three different times and Secretary of the Southeast Section. As a permanent trustee, she oversees the chapter's scholarship program. Ursula has over 7,000 flight hours, close to 4,000 instructing, and is qualified to join the United Flying Octogenarians.

AWARD OF ACHIEVEMENT CONTRIBUTIONS TO THE NINETY NINES

JEAN “SUNNY” SCHIFFMANN



Jean “Sunny” Schiffmann

(1924-2020) dedicated her life to excellence in aviation. Her involvement and leadership in The Ninety-Nines weaves throughout her aviation career, influencing women through her wisdom, strength of character, steady and patient manner, joyful

involvement, and remarkable good humor.

As a teen, Jean Marilyn Larson forged a new outlook for herself, earning the nickname “Sunny.” She learned shorthand and typing in high school and Morse code from her brother, and eventually, she began working in aviation radio and weather for the Civil Aeronautics Administration (CAA) from 1943 until 1950.

Her experiences flying during this time gave her a sense of peace and wonder. Up in the air, she could leave all her problems down below. She married Pat Schiffmann, pilot and coworker in the CAA. She received her Private Pilot ASEL Certificate in October 1950.

After raising four sons into high school, she began air racing – including over 50 transcontinental and the Palms to Pines races – winning her last race at age 82!

Jean shared her joy of flying with others. In 1972, she was an Amelia Earhart Scholarship recipient. From 1973 to 1991, she was a full-time flight instructor. Her other ratings and certificates included: Multi-Engine, AMEL, Commercial, Sea Plane, and CFII.

Jean joined the Long Beach, California Ninety-Nines in 1968. She held office every year through 1991, which included two terms as Chair. She served as accident prevention counselor for the Long Beach FSDO (Flight Standards District Office) from 1977 to 1991, and received a FAA Certificate of Competency in 1978. She gave numerous aviation safety talks for the FAA, The Ninety-Nines, Lion's Club, and flying clubs. Jean conducted ground school training for Girl Scouts. In 1987, she was awarded the FAA Administrator's Award for Excellence in Aviation Education.

In 1993, Jean joined the Columbia Cascade Chapter of The Ninety-Nines, serving in various offices and writing the “Jean-O-Gram” newsletter column. She coached chapter pilots to try new endeavors like obtaining instrument ratings, starting Part 135 operations, and flying the Palms to Pines race. She helped author the “Flying Companion Seminar” at the Oregon Air Fair in 1994 and spoke at many FCS seminars, local Washington schools, JROTC, and for the Boy Scouts. She gave over 50 EAA Young Eagle rides. In 1996, she was a Northwest Section Achievement Award winner. In 2007, Jean received the FAA Wright Brothers Master Pilot Award.

AWARD OF MERIT

JAMES “JIM” RIVIERE, JR.



James “Jim” Riviere, Jr. was born and raised in South Louisiana. His father was responsible for his love for aviation. Jim became a Private Pilot in 1973 after graduating from Louisiana State University and has owned several aircraft through the years.

After joining the Experimental Aircraft

Association (EAA) in 1975, Jim served as President of the New Orleans EAA Chapter in the late 1970s; chartered and became the first President of the Louisiana State EAA Chapter in the early 1980s; organized the Louisiana Fly-in Series in 1983, which continued for over 18 years and consisted of 10-12 fly-ins held at several airports by EAA Chapters; served as Southeastern U.S. Representative on the EAA Chapter Executive Committee that raised funds to move the Headquarters to Oshkosh in the mid 1980s; and received the EAA President’s Award from Paul Poberezny in 1986. Jim is also an AOPA member, ASN volunteer, and a charter member in two wings of the Commemorative Air Force.

Jim’s volunteer work in sport aviation led him to realize that more needed to be done to promote all areas of Louisiana aviation, so he worked with Louisiana aviation leaders to start the Aviation Association of Louisiana and served as a charter and board member. The group was able to introduce a constitutional amendment that dedicated aviation fuel taxes to aviation purposes – which were formerly going to general state budget areas – and resulted in hundreds of millions of tax dollars being used for airport improvements. After retiring in 2010, Jim also developed an information webpage called LaAviator.com to keep the entire Louisiana Aviation community informed about news, events, and classifieds. A Facebook page – which Jim added to the site later – also helps keep the community informed, sending out two news emails a week to 1,700 subscribers.

In recognition of his decades of aviation promotion and advocacy, Jim was inducted into the International Forest of Friendship in Atchison, Kansas, in 2018.

AWARD OF INSPIRATION

ZARA RUTHERFORD



“I was born into a family of aviators and was lucky to have great role models in my parents and grandparents. I want to build on this heritage and inspire others. My aim is to encourage girls and young women to pursue their dreams and promote aviation and STEM-related careers (science, technology, engineering, mathematics) for them. With my flight, I

want to show young women that they can be bold, ambitious, and make their dreams come true.”

Zara Rutherford – 19-year-old Belgian-British pilot – announced her intention to become the youngest female pilot to fly solo around the world at a news conference in Popham Airfield near Winchester, United Kingdom, on July 26, 2021, having earned her Pilot’s License only the year before. In pursuit of her goal, she set out from Belgium on August 18, on a 32,000 mile journey west, flying a Shark Ultralight (a single-engine low-wing aircraft). Her flight was supposed to take three months, but extreme weather and visa issues kept her grounded – sometimes for weeks on end, including month-long stays in Alaska and Russia – extending her trip by about two months. She arrived at Kortrijk, Belgium, on January 20, 2022, 155 days after she departed. Her journey included more than 60 stops across five continents.

Zara dedicated this record-breaking accomplishment to all the young women trying to succeed in fields where women are still under-represented. She hopes to inspire young women and girls worldwide with the spirit of aviation and enthusiasm for studying science, mathematics, engineering, and technology. Zara is a member of the British Section of The Ninety-Nines.

2022 International Awards

2022 PRESIDENT'S AWARD

ELLEN NOBLES-HARRIS



Ellen Nobles-Harris joined The Ninety-Nines in 1991. Not being one to sit on the sidelines and wait for other members to do all the work, she immediately got involved by serving as her chapter's Treasurer and went on to serve on her chapter's Bylaws Committee. But she didn't stop there.

In 1992, she became the Mid-Atlantic Section's Airmarking Chair. Two years later, she stepped up to serve on her Section's Board, first as Treasurer, then as Governor. Ellen also served in several other positions in the Mid-Atlantic Section including Membership Chair, webmaster, Bylaws Committee member, and our 2006 Annual Conference Treasurer. But, again, she didn't stop there.

Recognizing a need for volunteers at the international level, Ellen stepped up again. She noticed a need to assist chapters with filing tax forms; Ellen produced instructions, which are available on our website, for filing the IRS Form 990-N. Since 1996, she has served in several positions including International Airmarking Chair, Council of Governors spokesperson, International Bylaws and Standing Rule Committee member, Life Member Ad Hoc Committee member, and Building Maintenance Committee member. During a two-year period, Ellen served simultaneously on nine chapter, section, and international committees.

Ellen has given her time and energy to our organization. But she hasn't stopped there.

Less than two years ago, Ellen recognized that the poor internet connectivity at our Headquarters was causing many problems and slowing down our day-to-day operations. She stepped forward and, thanks to her generosity, we were able to significantly upgrade our internet capability. The upgrade required more than just flipping a switch; trenches had to be dug, and wires and cables were laid between our two buildings. Prior to the upgrade, our internet speed was less than 10 megabytes per second (MBPS); now our speed is over 900 MBPS and we can successfully execute daily offsite backups of our office computers and servers. Thanks to this upgrade, we can rapidly restore our computers and servers in the event that a natural disaster was to hit our Headquarters.

Still, Ellen didn't stop there. Due to the continuing COVID-19 pandemic, the 2021 Annual Meeting was switched to a virtual platform. Ellen knew that we wanted to conduct a fully functional virtual Annual Meeting, in which all members from around the world could discuss and debate the pros and cons of proposed amendments as well as other business. She also knew that our organization didn't have the technological infrastructure to host such

an endeavor and that the required upgrades would be extremely costly. Ellen offered her financial support to hire a technology expert to guide us through the necessary upgrades. She also paid for the (very costly) equipment that we required. Because of Ellen's generosity – in addition to successfully hosting our virtual Annual Meeting – we were able to hold an extremely productive virtual communication session hosted by our Bylaws and Standing Rules Committee and two informative ElectionBuddy training sessions, which were each backed by on-site technical support.

But, of course, Ellen didn't stop there. She looked ahead to the future.

