

November/December 2022



Ninety-Nines

Inspiring Women Pilots Since 1929

AROUND THE WORLD

19-Year-Old Zara Rutherford's
Record-Breaking Flight

p. 18



plus

FORMATION FLYING

ELEVATED ACCESS

AMELIA AIR TO THE RESCUE!

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MISSION STATEMENT

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

ON THE COVER

Zara Rutherford sits olingside a Shark UL aircraft at Popham Airfield in Winchester, Hampshire, United Kingdom
Photography by Steve Parsons

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Editorial Policy

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

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2022

NOV

- OCT 31 - NOV 5 **NIFA Region 9 SAFECON**
Lakeland Linder International Airport,
Lakeland, Florida
✈ [Richele Floyd, Rfloyd@flysnf.org](mailto:Richele.Floyd@flysnf.org)

- 4-5 **International Board of Directors Hybrid Meeting**
Oklahoma City, Oklahoma
✈ hqmanager@ninety-nines.org

DEC

- 1 **Deadline:** *Ninety-Nines Magazine* JAN/FEB Issue Submission
✈ news@ninety-nines.org
- 31 **Deadline:** Intent to Seek Election for International Board and Trust Positions Form Submission (*form can be found in the Library of the Members Area of The 99s website*)
📄 bit.ly/3SL0MjD

2023

JAN

- 1 **Deadline:** Amelia Earhart Memorial Scholarship Applications to Chapter AE Chairs
- 15 **Deadline:** AE Scholarship Application Forms to Section Chairs
- 28 **Southwest Section Winter Workshop**
Location TBD
- 31 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Fall Session
📄 ninety-nines.org/resources.htm
✈ mentoring@ninety-nines.org

FEB

- 1 **Deadline:** *Ninety-Nines Magazine* MAR/APR Issue Submission
✈ news@ninety-nines.org
- 5 **Deadline:** AE Scholarship Application Forms from Sections to AE Scholarship Trustees

APR

- 1 **Deadline:** *Ninety-Nines Magazine* MAY/JUN Issue Submission
✈ news@ninety-nines.org
- 1 **Deadline:** First Wings Awards
📄 ninety-nines.org/resources.htm
✈ AEChair@ninety-nines.org

- 15 **AE Scholarship Awards Results Available**

- 28-30 **North Central Section Spring Meeting**
Clarkesville, Indiana
✈ [Deb McGee, deb.m.mcgee@gmail.com](mailto:Deb.McGee@gmail.com)

MAY

- 8-13 **NIFA SAFECON Nationals**
Oshkosh, Wisconsin
✈ [Taylor Newman, Executive Director](mailto:taylor.newman@nifa.aero)
taylor.newman@nifa.aero

JUL

- 31 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Autumn Session
📄 ninety-nines.org/resources.htm
✈ mentoring@ninety-nines.org

MAGAZINE SUBMISSION DEADLINES

one month prior to issue date

JAN/FEB issue deadline: December 1



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

The President's Message

What Does It Take?



Robin Hadfield

President

The Ninety-Nines Inc.

president@ninety-nines.org

I ask myself this all the time; what does it take to make The Ninety-Nines a home to all our members, young or old, aeronautical engineer or stay at home mom, airline pilot or crop duster? What does it take to move forward, to continue to stay relevant in a time when there are more and more places for women pilots to join in and feel they're part of something bigger than themselves?

It's tempting to immediately jump into making changes. But, jumping in without a deeper understanding of what the members are saying, what you are telling us, runs the risk of creating as many new problems as we fix.

Last spring, the International Board of Directors (IBOD), Chapter Chairs, Governors, and Committee Chairs took part in a survey to help direct our goals, to increase membership satisfaction, and to help provide answers to my question; what does it take?

We now need a repeat survey that includes you, because without your voice, opinions, and suggestions we can't have a strong idea of who you are.

It leaves me wondering; who are our members today? What do they expect from being a Ninety-Nines member, and how are we doing in meeting those expectations?

This fall the IBOD will repeat the survey, expanding it to include you.

I may be your president, but I cannot do this job alone. I need you. I will need your survey responses to share key findings with our members, to help make a plan, and to act on that plan. Then, I can communicate the action on a regular basis, and in another year we will survey again to see how we are doing.