When the threat of the pandemic ends, the International Board of Directors (IBOD) plans to hold hybrid IBOD meetings that will allow our members to participate simultaneously either in person or via the internet. Ellen recognized that we needed to make many costly upgrades to our Headquarters boardroom in order to make this happen. She stepped up and generously paid for video cameras and microphones, necessary electrical cables and wiring, two Vibe digital whiteboards, a large multi-functional flatscreen television, blackout shades for our wall of windows, and new comfortable chairs and tables for attendees. Now, in addition to our IBOD meetings, we can host seminars and educational programs for the local community and broadcast webinars and special events worldwide – all thanks to Ellen's generosity.

But Ellen didn't stop there.

Knowing that hosting this year's hybrid Annual Meeting would create many additional challenges, Ellen stepped up again by funding the needed technical and audiovisual equipment and support. Several of our section Governors know the costs involved in hosting a hybrid section meeting. Imagine the cost of hosting a hybrid International Annual Meeting for over 6,600 members! Now, we will be able to use this equipment for all our future Annual Meetings too.

Overseeing a nonprofit's budget is a balancing act, often requiring difficult decisions regarding where to spend the organization's funds. Unfortunately, infrastructure improvements and upgrades usually come with a hefty price tag. Should we spend our members' dues on upgrades that serve our Headquarters' needs, or should we spend it on member services? Should we spend money from the Endowment Fund on our infrastructure, or should we spend it on membership recruitment and retention? Often, finding the funds required to meet the organization's obligations is quite challenging; there simply is not enough money to address all our needs. Consequently, upgrades and improvements to the infrastructure are often pushed to the back burner.

Ellen Nobles-Harris truly stepped up for The Ninety-Nines. She recognized our needs, and the dilemma we faced. She removed the financial burden by generously paying for the

necessary updates and upgrades. Ellen never micromanaged the various aspects of these projects. Instead – at times when she felt that we were being too conservative with our planning – she'd let us know that we were not thinking big enough and encouraged us to do more and reach higher. Without Ellen's help, our organization would have struggled to stay connected and move forward.

Thanks to Ellen's generosity, we can host hybrid IBOD and Annual Meetings, allowing all members to actively participate regardless of location. Thanks to Ellen's generosity, we can increase our community outreach through seminars, webinars, and speaker series. Thanks to Ellen's generosity, we have been able to continue the business of The Ninety-Nines and evolve. Thanks to Ellen's generosity, the possibilities are unlimited.

It is an honor to present the 2022 President's Award to Ellen Nobles-Harris. Thank you, Ellen!

Invitation to Submit

NOMINATIONS FOR 2023 INTERNATIONAL AWARDS

The International Awards Committee is soliciting nominations for five prestigious awards to be presented by The Ninety-Nines, Inc. at the 2023 International Conference in Jordan. The deadline for submitting nominations is **January 31, 2023**.

AWARD OF ACHIEVEMENT (for Ninety-Nines)

Three Awards of Achievement may be presented for:

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

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

AWARD OF MERIT (for non-Ninety-Nines)

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

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

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

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

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

Who may submit nominations?

A Ninety-Nines Chapter, Section, or Trust.

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

Email your nomination to **Awards@ninety-nines.org**. Nominations should be received by the deadline, Sunday, January 31, 2023.

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

Thank you to these 99s who contributed to The 99s Women's Achievement Award for NIFA SAFECON 2022

SECTIONS

New England
North Central
Northwest
South Central
Southeast

CHAPTERS

Alabama
All-Ohio
Ambassador
Antelope Valley
Arkansas
Eastern New England
Florida First Coast
Florida Suncoast
Houston
Intermountain
Kansas
Katahdin Wings
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Hanson, Lori Dana
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Kent, Patricia
Meadows, Jacklyn
Mendez, Jessica Ann
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Robins, Ingrid
Schroeder, Patricia
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Shafer, Marilyn
Short, Tracy
Thompson, Erin Bliss
Waters, Naia G
Wiese, Lew Jane



2022 AMELIA EARHART MEMORIAL SCHOLARSHIP FUND FUND WINNERS

The Amelia Earhart Memorial Scholarship Fund Trustees are extremely pleased to announce the 2022 winners. We've had two years of tough times where our winners coped with less than optimum flying situations, yet, they were still successful. This year, winners are entering an atmosphere that's a little less strange. We hope their flying endeavors are satisfying and help them toward their goals. For example, four winners have already completed the rating for which they applied!

The 2022 recipients represent 16 chapters from 7 sections, including the Nepal and Arabian Sections. The 21 recipients represent several countries of origin, which cover Japan, China, Sweden, Columbia, South Korea, Nepal, and Poland. The total amount awarded for this year's AEMSF Scholarships came to \$192,808.

Out of the scholarships awarded this year, 17 were for flight training, including an A320 Type Rating and a Seaplane Career Program. There were three academic scholarships for aviation programs at Embry-Riddle Aviation University, California Baptist University, and Mount Royal University.

This year we had 7 applications for the Vicki Cruse Memorial Emergency Maneuver Training Scholarship. This is a perpetual scholarship funded by members of the Ventura County Chapter, the Cruse Family, and Lightspeed Aviation. Usually the Fund has awarded one scholarship. Because of the growth of the Fund and the typically reasonable cost of the training, two scholarships will be funded per year.

No Kitty Houghton Memorial Scholarships were awarded this year. Kitty served as a liaison with many of the international sections, continuing her work with international outreach. The trustees are working with Kitty's sister, Niki Houghton, and Carol Munch to clarify the goals of the scholarship.

We're looking for volunteers for 2023. Would you be interested?

– Jacque Boyd, *Chair, Amelia Earhart Memorial Scholarship Fund*



Nobi Buntin

Santa Clara Valley Chapter

My journey in aviation began in 2015 after being a flight attendant for three years. Alongside flight training, I'm working towards my bachelor's degree in aeronautical science at Embry-Riddle Aeronautical University.

I enjoy volunteering and fundraising for the less fortunate community. In 2019, I founded the nonprofit organization, Aloha Aviators, and conduct charity missions – while building my flight hours – like delivering essential items to first responders and homeless teens, delivering Christmas presents and feminine supplies, and aiding in animal rescues and organ transports.

Thanks to the generosity of the AEMSF, I'm one step closer to my goal of becoming a medevac pilot.



Minfei Chen

Long Beach Chapter

I'm the youngest daughter from a small village in China. I arrived in the U.S. to pursue a master's degree in teaching and taught Mandarin Chinese for two years. Later, I became a flight attendant. That's when my passion for aviation grew and I joined The

99s. Recently I got my CFI Certificate. The Amelia Earhart Memorial Scholarship will be applied toward my Multi-Engine training. Once earned, I will train for a Multi-Engine Instructor Certificate so I can continue pursuing my dream of being a professional pilot. In my free time, I enjoy tango dancing and Brazilian Jiu-Jitsu.



Natalie Codd

San Gabriel Valley Chapter

My name is Natalie Codd, and I'm honored and excited to be a recipient of the Vicki Cruse Memorial Scholarship. I'm currently a flight instructor and look forward to learning new skills as a pilot that will not only strengthen my abilities, but also

expand my knowledge base (which I can then share with my students). When I'm not flying, I enjoy riding my bike, hiking, and hanging out with my dog, Wiley.



Laura Doherty

Connecticut Chapter

I'm a dental student at the University of Connecticut, where I also recently earned my Ph.D. in biomedical science. I fly out of the – small but beautiful – Simsbury Airport (K4B9) in Connecticut, and in the warmer months, I fly gliders with a club

in western Massachusetts. Thanks to the AEMSF funds, I will be working towards my Commercial Pilot Certificate, with the hopes of eventually becoming a part-time CFI and encouraging others to pursue their flying dreams. Outside of aviation, I love to travel and do crosswords, and I spend lots of time with my dog, a Nova Scotia Duck Tolling Retriever named Murray!



Crystal Hoffman

San Diego Chapter

I began my flying journey in 2020 with a big push from my five children. I joined The 99s in March of 2020. With their support, encouragement, and community, I became a private pilot in March of 2021 and obtained my Instrument Rating

in December of 2021. What started out as a pipe dream of flying my family of seven around for fun quickly became a passion I never imagined. I currently serve as Secretary for the San Diego Chapter. With this scholarship, I'll be earning my Commercial Pilot Certificate, with the end goal of becoming a CFII.



Trisha Hess

Kitty Hawk Chapter

I have a B.S. in aerospace engineering from North Carolina State University, which I use in my current job as a maintenance and sustainment engineer specializing on hydraulic systems on the V-22 at Cherry Point Marine Corps Air Station (KNKT)

in Cherry Point, North Carolina. In the past, I've also worked on the F-35 and H-53. I earned my Private Pilot Certificate and Basic Ground Instructor Certificate in 2021 and will be using my scholarship to take me further down my path towards a career as a professional pilot. My goal is to find jobs that allow me to continue to explore the adventurous side of aviation.



Annelie Hubinette

San Fernando Valley Chapter

The Amelia Earhart Memorial Scholarship opened a window of opportunity for me in a way of monumental significance. The timeline is perfect. I'll use this generous scholarship towards my Multi-Engine Rating in hopes of flying for a cargo company in Alaska – which would put me on

the short track to Alaska Airlines – hopefully within two years. I will serve on the Nominating Committee the next term and continue to give free lessons to youth up to age 18, with Young Eagles and the Scouts. This past year I served as Chapter Chair and grew even more in love with The 99s!



Kensington Hewson

Canadian Rockies Chapter

My name is Kensington Newson and I am 17 years old. I live in Vernon, British Columbia. Aviation has been a huge part of my family and life, so being a pilot has always felt like it was meant to be for me. The funds from this scholarship will go towards

paying for an Aviation Diploma at Mount Royal University that I am stating in Sep[te]mber. My dream is to become an airline pilot, and this diploma will help me achieve that. I am so proud to be a Ninety-Nine and grateful for all of the support I have received.



Gina Hurtatiz

Quebec Chapter

I'm Gina, a proud Colombian with an established career in marketing. Without speaking any English, I came to Canada and redefined my meaning of happiness; kissing my husband, flying a plane, and exploring nature are my everyday moments of joy. After these four years of

hard work, I can confidently say, attitude makes a difference in reaching dreams. Thanks to The 99s, I found a purpose. With the help of the Amelia Earhart Memorial Scholarship, having this training will give me the tools to be a firefighter pilot and inspire women by showing that working in airlines is not the only option to succeed.

2022 AEMS F SCHOLARSHIP WINNERS



Sonia Jimenez

San Gabriel Valley Chapter

I'm so grateful and honored to receive the Amelia Earhart Memorial Scholarship for my Multi-Engine Rating. I have the pleasure of serving as Chapter Chair for the San Gabriel Valley 99s and currently in the Captain's phase of the Professional Pilot

Leadership Initiative (PPLI) program. I fell in love with aviation while working as a flight attendant for SkyWest Airlines. I'm a CFI and CFII for Mount San Antonio College at Brackett Field Airport (KPOC) in La Verne, California. My goal is to become a commercial airline pilot. I hope to inspire future aviators to follow their dream in the way my aviation community has done for me.



Mattie Mitchell

Granite Mountain Chapter

Hello! My name is Mattie, and I'm currently a Junior at Embry-Riddle Aeronautical University in Prescott, Arizona. I'm making progress towards completing a Bachelor of Science in aeronautical science (fixed wing) with a minor in aviation business.

I'm preparing for my Commercial Single Checkride, and I'm so excited to begin CFI training! I'm so grateful to the donors and trustees of the AEMS F for supporting me and all the other scholarship winners this year. Scholarships like this one make all the difference to students like myself. Fly safe, and tailwinds!



Rachel Marion

Phoenix Chapter

My name is Rachel and I live in Phoenix, Arizona! Raised by flight attendant parents, I've always had a curiosity about aviation, but it wasn't until my older brother started flying that I developed a serious interest in it. After taking my first discovery flight back

in 2020, I was hooked. Now, I'm a CFII who gets to share my passion with both new and current aviators. My end goal is to work at a mainline with my brother, but for the time being, I'm enjoying learning more and getting as much experience as I can. I look forward to using this scholarship to gain my Multi-Engine Certificate and take one step closer to my goal.



Jisoo Oh

Daytona Chapter

My name is Jisoo Oh, and I'm from Seoul, South Korea. I'm so grateful and honored to receive the Amelia Earhart Memorial Scholarship. The 99s has been a very special and important part of my aviation journey. I was first introduced to The 99s by my

instructor, Sandy. Through The 99s, I've met so many incredible female pilots who've offered me support and guidance when I had no idea how to go about my training. I decided to become the Co-Chair of the Daytona Chapter soon after receiving the First Wings Award; I genuinely became passionate and dedicated to what this organization stood for. I'm currently a private pilot with my Instrument Rating and working towards my Commercial Certificate. I'm excited and looking forward to my future in aviation.



Rachel Meitler

Antelope Valley Chapter

In August of 2019, I took my first discovery flight and was hooked. Knowing that this was the career for me, I quickly got involved in The 99s and other aviation groups and began working on my flight training in 2020. After obtaining my PPC in August 2020, I began

attending California Baptist University to major in aviation science and commercial flight. I will be beginning my CFI training this next summer. My ultimate goal is to become a pilot for a major airline. In addition, I hope to inspire, encourage, and support future pilots – especially women – just like so many have done for me on my journey. I'm eternally grateful to The 99s for investing in me and helping make my aviation dreams come true!



Rebecca Peric

British Columbia Coast Chapter

I'm honoured and humbled to receive the Amelia Earhart Memorial Scholarship for my Instrument Rating, which will help me make my aviation dreams come true. I would especially like to thank my British Columbia

Coast Chapter for their continued encouragement and support. My long term goal is to become a knowledgeable and experienced mountain flying pilot – here in my home province of British Columbia – and to one day mentor and inspire other women and help them achieve their aviation goals as The 99s have done for me.



Pratibha Rai

Nepal Section

My name is Pratibha Rai. Pursuing my childhood dream of becoming a Pilot, I obtained my CPL in 2011. I have been flying the Jetstream 4100 in my country, Nepal, for the past decade. I'm a Captain now. Nepal is a mountainous country;

flying here is challenging yet equally rewarding. It has been an amazing experience.

I joined The 99s in 2012. I'm extremely grateful to be receiving the Amelia Earhart Memorial Scholarship, and I plan to get an A320 Type Rating and pursue my goal of flying internationally.

I live in Kathmandu, Nepal, with my family. I enjoy traveling, reading and baking.



Kaylee Smith

Katahdin Wings Chapter

I'm a 19-year-old commercial pilot from New Hampshire and a member of the Katahdin Wings Chapter. I started flight training in March 2020 and hope to become a CFI during the summer of 2022. I attend Bridgewater State University where I'm a rising junior majoring in aviation

science. I'm also a mission pilot for the New Hampshire Wing Civil Air Patrol. I'm very grateful to have been chosen for the Amelia Earhart Memorial Scholarship, and I plan to use it towards a Multi-Engine Rating. I enjoy flying immensely and have set goals of becoming an airline pilot!



Courtney Smith

Phoenix Chapter

Aviation captured my heart 13 years ago, and flying has consumed my free time ever since. My day job is teaching history at Mesa Community College, and I have long dreamed of combining my teaching background and passion for aviation. I'm thrilled to be able to apply my experience

as an educator to flying as I use this scholarship to become a Certificated Flight Instructor. I look forward to sharing my passion with the next generation and embarking on a new career path in aviation. Thank you, 99s, for the support, opportunities, and camaraderie.



Kayoko Stewart

Kitty Hawk Chapter

I came to America to restart my life because aviation career opportunities are very limited for women in Japan. My training experience has taught me valuable life lessons, and with the tremendous support of The 99s, I know that any woman can

fly and it's never too late to follow your dream. After completing my Instrument Training, I will get my AGI and IGI to teach in both English and Japanese, and I'll keep working toward my CFII. Currently, I'm involved in local community events as a 99s member. I will continue encouraging women to be involved in aviation worldwide. Thanks to all my Sky Sisters!



Sabina Szymanska

Arabian Section

I'm a Polish-American residing in New York where I graduated with a master's degree in international business. When I lived in the United Kingdom, I started my aviation adventure working as a manager at Kuki Helicopters where I earned my CAA, PPL(H),

and FAA in the U.S.

The Amelia Earhart Memorial Scholarship for turbine conversion helps and opens up many opportunities in a helicopter commercial field. We need to inspire more young adults to be involved in a rewarding industry like aviation by promoting gender equality and empowering women. This is something I've been doing and will continue to do, thanks to The 99s!



Spring Vick

San Diego Chapter

I've been a member since 2018; at my first chapter meeting, I wanted to get involved. I served on the board for two years as Treasurer, and I'm currently serving as Chair of the San Diego Chapter. I'm a single mom to four. I've been a flight attendant for nearly 25

years. I'm working on my master's in aeronautics, emphasizing safety. In my free time, I enjoy running (I have completed six 100-mile races). I earned my Commercial Certificate in 2021. With this award, I will complete my CFI.



WE DID THE CHARLESTON!

The Ninety-Nines International Conference & Career Expo

By Cathy Prudhomme,
International Conference Committee Chair





After a two-year hiatus from in-person International Conferences, some 250 Ninety-Nines, Friends of The Ninety-Nines, and guests descended on Charleston, South Carolina for education, networking, inspiration, and fun! The 2022 International Conference and Career Expo delivered all that and more.