From the 2021 survey, here is what Chapter Chairs, Section Governors, and Committee Chairs told us:

Strengths of The Ninety-Nines

1. Camaraderie – sisterhood, mutual support, friendships
2. Scholarships
3. Supporting and promoting women in aviation
4. Preserving and honoring history
5. Networking opportunities

Challenges for The Ninety-Nines

1. Attracting and retaining new members – especially younger members and minority pilots
2. Member engagement – through local programs, fewer “boring” meetings, more outreach, activities, building a stronger sense of community
3. Support for chapters – need leadership training, technical support, materials; clarify purpose of sections
4. Limited awareness – need more national and international publicity to build name recognition
5. Communications – website, social media, magazine, and member communications

The top five answers to your view on the most important programs

1. Support and networking through local chapters
2. The Amelia Earhart Memorial Scholarship program
3. Group fly-outs and other flying activities
4. The Ninety-Nines Endowment Fund
5. Aviation and space education activities

Greatest opportunities to advance the mission, according to members.

- Marketing, advertising, and social media
- More outreach and partnership with other aviation organizations, flight schools, youth organizations, international community, etc.
- More meaningful and engaging programs
- More scholarships
- More focus on member recruitment and retention

I totally agree with these responses. What are your thoughts on these results? Were you surprised by anything?

WE NEED YOU!

(You knew that was coming, didn't you?)

We need a small team (2-3 members) who can help me a few hours a month on our marketing committee. We work with a digital marketing company to enhance the profile of The Ninety-Nines. If you have successful digital marketing experience and have used Google Analytics, let me know if you would like to help us.

Email me directly if you are interested at president@ninety-nines.org

– Robin Hadfield

“To add value to others, one must first value others.”

– John Maxwell



Front row, left to right: Laura Savino, Therese Paul, Maddison Bell, Aya Konstantinou, Linda Friedman, Olga Waterhouse, Brenda Robinette, Aileen Watkins, Thyra Blaom, Becky Howell, Terri Donner, Karen Kahn, Janet Craig, Kim Winsor, Cathy Fraser, Christine Rupert, Mary Lynn Koenig, Kim Bentler, Christine Albertson, Kalina Milani.

Back row: Erika Delong, Tiana Daugherty, Stefanie Sun, Dottie Norkus, Jessica Richardson, Valerie Scott, Carolyn Pasqualino, Nancy Novaes, Karen Nathan, Terry Rinehart, Suzanne Skeeters, Liz Jennings Clark, Kimberly Lowe, Donna Miller, Rosemary Albrecht, Patty Barrera, name unavailable as of press time, Olga Gause, not pictured Jules Hoylman.

WOMEN AIRLINE PILOTS HOLD ANNUAL CONFERENCE IN DUBLIN

– Terri Donner, *Kentucky Bluegrass Chapter*

The first modern day female airline pilot, Emily Howell Warner, was hired in 1973 by Frontier Airlines. By 1978, a group of 21 female airline pilots became the charter members of the International Society of Women Airline Pilots (ISA+21). Every year, members from around the world get together to celebrate being an airline pilot and to encourage women to progress in their careers by offering scholarships. This year they held their annual conference in Dublin, Ireland, on September 20-22. In attendance were 105 female airline pilots from 21 airlines and seven countries. They attended their annual business meeting decked out in their respective company uniforms and roll call was taken as they went around the room to introduce themselves, their airline, aircraft type, flight deck position, domicile, and where they live. Next, they gathered for a remarkable group photo shoot. This year they paraded down two city blocks in downtown Dublin, stopping traffic as they waved to the onlookers. It's customary for them to break down into smaller photo groups for individual airlines, Board of Directors, charter members, international members, cargo airlines, etc. Then, they always gather for a Ninety-Nines photo.

The ISA+21 website reveals 5.8% of the world's airline pilots are female. American Airlines had 25 members present, and United Airlines had 27, but The Ninety-Nines photo was the largest group with 38 members from all over the world. The ISA+21 member who traveled the furthest was Thyra Blaom from the New Zealand Section. Charter ISA+21 members who are also Ninety-Nines are Karen Kahn and Terry Rinehart. Terry joined The Ninety-Nines in 1967 and has the distinction that her mother was a WASP. Karen joined The Ninety-Nines in 1970. Several of the ISA+21 members present weren't even born yet when these charter members joined!