On Wednesday, July 6, early arrivals enjoyed a tour to Magnolia Plantation, home of the first public gardens in the United States. Other optional activities later in the week included: a sunset tour of Charleston Harbor on the Schooner Pride, an African-American heritage and historical tour (participants called this one, “the best tour ever”), the “Badass Broads” walking tour featuring the role of women in Charleston’s history, an insider’s tour of the aircraft carrier USS Yorktown, a culinary tour, and an evening “Haunted Carriage” tour.

The International Conference officially opened on Thursday, July 7, with the Keynote Breakfast, which drew in more than 200 attendees. At the last minute, Keynote speaker Captain Brian Schiff was unable to travel to Charleston, but technology came to the rescue, and Captain Schiff succeeded in entertaining and inspiring us from afar.

Following the Keynote, professional pilots and those aspiring to a professional aviation career attended the Career Panel, which provided a valuable networking experience and an opportunity to receive career advice and hiring tips. Thanks to SkyWest Airlines, Air Transport International Inc., Frontier Airlines, Silver Airways, XOJET Aviation, ForeFlight, and our own Ninety-Nines’ Professional Pilot Leadership Initiative for helping us provide this opportunity.

For all other members and guests, an exciting lineup of featured speakers provided education and inspiration with a

variety of presentations. Thank you to featured speakers Mary Build, Dr. Susan Ying, Kathy Yodice, Heidi Hammerstein, and Judy Phelps, who generously shared their wisdom and expertise with the International Conference attendees.

On Thursday afternoon, attendees enjoyed networking (and fabulous food) in the Hospitality Suite, visiting the exhibitors and vendors in the Fly Mart/Exhibit Hall, attending informal meet the author talks, or learning more about the historic city of Charleston on an optional tour. The Amelia Earhart Memorial Scholarship banquet that evening provided a celebratory conclusion to a successful opening day.

Friday offered an array of optional activities: author presentations, a busy Fly Mart/Exhibit Hall, seminars, and presentations. Two seminars were offered specifically for those in positions of leadership in their chapter or section. The “Laugh, Learn, Lead!” seminar provided information and inspiration for specific chapter offices and chair positions, led by experienced members Susan Steeb, Kate Scott, Anele Brooks, Kris Irvin-Herron, Lori Parker, and Judy McCarthy.

The Ninety-Nines Annual Meeting on Saturday morning was held in a hybrid format for the first time, enabling members who were unable to travel to Charleston to fully participate in the meeting. This meeting was also the first to utilize the “one member/one vote” protocol, as well as electronic voting, and members were enthusiastic about the ease and efficiency of the new process.


The closing Conference event was the Saturday evening Awards Banquet honoring the winners of The Ninety-Nines’ International Awards, Award of Inspiration, President’s Award.

THE 2022 CONFERENCE FEATURED SEVERAL FIRSTS:

- First Conference planned by the International Conference Committee in collaboration with the host section
- First Conference to open with a Keynote breakfast and speaker
- First seminars specifically tailored for chapter and section leaders
- First Life Member luncheon, thanks to a generous anonymous donation
- First hybrid Annual Meeting
- First time for “one member/one vote” at an Annual Meeting
- First use of electronic voting at an Annual Meeting

THANK YOU to International Conference Committee members Ramona Banks, Terry Carbonell, Jenny Conway, Victoria Fitchett, Linda Horn, Kris Irvin-Herron, Maria Lamia, Jan McKenzie, Anita Mixon, Lori Parker, Janice Pelletti, and all the volunteers from the Southeast Section. These volunteers provided ground transportation for General Aviation (GA) arrivals, greeted members as they arrived at the hotel, and hosted the hugely popular Hospitality Suite.

Thanks also to our corporate sponsors: Sirius XM Aviation, SkyWest Airlines, Frontier Airlines, The James A. Gardner Co., Solairus Aviation, and Wells Fargo Advisors.

Planning has begun for the 2023 Conference in Jordan, October 30 to November 3, and for the 2024 Conference in Vancouver, British Columbia, July 3-6. 





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 Kitty Hawk Chapter Ninety-Nines

The Fun of It

Amelia Earhart from Kansas to the Capitol

By Lauren Spohn,
Austin Hill Country Chapter

Ninety years after crossing the Atlantic, Amelia Earhart has finally landed in the U.S. Capitol. She joins 99 other illustrious Americans in the U.S. Capitol's Statuary Hall, each honored by their respective home states. Alongside former President Dwight D. Eisenhower, Earhart's bronze statue now represents the state of Kansas, proudly standing between Wisconsin's Robert M. La Follette (the Progressive-Era lawyer and politician) and Tennessee's General John Sevier (the frontiersman and first state governor). She boasts a Kansas-shaped belt buckle with a sunflower in the middle. As we might have guessed, Earhart fits in with the other pioneers.

The speeches at the statue unveiling ceremony Wednesday, July 27, soared almost as high as Earhart did when she set the world record, flying at an altitude of 14,000 feet in 1922. "Inspiration," "pioneer," and "dreamer," rang through the remarks given by House Speaker Nancy Pelosi, Senate Majority Leader Mitch McConnell, Kansas Governor Laura Kelly, and the other speakers. Their rhetoric hardly exaggerates. Besides being a record-setting pilot and fearless thrill seeker, Earhart was also a nurse, a social worker, a journalist, and an executive for one of the nation's first airlines. She was one of the first flyers – male or female – to make aviation a staple of American imagination. Back when barnstormers were still walking on wings, Earhart helped establish flying as we know it today: a fast and practical means of transportation, an equal-opportunity career, a daring sport, and a wellspring of courage, glamor, and national pride. She made aviation cool before Chuck Yeager made it cool, again.

But how much can we appreciate the barriers Earhart broke through if we have no idea of what aviation was like – especially for female pilots – back in the years when she set her records? It's a natural question for the historian to ask. So, to prepare for Earhart's Capitol landing, I read *The Fun of It*, her memoir recounting her aviation adventures that was published in 1932 – the same year she became the first woman to fly solo across the Atlantic.¹

The book was a fitting companion for the unveiling ceremony for another reason: Earhart dedicated it to The Ninety-Nines, which she helped found in 1929 and led as its first elected President in 1931. I had to catch my breath the first time I saw the dedication page. I felt like I was reading a 90-year-old letter Earhart had addressed to me and my fellow Ninety-Nines.

¹ Amelia Earhart, *The Fun of It*, Academy Chicago Publishers (Chicago, IL): 1932.



Joy Hopping Through Time

The Fun of It is a joy hop – as Earhart would call it – that dashes between childhood memories, anecdotes from airborne adventures, and historical accounts of the first female balloonists in 18th-century France. Earhart writes about playing sports with neighborhood boys growing up in Kansas (“before aviation and I got together,” as she says); crossing the Atlantic through fog and ice, first in 1928 as a passenger and second in 1932 as the solo pilot in command; vagabonding across the country in her Lockheed Vega; flying as many air races as crack-ups; and reflecting on the opportunities and challenges (and cockpit fashions) available to women flyers at the time.

“Women must try to do things as men have tried,” Earhart writes in a famous line. “When they fail, their failure must be a challenge to others.” I can almost picture her standing in front of her Lockheed, hands on hips and engine still hot, tossing the one-liners to reporters between the popping camera bulbs. She spoke about women’s equality in a language that sounds modern only because she did so much to make it so.

But for all its serious challenges to mid-century gender stereotypes, *The Fun of It* is a breezy read. It whisks the reader back in time in an open cockpit, breathing life into the windswept bronze figure we photographed with our iPhones in Statuary Hall. From this vantage point, it’s striking to see how much has changed in aviation over the 90 years between Earhart’s memoir and her statue’s installation. Seeing the historical perspective almost feels like surveying the earth from the air for the first time.

Even so, for all the change, some of the most crucial aspects of flying have stayed remarkably constant, despite the shifting technological, geopolitical, and social landscapes. A few salient points of contrast are worth exploring as a tribute to the woman who has done so much to take us from one side of the century to the other.

Highways in the Sky

In one section of the memoir, Earhart reports a startling statistic: “Do you know that every twenty-four hours planes on schedule fly at least 150,000 miles?” The idea was to shock audiences about how common air travel had become. But if the number surprised audiences back then, it should surprise us now for the opposite reason. Today, the FAA handles over 10 million scheduled passenger flights every year, which works out to be around 27, 397 flights daily.² Multiply that by the 2020 average flight length (in miles) for scheduled passenger flights (905),³ and the number works out to be just shy of 25 million miles daily – over 166 times the air traffic in Earhart’s day.

Logbooks and Licenses

Logbook requirements, at least as Earhart reports them, were significantly lighter than they are today. The Private Pilot Certificate required just 10 hours solo; the second-tier Industrial and Limited Commercial Certificates required 50 hours; the highest-grade Airline Transport Pilot Certificate, just 200. Today, a student pilot must fly at least 40 hours before they can take their PPL check ride. The Commercial Pilot Certificate requires at least 1,000.

Part of me wishes that becoming certified were still so simple. (There’s enough red tape in the world as it is.) But after hearing enough stories about the early aviatrixes’ crack-ups (running out of fuel, running into fog, running out of oxygen and passing out and recovering consciousness 30 seconds before impact with the ground, etc.) I suppose it makes sense for the FAA – with almost a century of additional flight hours logged – to require five times the experience behind the yoke before we certify pilots to ferry people for a living (especially after air traffic has thickened by a few orders of magnitude).

Aeroplanes and Engines

Speaking about crack-ups, Earhart describes accidents with jolting nonchalance. Engine failures, ice, navigation mistakes, instrument failures – like when her altimeter gave out part way through the solo Atlantic crossing – are all common occurrences. During one cross-country trek, fuel starvation forced her to land on the main street of a small Texas town. The residents came running, delighted to have a visitor drop from the skies. Later in the same trip, an engine failure forced Earhart to land among the mesquite bushes and salt hills outside El Paso, Texas. A second time through Texas – on a cross-country attempt in an autogiro – Earhart had another accident that TIME magazine reported under the headline, “First Autogiro Crackup.” Earhart took it all in stride.

“While I regret any kind of accident,” Earhart muses wryly, “I have found they are sometimes of benefit. So it was in this particular case. I learned a great deal – all of it valuable experience with this new kind of plane.” Earhart’s always-learning, never-regretting mindset – as well as her confidence – were no doubt as important to her success as her flying skills. Attitude, my father used to say, determines altitude. But luck also helps.

Even the dodgy planes Earhart flew in the 1930s were an improvement from two decades before. “In 1920, two years after the Armistice, airplanes were not so well built as at present, and motors had bad habits of stopping at inopportune moments,” Earhart explains. “Pilots just naturally expected to have to sit down once every so often because of an engine failure.” One envies the courage and skill the early aviators acquired by flying such unreliable planes. But the benefits have a dark side. Earhart reports how Harriet Quimby – the first woman to fly across the English Channel in 1912 – died after her backseat passenger moved too suddenly, throwing off the weight and balance and spinning the airplane out of control.

If flying seems risky now, we have to wonder what Earhart would make of the Cirrus or Mooney, where autopilot systems and plane-sized parachutes make Quimby’s death seem painfully unnecessary. Perhaps equally painful is the thought of how much pluck today’s pilots have lost by relying on these modern safety measures to do a good deal of the flying for us. Would the first Ninety-Nines recognize us as pilots, or has the profession become something entirely unrecognizable? Not even safety comes without a cost.

² www.faa.gov/air_traffic/by_the_numbers/

³ www.bts.gov/content/average-length-haul-domestic-freight-and-passenger-modes-miles

Photos: (Below) Mark Lundeen, one of the two sculptors, with the statue at the reception.

(Right) General Jeannie Leavitt and the USAFA Color Guard at the statue unveiling.



The Almighty Weatherman

If the market share, safety, and engineering of airplanes has improved in the last 90 years, one aspect of flying that's made markedly less progress is pilots' dependence on weather.

"The man upon whom every house-party hostess depends," Earhart writes with pointed accuracy, "the man whose advice is sought by promoters of prize-fights and Salvation Army picnics and upon whose words farmer wait eagerly, their thoughts on corn and wheat, is the weatherman." At times, the stories of her Atlantic crossings feel like 20% flying and 80% waiting around for Dr. Kimball, New York's preeminent weatherman, to announce the right conditions over the radio waves. As Earhart summarizes, "It is as important to know what he says as to know that a motor isn't missing." At a time when weather causes 23% of all aviation accidents, it's hard to disagree.⁴

But to find the silver lining in the weather problem, meteorological reports have become blessedly more efficient and accurate since Earhart's day. Dr. Kimball took four hours, 100 men, and thousands of dollars to compile information from 150 weather stations across the U.S., Canada, Greenland, Bermuda, Great Britain, and Europe before he could print "fair and warmer" in the newspaper. Today, we simply select the radar composite view on our favorite aviation app. It's small wonder that Earhart's 1928 Atlantic crossing took 20 hours and 40 minutes in instrument conditions!

Women in Aviation

Most pertinently for our purpose, the most striking vertical along which aviation has changed since 1932 is the standing of female flyers in the industry. When *The Fun of It* was published, Earhart recorded a total of 472 certified women pilots in the U.S. – not one of whom could be found in the cockpit of any scheduled airplane. They went by the dainty nicknames of "Ladybirds," "Angels," and "Sweethearts of the Air." "We are still trying to get ourselves called just 'pilots,'" Earhart muses in one chapter. In another, she boldly exclaims that, "Some day, I dare say, women can be flyers and yet not be regarded as curiosities!"

The last 90 years have seen substantial steps toward that vision. In 2021, there were over 470,000 reported female pilots in the U.S., at least 163,000 of whom flew for the airlines.⁵ As Kansas Representative Sharice Davids remarked, "they simply go by 'pilots.'"

Over and above the statistics, Earhart details vivid stories from other legendary aviatrixes. Among the most prominent pilots featured are Ruth Nichols, the only woman yet to hold simultaneous speed, altitude, and distance records; Elinor Smith, one of the first female test pilots; Anne Morrow Lindbergh, a pilot, writer, and navigator who helped her husband with his historic flights; and Katharine Wright, sister of Orville and Wilbur, who, in Earhart's words, though she never flew herself, probably had a larger hand in making flying a fact than any other woman. The catalogue continues for several chapters, the legacy getting deeper and more daring with every name.

⁴ www.transportation.gov/sites/dot.gov/files/docs/kulesa_Weather_Aviation.pdf

⁵ www.pilotinstitute.com/women-aviation-statistics/

While the names have changed, the preeminence of the female flyers haven't. If Earhart were writing *The Fun of It* today, she would likely mention several women with close connections both to the Atchison Amelia Earhart Foundation and to The Ninety-Nines: Wally Funk, Ninety-Nine, original member of the Mercury 13 and first female civilian flight instructor who flew into space last summer with Jeff Bezos; Sally Ride, the first American woman to fly in space and whose statue at the Cradle of Aviation Museum in Garden City, New York, was designed by George and Mark Lundeen, the same sculptors who made Earhart's statue in the Capitol; and General Jennie Leavitt, the first female fighter pilot in the U.S. Air Force, who had a front-row seat at last week's unveiling. It's a catalogue no less inspiring than the one we find in Earhart's memoir.

What would Earhart write about these inspiring pilots – who have taken inspiration from her – as the next generation of female flyers to visit Statuary Hall no doubt will? The boundaries, as far as Earhart ventured, are as high as we dare to push them. And aviators, it seems, like to push them impossibly deep into the wild blue yonder – and if you're Wally Funk, past the Kármán line. As the Kansas state seal reads, "Ad astra, per aspera" meaning "To the Stars Through Difficulties."

The New Flying Frontier

Earhart was quick to prophecy the 90 years of progress we've enjoyed between her writing *The Fun of It* and me reading the book. She riffs on this idea at length in one of its final chapters:

"There is a mighty difference between the bedecked balloons of the eighteen hundreds and aircraft of today. The vehicles have altered so much in design and usage that aeronauts of a century ago, were they to revisit the earth, would recognize few familiar features in modern aeronautical activity. What will be the steps in the next hundred years? Will the distance covered be as great as that in the last?"

Her words read like a challenge to today's generation of female aviators. The point was not lost on the speakers at last week's unveiling ceremony. "I believe that if Amelia Earhart were alive today, she would not just be in the sky," remarked Kevin McCarthy, Republican leader of the House of Representatives, "I believe that she would be up in space." "Let young girls stare up at this work of art and think that, like Amelia, they can dream the impossible dream," Kansas Governor Laura Kelly concluded, "that they will reach the unreachable star."

What drove Earhart to reach for the unreachable? "It was clear in my mind that I was undertaking the flight because I loved flying," she answers. "I chose to fly the Atlantic because I wanted to." The central theme of *The Fun of It*, and the driving force behind Earhart's historic adventures, is nothing more or less than a love for flying – and more poignantly, an abiding respect for her fellow female aviators, The Ninety-Nines to whom she dedicated her book.

If Earhart's statue in the U.S. Capitol stands for anything, we can hope that it will stand as a tribute not just to her own love for aviation, but to all the other pioneers, pilots, and Ninety-Nines who have followed in her contrails over the last 90 years – and all the young girls who will push the boundaries even higher in the next 90. "For the present generation," in Earhart's words, "is going to get off the earth some way or other!"