One of the highlights of the conference is always the Captain's Club Induction. This year we had four Ninety-Nines recipients:

Therese Paul, Linda Friedman, Kim Bentler, and Jules Hoylman.

This collection of Ninety-Nines boasts some very dedicated members. Several are Amelia Earhart Memorial Scholarship recipients. Some serve as their chapter or section AE Scholarship Chair, and Dottie Norkus is an AE Trustee. There are chapter chairs and officers. There are several section officers and Kim Winsor is the past Governor of the East Canada Section. There are several Professional Pilot Leadership Initiative (PPLI) participants in all capacities. A few members have written countless articles in The Ninety-Nines publications, encouraging us in all our flying endeavors. This elite group has not forgotten their aviation roots and continues to inspire other pilots today. They have paid it back and are maybe still paying it forward.

One thing all Ninety-Nines and ISA+21 members share is our love of travel. A pre-conference side trip to Galway, on the west coast, provided us a shopping and food tour extravaganza. We visited the Kylemore Abbey and the Cliffs of Moher. During the conference there was a walking tour of Dublin that included the Teeling Whiskey Distillery and the Dublin Castle. A post conference trip north to Belfast held a tour of the Titanic Museum, the Game of Thrones Experience, and the Giant's Causeway (a UNESCO World Heritage site formed by volcanic eruptions 60 million years ago).

One of my most vivid memories of the conference was during the group dinner at the Merry Ploughboy Dinner Theater where we were entertained by Irish dancers and local musicians. They really know how to read a crowd and lured all 105 of us to our feet to join hands and sway back and forth singing the Irish folk song *My Bonnie Lies Over the Ocean*. The words that were buried for dozens of years came flooding back with emotion (not unlike the electrifying sensation of a V1 cut in the simulator) and took us to our roots. And just like every time we get together with a group of Ninety-Nines, we "bring back my Bonnie to me."

CONGRATULATIONS TO THE LATEST PPLI GRADUATES!

– Mariko Doskow, PPLI Advisor

For the third session running, the community of 99s actively involved in the Professional Pilot Leadership Initiative (PPLI) has grown to its largest ever size: 117 women. Thanks to the hard work of our volunteers, we also graduated our largest class of participants ever in our most recent session. The mission of the PPLI is to develop diverse women pilots – such as these graduates – as leaders in the aviation and aerospace industry. We are so impressed by the 16 participants who graduated in the 2022A Session. Congratulations, ladies! Our amazing graduates are leading in their communities, and we are excited to see what they accomplish in the future.

2022A Graduates:



**Annareka
Akovity**



**Inga
Brock**



**Allison
Couch**



**Zahabia
Faizy**



**Evelyn
Galus**



**Zoan
Harclerode**



**Heather
Hills**



**Laura
Matheson**



**Alex
Merrill**



**Chelsea
Montgomery**



**Jeanne
Rieck**



**Joyce
Roberts**



**Kelly
Sielis**



**Amy
Stockermans**



**Sheena
Templo**



**Veronica
Trujillo**

Our graduates' mentors had this to say:

"I really enjoyed working with Chelsea this session - she is hard-working, ambitious, and has great things in store!"

– Amy Dodgen

"Inga and her family recently hosted her Captain, Abbey, in their own home. They provided not just a roof, but also their support and affirmation. Inga has returned to the workforce from being a full-time parent, with the support of her mentors, and now she herself has mentored another mother through the same challenging transition. She demonstrated bravery and courage throughout her time in the PPLI."

– Bex Roman-Amador

"I am so proud of Veronica! Not only was she an incredible mentor to Gracie this session, she did it while upgrading to Captain at SkyWest and then got on with her dream airline, Southwest. She just passed her type ride last week!"

– Tessa Bodell

"Sheena is such a bubbly and wonderful human; I am so glad I got to get to know her! She absolutely smashed the goals that she set during PPLI and is well on her way to her dream career as a professional pilot. I couldn't be more proud. Congratulations, Sheena!"

– Ali Peterkort

"Zoan has accomplished so much this session and has really embraced being a mentor. She has excelled in her relationship with her mentees while handling her own setbacks, expanding her comfort zone, and widening her network. I have been really impressed and I am happy to have worked with her."