Paving the Way

By Amy Banks, Eastern Pennsylvania Chapter

When I got the email about going to see Amelia Earhart's statue placement in the Capitol, I immediately jumped at the opportunity. I knew this unveiling has been long awaited, and I was so excited to go with The 99s to see her statue at the U.S. Capitol's Statuary Hall. Walking into Statuary Hall and seeing Amelia's statue – with her proud smirk and flight jacket – is an experience I'll hold dear forever. Amelia's spirit truly brings honor to the state of Kansas and represents us all as 99s; I think we can all see a bit of ourselves in Amelia. Besides being the first woman to fly solo across the Atlantic, Amelia's courage, ambition, and dedication to aviation overlapped into all corners of her life. She knew who she was and was unwilling to be less. She was even proposed to six times before finally agreeing, but only after stating she would never give up flying. She was a woman ahead of her time, paving the way forward for us all today. But she never wanted to do it alone. One of the reasons she was involved in starting The 99s was to help gather more amazing, courageous aviatrixes together.

It was only a few months ago that I joined The 99s. When I started my transition from being a military pilot to applying to the airlines, I often noticed I was the only woman in the room. Like Amelia, I realized I had to make a conscientious effort to seek out other women who were passionate about aviation. I am so grateful for the opportunity to represent The 99s at the Capitol and to meet so many ambitious, smart, charismatic women. I met women who had their own airplanes, were just starting to fly for fun, have made aviation a career, or, like me, had started flying in the military. No matter where we were in our aviation journey, Amelia's passion and love for aviation lives on through each of us. As a 99 and aviatrix, we will continue Amelia's legacy to inspire, motivate, and support each other. If you ever have the chance, you ought to stop by and see her statue.

The Many Faces of 99s at AirVenture 2022

Through the Lens of Glenna Blackwell, *Connecticut Chapter*



99s BOOTH VOLUNTEERS

Robin Hadfield, *99s President* (center with sunglasses)



WOMENVENTURE ANNUAL PHOTO

East Canada Section Members



GIRLVENTURE CAMP

Debby Rihn-Harvey, *Houston Chapter* (no picture)
Judy Phelps, *Ventura County Chapter* (right)



THADEN FIELD AIRPORT DISPLAY

Katrina Newman, *Arkansas Chapter*
Jordyn Haight, *Arkansas Chapter*



LIGHTSPEED AVIATION BOOTH VOLUNTEERS

Danielle Colburn, *Ventura County Chapter*
Jennifer Iiams, *Greater Seattle Chapter*



AIRSHOW PERFORMER

Patty Wagstaff, *Alaska Chapter*



WOMENVENTURE ANNUAL PHOTO

New England Section Members



99s BOOTH

Nancy Wright, *Rio Grande Norte Chapter*
Hannah Stauffer, *New Member*
Renee Sandell, *Bay Cities Chapter*



99s WOMENVENTURE BOOTH

Minnetta Gardinier,
99s Vice President,
Iowa Chapter



"BAKING A MOM & POP FLIGHT SCHOOL"

Seminar by Holly Blunk,
Oklahoma Chapter
and Scott Dorsey



Laura Savino,
Old Dominion Chapter



AUTHORS CORNER

Bev Weintraub,
Greater New York Chapter

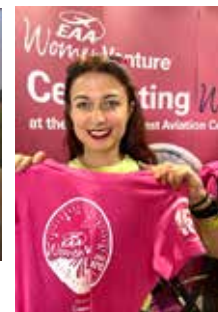


Mary Build,
Katahdin Wings



99s BOOTH

Visiting German Members
Roswitha Holtken and Ursula Hammer
Lisa Bishop, *East Canada Chapter*



Khulia Luma,
Connecticut Chapter

EAA Lightspeed Adjunct Experience

By Danielle Colburn, *Ventura County Chapter*

I grew up in the general aviation (GA) community and was familiar with Lightspeed at a very young age. My Dad designs audio equipment and is very particular about the kinds of technology my family uses. Lightspeed headsets were the only kind he let us use while flying. I knew that apart from being recognized as a leading manufacturer in wearable active noise reducing (ANR) technology, Lightspeed is also celebrated for their many charitable donations to aviation nonprofit organizations like the 99s.

Since its establishment in 2010, the Lightspeed Foundation has been geared towards promoting pilots by partnering with organizations including the 99s, Young Eagles, and many more. They have been a huge supporter and friend to the 99s. Through the generosity and support of companies like Lightspeed, the female pilot population will keep growing. I thought volunteering for Lightspeed at Oshkosh would be a way to give back to a great company that supports general and women's aviation and a chance to meet and connect with other aviation enthusiasts.

In May, when I found out about the application to join the Lightspeed team, I jumped at the opportunity. I knew if I were selected, I would receive housing and meal allowances and a new Lightspeed headset, all very appealing to a college student. I would not have been able to attend AirVenture without the allowance. But the main draw for me was the experience itself. When I found out I was one of the six applicants chosen, I was ecstatic.

After completing the short online brand and logistics training, I made the trip from California to Wisconsin. I had the chance to meet and work with Allan Schrader, the Founder and President of Lightspeed, as well as Teresa De Mers, Lightspeed's Executive Vice President, and the rest of Lightspeed's incredible team.

We kicked off the week with a team dinner on Sunday at one of the rented houses. We sat around eating pizza and enjoying the unusually nice Wisconsin July weather as well as each other's company. It felt very casual, like a bunch of pilots and aviation enthusiasts coming together over a common love.

I had my own room in a house with three amazing women who work for Lightspeed; Hanna, Jada and Teresa. I loved spending time with them after show days were finished. One of my favorite memories was a Thai food run with Hanna and Jada after a day of working the booth. They were both instrumental to the Lightspeed booth running so smoothly. They had great personalities and made me feel part of the Lightspeed family.


I rode with Teresa De Mers to the EAA grounds every morning and learned a little bit about this incredible woman leader of a successful aviation company. Before joining Lightspeed in 2012, she earned her private pilot license and has continued with her training, earning her Commercial Certificate in 2020. She is accomplished in her field of work and aviation and is incredibly kind. This made working and spending time with her a pleasure.

Eric Landry, Director of Marketing, and Bethany Scovil, the Brand Relations Manager, were equally amazing. I was lucky to work with them in the booth and share my lunch shift with the pair. They let me drive the golf cart around the grounds and laughed as I tried to navigate through the crowds, using extreme measures to avoid backing up. I love flying because you don't need to back up while taxiing a plane.

While working with Lightspeed I met Jennifer Iiams, a Ninety-Nine from the Greater Seattle Chapter, an Aeronautical Technical Analyst for Boeing and a part of United ramp operations. It was her fifth time at Oshkosh, but her first volunteering with Lightspeed. I agree with her that one of the best parts of volunteering was "having the opportunity to meet and talk with so many amazing pilots and enthusiasts from around the world."

During my time volunteering I worked with both Lightspeed employees and adjuncts primarily in the welcome tent, directing people to either the wear and compare station, or the services station. I talked to a lot of different people. Loyal customers also came in to give testimonials of how happy they were with their headsets, or to say thank you for donating one to their charity or organization. A few 99s stopped by as well as a Ray Scholar recipient who received a headset. By the third day, I felt knowledgeable enough to answer most of the questions people had.

While working the booth, I met so many interesting pilots and people from all walks of life with whom I otherwise would not have had the chance to connect and bond over the shared love of aviation. I also ran into a few 99s from the Ventura County 99s, my home chapter.

This was my first trip to EAA AirVenture and I am incredibly grateful for the opportunity to work with Lightspeed and the lasting relationships I have made. The experience left me feeling like I was soaring. 




More than a Race: The 45th Annual Air Race Classic

After a two-year COVID hiatus, the 45th Annual Air Race Classic (ARC) returned this past June with the start in Lakeland, Florida, at Lakeland Linder International Airport (KLAL) and the terminus in Terra Haute, Indiana, at Terre Haute Regional Airport (KHUF). The competition was 2,549 miles long with 115 women pilots participating, of whom more than 50% were first-time racers and 18 collegiate teams were represented. 2009 was the last time all teams starting the race made it to the terminus. It was a pleasure to see all teams reach Terra Haute this year!

Several of the racers simply made their goal to finish the race. Another common goal was to finish with no penalties. Some of the best takeaways from the ARC are the friendships and memories. You can see that in the many smiles in the pictures shared, and especially on the faces of the racers.

If you want to start small, consider the ARC Air Derby. Each team creates their own unique route that includes five unique legs with a minimum of 65 nautical miles. Your route can be created in whatever part of the world you fly. See www.airraceclassic.org for more details.

The ARC is more than a race; it's a way to test teamwork, build aviation skills, create friendships, and become a part of women's air racing history. Hoping to see you at the 2023 Air Race Classic! 

By Shannon Osborne,
Greater New York Chapter





One Knot

By Donna Miller

As the deadline for this column approached, I made a bold decision. I could sit down at my desk and write, or I could attend AirVenture in Oshkosh, Wisconsin, for the few days I had off. I was certain inspiration would hit me there faster than a pink-shirted controller could say, "Land on the green dot." And Oshkosh never disappoints.