– McKenzie Emerenciana

The PPLI program aims to accelerate the advancement of women in all pilot professions by facilitating mentoring and increasing our leadership roles within the aviation community. The PPLI program provides highly motivated 99s with tools to develop their careers and leadership skills. Participants complete guided activities and direct their progress within a formal mentoring partnership with more experienced women professional pilots. PPLI participants go on to become mentors themselves and assume leadership roles as they progress in their careers.

We would love to help more 99s.
You can find more information here:

<https://www.ninety-nines.org/professional-pilot-leadership-initiative-ppli.htm>

Would you like us to visit your section or chapter meeting? We are happy to coordinate an in-person visit or a virtual presentation. Reach out to us with any questions or to coordinate a visit at teamlead@99ppli.org

Onward!



KANSAS GOVERNOR LAURA KELLY CELEBRATES LEGACY OF AMELIA EARHART WITH STATUE UNVEILING IN ATCHISON

Governor Laura Kelly recently joined the Amelia Earhart Foundation in honoring its namesake with a statue unveiling ceremony. The bronze statue, located at the Amelia Earhart Hangar Museum, is the sister statue of the one that was installed in Statuary Hall in the U.S. Capitol in July.

Governor Kelly stated, “How better to cement our state’s legacy as the Air Capitol of the World than with a statue at the museum that celebrates a woman who showed all of us what it means to ‘reach for the stars.’ I want to express my deepest appreciation for this museum and for this immortalization of an extraordinary individual who truly represents the best of the Kansas spirit.”

Born and raised in Atchison, Kansas, Earhart received her Aviator Pilot Certificate (as it was called at the time) in 1923 and subsequently championed the advancement of women in aviation. She is one of the world’s most celebrated aviators and the first woman to fly solo across the Atlantic Ocean. Earhart was declared lost at sea when she disappeared over the Pacific Ocean in 1937.

“Amelia Earhart’s bravery and relentless fighting for equality for women and girls still gives my generation strength and inspiration,” Gabrielle Henry, Amelia Earhart’s great-great niece, said. “It is an honor to have her blood run in my veins, and even more so to hold her values in my heart.”

“Although it was a historic milestone to bring Amelia Earhart to the U.S. Capitol in July, we are especially thrilled to finally unveil this ‘twin’ bronze statue of Amelia in her beloved Atchison, Kansas, hometown,” Karen Seaberg, founder and president of the Atchison Amelia Earhart Foundation, said. “This magnificent statue will stand as an enduring symbol of Amelia’s pioneering legacy that will welcome and inspire future generations — especially the 150,000 middle school students within a 90-mile radius of Atchison — to explore aviation and aerospace careers through state-of-the-art STEM exhibits and interactive experiences in the Amelia Earhart Hangar Museum opening in 2023.”

“Amelia represents Kansas around the world as a bold, courageous, and forward-thinking woman. I think she’d be especially proud to know her Atchison hometown is close to the ‘Air Capital of the World’ in Wichita, Kansas,” Makinzie Burghart, Atchison native and Director of Development for the Atchison Amelia Earhart Foundation, said. “I look forward to welcoming everyone to the Amelia Earhart Hangar Museum — especially young girls — to introduce them to Amelia’s pioneering aviation legacy and encourage them to bravely follow in her footsteps.”

INTERNATIONAL FOREST OF FRIENDSHIP

– Shannon Osborne, Greater New York Chapter

The International Forest of Friendship (IFOF) Induction Ceremony was held in person on September 17, 2022. The IFOF was a gift from the State of Kansas in 1976 when Fay Gillis Wells (Ninety-Nine) helped to create a living and growing memorial to the world of aviation.

In this year's ceremony, we celebrated 15 inductees from 2022 and 21 inductees from 2021 (listed below). After a two-year hiatus due to COVID-19, it was wonderful to meet everyone again in person. The weekend events began with a get together outside the Amelia Earhart Birthplace Museum (AEBM). It's always a treat to come early and tour the AEBM. I enjoyed seeing the vast improvements in preserving this historical site for The 99s and to see the bricks outside the AEBM purchased by those I know and others that feel the deep gratitude for this history.