I can't even begin to sift through all the wisdom I heard daily as I wandered through the planes to forums and presentations. However, one talk that has stayed in my mind came from Air Force General Jacqueline Van Ovost when she spoke at the women's breakfast. As a petite woman in a flight suit, the fourth star began to bend from the top of her shoulders to her arms. Reading her resume, I saw clearly, she's earned every single one of those stars, and much to my delight, she was willing to share her wisdom with us.

"The difference between flying and stalling is one knot. The difference between subsonic and supersonic is one knot," she said. I love that analogy. What does that mean for each decision we make? If we decide to do something, the action we take could be that one knot. It could make the difference between the status quo and a great life; staying with a mediocre job or pursuing the career of our dreams. If we are working on a job application or a new flight rating, what could that one knot of extra effort mean for our futures? Could that be the difference? The one knot?

She also spoke of the three phases of mentorship. First are those who came before us, who opened the doors that we might walk through. I think of the Women Air Force Service Pilots (WASP) who showed us all what women pilots are capable of. Then there are our peers. Those are the amazing women who walk beside us. They lift us up when we fall and share in our joys as we succeed. Finally, there are those who look up to us as they begin their quests. It's up to us to offer them a hand up and offer them our wisdom. We are all of these while we also balance our own lives and careers.

Another thing General Van Ovost said was that if you match your passion to your talent, you'll never work a day in your life. I have absolutely found this to be true in aviation. Before becoming a pilot, I held a Monday through Friday job that defined my time. Without a doubt, things began to improve on Wednesdays. Now, I barely care what day of the week it is, and because I usually work weekends, I always look forward to my next paycation that starts when most people are winding down their weeks.

Through it all, we are given the opportunity to be just a little bit better. We can live our lives giving it our very best. We can always add one more knot.

Kyndel Anderson

Private
- Colorado

Janis Brady

Instrument
- Wisconsin

Grace Cowherd

CFI
- Arkansas



Katy Criehtfield

CFI
- Chicago Area

Callie Goodman

Multi-Engine Instructor
- Bay Cities

Kat Hanlon

CE-680 Type Rating
- Bay Cities

Krisztina "Z" Holly

Private
- Los Angeles



Allyson Mangold

Instrument
- Florida Firstcoast

Maddy Mearsch

AC-130A Type Rating
- Orange County

Cindy Morris

Commercial, CFI
- Orange County

Lauren Okimoto

Commercial, CFI
- Orange County

Christine Oksas

ATP, CRJ Jet Type Rating
- Bay Cities

Joan Plato

Private
- Wisconsin

Jessie Pohl

Instrument
- Colorado

Haley Randel

CFII
- Bay Cities

Shannon Robertson

Instrument
- Orange County



Eren Sanchez

Private
- Houston



Kaylee Smith

Multi-Engine
- Katahdin Wings

Maddison Stinebiser

Commercial
- Hampton Roads

Kelsey Webb

CFI
- Bay Cities

Taylor Wilson

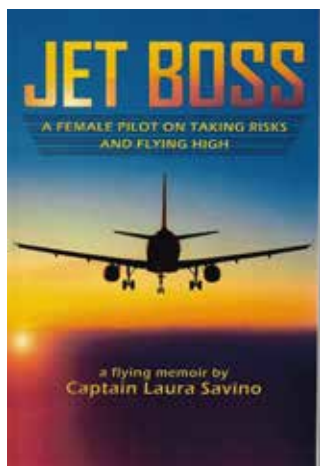
CFI
- Orange County

Liz Young

ATP, E175 Type Rating
- Bay Cities

Book Reviews

Jacque Boyd, *Rio Grande Norte Chapter*



Published by: Freedom Forge Press, LLC
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eBook or Paperback available on Amazon

Memoir

JET BOSS

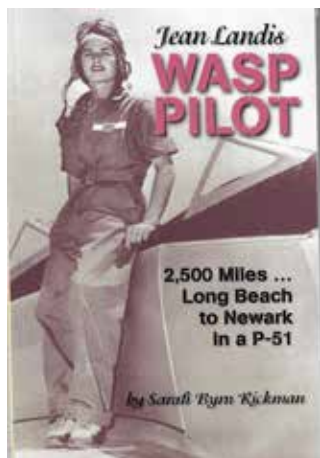
A Female Pilot on Taking Risks and Flying High

Author: Captain Laura Savino, *Old Dominion Chapter/Mid-Atlantic Section*

Laura Savino's subtitle reads "a flying memoir." But I'm not sure I agree with it being classified as a memoir. I've always felt that a memoir looks back. The book certainly has many of Laura's past experiences chronicled in it, but it also has a very purposeful look forward, as far as I'm concerned. Laura's had a real kick in the pants a few times, but it doesn't dull her forward thinking. It's an honest, funny, frank, revealing look at a life still rolling onward.

People who know me – and my reading tendencies – know I often get more caught up in the Table of Contents, the Bibliography, the Foreword, and the Afterword (those bits and pieces compliment the story's meat). I love the Contents section! Her book is organized into three Parts, and the breakdown of each Part seems like a story in itself. Many of the Chapters begin with a few lines of background, explanation, or random thought explaining about what's coming next. That was one of the neatest ways that her writing sucked me in.

It seems that the aviation world is the lucky recipient of many memoirs lately. This is one that you'll want to put on your list.



Published by: Flight to Destiny Press
Copyright 2022 • ISBN: 978-1-7350595-2-5
eBook or Paperback available on Amazon

History

JEAN LANDIS WASP PILOT

2500 Miles...Long Beach to Newark in a P-51

Author: Sarah Rickman, *Pikes Peak Chapter/South Central Section*

Sarah Rickman is one of the most prolific writers I know. I've been fortunate to be an initial reader for her books for years, and this book was no exception. I was there for the conception and birth!

Like I said in the praise section of the book, "The 'partnership' of Sarah's writing and her familiarity with the women who flew in WWII is a perfect fit for Jean Landis's story. Sarah is an authority on the WAFS – the 'original' twenty-eight women to fly for America in World War II. Landis, though not 'an original,' was a class pilot who, like most of the WAFS, qualified to ferry the Army's powerful fighter aircraft. At this writing, Landis – 103 – is still very much with us." She's a current member of the San Diego Chapter of the Southwest Section.

If you want to start a WWII women's history section in your library, begin with this book and keep adding Sarah Rickman's others.



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eBook or Paperback available on Amazon

Education

READY FOR LIFTOFF:

Becoming an Astronaut of the Mars Generation

Author: Alyssa Carson, *NOLA Chapter/Southeast Section*

In the book's opening Author's Notes, Alyssa says, "I wrote this book for the future generation. They are the ones that will reach new horizons and continue the great journey of our species. Hands down, the question that kids ask me the most is: 'How can I become an astronaut?' The sheer number of young people who've come up to me after panels, or left comments on articles and social media posts, with that single question has made me realize how much admiration still exists for the career." This book is a how-to guide in many ways. Alyssa pulls no punches on the amount of time and effort put into her pursuit of becoming the first person to step foot on Mars. Her goal has always been clear and up front.

This book is one of the most directly challenging pieces – and the clearest guidebooks to get where you want to go – that I've ever read. Whether or not Alyssa knew when writing it, the book provides a roadmap for anyone doing anything. Unknowingly, she outlined the philosophy my three brothers and I went through life with: suck it up, stay the course, and know that it won't always be easy – but it will be worth it. I read this book with a huge smile on my face.



Top: Partial group photo. Bottom: Madeleine Monaco presenting Chapter Pilot of the Year Award to Leire Kennedy. Donna Klein, Chapter Service Award winner with Madeleine Monaco. ATC Manager for DuPage Tower Jessica Broadway-Young and Controller Jason Makowski.

CHICAGO AREA CHAPTER

Awards Day 2022

The first major meeting of this new chapter year was held at West Chicago's popular DuPage Airport (KDPA). Prior to the awards portion of the meeting, Air Traffic Control (ATC) Manager for DuPage Tower Jessica Broadway-Young and Controller Jason Makowski presented a great program and answered tons of questions; their pilot outreach program – along with their willingness to interact – is extremely beneficial for pilots and would be a welcome addition to any ATC facility.

Thanks to our new Awards Chair Maria Linstrom – along with tons of support and encouragement from Chapter Chair Madeleine Monaco – the Chicago Area Chapter honored and thanked those whose efforts and commitment make The Ninety-Nines such a great, supportive, and welcoming group.

Award certificates were presented to past Chapter Chairs Diane Cozzi, Jill Feldman, Donna Klein, Eva Kozlowski, Cynthia Madsen, and Ellen O'Hara; 99s Life Members Rose Bonomo, Ellen O'Hara, Barbara Silagi, Carol Skiber, and Shelley Ventura; June 2021 to May 2022's meeting hostesses Yanina Belazorava,

Jill Feldman, Mona Knock, Eva Kozlowski, Dinah Spadoni, and Shelley Ventura; and current Officers and Committee Chairs Mona Knock (Vice Chair), Autumn Alderdice (Secretary), Shelley Ventura (Treasurer), Cynthia Madsen (webmaster), Karen Ballard (membership), Sharon Schorsch (AEMS), and Jill Feldman (Girl Scout Day Chair).

Special awards for 2021-2022 that were presented included: the Sales Champ Award (also known as the Badge Lady Award) to Linda Uznys, the 49 1/2 of the Year Award to Bill Meznarsic for his many years of support, and the Spinning Prop Award to Ceci Strom for her 126 uncompensated flight hours.

The Student Pilot of the Year Award was given to Claire Carr and the Pilot of the Year Award was given to Leire Kennedy. Donna Klein was presented the Chapter Service Award for the dedicated service she has given to the chapter in so many ways, for so many years; she is one of those members who makes our Chicago Area Chapter so great.

Thank you to everyone who joined, served, and helped; you are all appreciated.

– Diane M. Cozzi



FIRST CANADIAN CHAPTER

Third Annual Amelia Earhart Flyout Lunch

On a pleasant, sunny Saturday in July, the First Canadian Chapter held its third annual Amelia Earhart flyout lunch in honor of Amelia's late July birthday. Half a dozen airplanes flew in to enjoy this event, and members from three different chapters of the East Canada Section were in attendance! We enjoyed catching up with ladies we know well in addition to those we don't see as often; and several happy hours were spent admiring each other's planes, discussing our summer adventures and flying goals, and (as the occasion required) enjoying a selection of homemade birthday cupcakes. A surprise visitor also made an appearance – the Mayor of local Seguin Township, Ann MacDiarmid, dropped in and was more than happy to stop for a chat and a photo. Everything seemed to align for this event: stunning weather, the amazing hospitality of Parry Sound Area Municipal Airport (CNK4) management, and an enthusiastic bunch of attendees. It's days like these that can truly make us pause and appreciate the joy of flight and the sisterhood of The Ninety-Nines that Amelia herself was so passionate about.

– Adair Jacobs





Margot Plummer and Penny Hamilton at KGNB

COLORADO CHAPTER

The summer heat has been intense, and here – in the Rocky Mountain West – we can be challenged with density altitude during this time of year. Four chapter members also experienced some hot days during the 45th annual Air Race Classic; Lydia Baldwin, Rebecca Carroll (San Antonio Chapter) Terry Fiala, and Gretchen Jahn all completed a successful flying adventure among 40 women-piloted aircraft racing from Lakeland, Florida to Terre Haute, Indiana.

On July 2, several chapter members attended a fly-in at Granby-Grand County Airport (KGNB) – home to the Emily Warner Field Aviation Museum – in Granby, Colorado. Over 50 aircraft flew in to attend this wonderful event. Penny Hamilton – local pilot, author, advocate, and 99 – helped to create a welcoming, enjoyable, and commemorative setting.

A July edition of the *Jeffco Transcript*, a local newspaper that covers communities north and west of Denver, presented interviews with chapter members Donna Miller and Stephanie Wells. The article offered a terrific profile of these two remarkable aviators for their persistence, wisdom, and pursuits of passion and achievement.

Amanda Willson accepted the position of Secretary for the Colorado Chapter. Thank you, Amanda, for stepping forward to join the chapter leadership team!

– Lydia Baldwin

NORTHEAST KANSAS CHAPTER

The Northeast Kansas Chapter provided most of the ground support for the Air Race Classic stop at Lawrence Regional Airport (KLWC)!

Our chapter's home airport, Lawrence Regional Airport, was the sixth stop on the Air Race Classic hosted from June 21-24, 2022! Our chapter – and several of our friends and colleagues – volunteered to help with ground support for the racers. Here are two photos of our many volunteers at the hospitality table during the race and at our hangar party later. All the volunteers stepped up, pitched in, and did a great job! It was a wonderful experience, and we really enjoyed meeting all the racers (many of whom are 99s)!

– Sara Tompson



Grass Roots



GERMAN SECTION

The German Section Celebrated Their 25th Anniversary at Aviators Farm

June 16-19, 2022, Hildesheim Airport (EDVM), Germany

This was not an ordinary annual meeting. Usually, we fly in, review, take stock, and make plans; but this time, 20 women pilots were also singing and dancing to the famous German song *99 Luftballons* (*99 balloons*) by Nena. We were celebrating!

And we found more reasons worth celebrating on top of it being the German Section's 25th anniversary; we honored German Ninety-Nines founding member Thea Rasche, and celebrated The Ninety-Nines in general for being one of the oldest international women's associations. Appropriately, we gathered in a place with a very special aeronautical flair – Aviators Farm at Hildesheim Airport (EDVM). Tucked away in a large hangar building, Aviators Farm is stocked with vintage airplanes and surrounded by a series of rooms adorned with precious aviation memorabilia – cabinets of curiosities and wonder.

Our motto of the meeting was “extraordinary women,” which has been ringing true for nearly the past 100 years in aviation. It was 1929 when Amelia Earhart became the first President of The Ninety-Nines and Thea Rasche – who represented The Ninety-Nines international ambitions since the very beginning – became the first and only European founding member.

Born in Essen, Germany, “Rapid Thea” – her nickname since “rasch” in German means rapid – was an internationally known aerobatic and rally pilot since 1927. She remains a role model to this day thanks to how tirelessly she campaigned to recruit more women in aviation through her flights and lectures – hundreds of them in the U.S. alone. Rasche preached, “Girls, learn to fly!”

At the same time, she campaigned for international understanding. In 1934, she accompanied a crew competing in a sensational air rally from London to Melbourne as a journalist

and reported for international media. Therefore, in 1934, her friend Amelia Earhart presented her with a trophy on behalf of The Ninety-Nines with an inscription that read, “wings around the world for peace.”

In her honor, the German Section named their scholarship for female pilots the Thea-Rasche Grant. This financial support aims to help women pilots achieve their first solo, training completion and license, license extension, and ratings.

The motto of the anniversary set ground for some special readings in the evening. Andrea Amberge, the first female Lufthansa flight captain on an Airbus A320 and the second governor of the German Section, offered some entertaining scenes from her experiences as a woman pilot. And Aviators Farm founder and well-known versatile pilot Thomas Schüttoff, gave a witty and knowledgeable lecture on female aviation pioneers.

Everyone was especially pleased about the participation of aviators Malalai Nabizada and her mother, Latifa Nabizada – the first Afghan military pilot. We also took the opportunity to honor former Governor Ursula Hammer, our oldest members Ingrid Hopman and Margot Mielck who are both 82 years old and still active pilots, and our youngest member Kaya who is 14 years old.

All of our section members were immediately taken by the spirit of Aviators Farm, which vividly demonstrated both the art and passion behind flying. The many unique items in Aviator Farm's collection did not lull us too deeply into a reminiscent mood. Instead, we viewed those relics as testimonies to taking risks and being tremendously inventive, and we allowed ourselves to observe the problem-solving skills of the pioneers in amazement and admiration. These pioneers of aviation encourage us to tackle current challenges in aviation just as boldly as they once did and to trust our human ingenuity.

– Cillie Rentmeister and Ute Hoelscher

Our newest Life Members

V Maurine Alexander	Elaine Morrow
Lee Baggott	Janet Patton
Deborah Baugh	Janice Pelletti
Nivedita Bhasin	Janice Perry
Ann Larkin Deluce	Jane Ruehle
Carla Keating	Evelyn Shapiro
Deb Lamia	Suzanne Skeeters
Marjy Leggett	Carrie Spooner
Antoinette Mattei	

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.

Nina Cottrell April 1, 2022 Minnesota Chapter	Patience Clark Life Member February 7, 2022 Golden Triangle Chapter
Dorothy Klotz May 9, 2022 San Diego Chapter	Janice Tuggle Massee February 15, 2022 Georgia Flying Belles Chapter
Toni Patino June 22, 2022 Phoenix Chapter	Mary Louise Falco July 15, 2022 New York Capital Region Chapter
Betty Bucci March 26, 2022 Santa Clara Valley Chapter	Coralee Tucker Life Member June 19, 2022 San Fernando Valley Chapter
Carol Ann Scanlon-Goldberg July 17, 2022 Las Vegas Chapter	Nancy Walters July 29, 2022 Michigan Chapter
	Robert Berthelet 49 ½ of Dorothy Berthelet July 30, 2022 Eastern Ontario Chapter



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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!***

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