On Saturday, the weather cooperated and allowed the kids to perform the annual Parade of Flags starting the induction celebration. Following the ceremony at the IFOF, we made our way to Benedictine College where we were treated to a presentation by 2022 Inductee Captain Brian Schiff. In that venue, Brian entertained us over lunch with his memorable examples of friendship that he experienced throughout his exciting career in aviation. A wonderful finishing touch to this year's celebration.

Before leaving Atchison, I visited the IFOF once more. I had the pleasure of running into Cynthia Putnam, a descendant of Amelia Earhart's husband, George Putnam. It was special hearing how much the IFOF means to the Putnam family. They not only support the IFOF by contributing financially but also by spending time and sharing its beauty.

I look forward to the September 16, 2023, induction when my friend Rosanne Isom, from our New Jersey Chapter, will be inducted. In addition to the 2023 ceremony, those attending will have an opportunity to visit the then newly opened Amelia Earhart Hangar Museum. I hope many 99s will join me during this aviation weekend in Atchison, Kansas!

2021 and 2022 99s Inductees included:

Louise Bornwasser, Kentucky Bluegrass Chapter; Corbi Bulluck, Kitty Hawk Chapter; Diana Burton, Oklahoma Chapter; Deborah Cunningham, Santa Clara Valley Chapter; Shelly deZevallos, Houston Chapter; Peggy Doyle, Old Dominion Chapter; Evelyn Farnham, Iowa Chapter; Susan Glisson, Kentucky Bluegrass Chapter; Harriett Hall, Alabama Chapter; Tina Hartlaub, Wisconsin Chapter; Joan Knapp, Mount Tahoma Chapter; Kathy Lester-Ross, Wisconsin Chapter; Rebecca Lutte, Houston Chapter; Anne Kane Zabolio Muirhead, Phoenix Chapter; Marilyn Patierno, New Jersey Chapter; Margaret Riddle, Kitty Hawk Chapter; Ginger Rowley, Phoenix Chapter; Sherry Sisson, Oregon Pines Chapter; Remington Viney, Wisconsin Chapter; Lois Watson, Treasure Coast Chapter; Ruth Wikander, Oregon Pines Chapter; Paula Woods-Barron, Phoenix Chapter; Marie Ziadie-Haddad, Florida Goldcoast Chapter.

2021 and 2022 49½s / Friends of The 99s included:

Louis Bornwasser, Kentucky Bluegrass Chapter; Lenny Ohlsson, New Jersey Chapter; Dick Patierno, New Jersey Chapter; Brian Schiff, Ventura Chapter; John Burton, Oklahoma Chapter; Paul Farnham, Iowa Chapter.

A special thank you to the Amelia Earhart Memorial Scholarship Fund Trustees (past and present) for sponsoring a beautiful bench in the IFOF to honor the Fund.

More information about the IFOF, and points of contact are at www.ifof.org.



Top photo: The Forest of Friendship Induction Ceremony began with the annual Parade of Flags. Center photo: The 2021-2022 Forest of Friendship 99s Inductees. Bottom photo: A beautiful bench in the IFOF sponsored by the Amelia Earhart Memorial Scholarship Fund Trustees.

AMELIA EARHART BIRTHPLACE MUSEUM DONATION



The Amelia Earhart Birthplace Museum recently received a generous donation from **Sue Feigenbaum-Ackley**.

Sue writes:

It is my sincere pleasure to send the attached check for \$1,000 in honor of The Ninety-Nines new 45th President, Robin Hadfield, and especially in memory of my beloved mother, Lois Feigenbaum (25th President of The Ninety-Nines). As you know, she was

very involved with the Amelia Earhart Birthplace Museum for many years and I remember being there cleaning, planting flowers, picking out the wallpaper with Marilyn Copeland, planning the engraved brick walkway and so much more.

Sincerely,

Sue Feigenbaum-Ackley
Greater St. Louis Chapter



2023 Election

– Virginie Rollin,
*Chairman International
Nominating Committee*

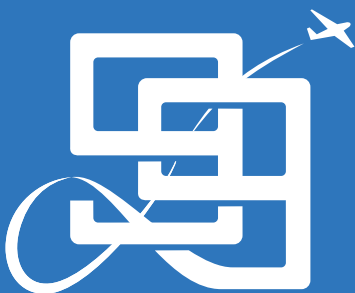
The International Nominating Committee is seeking candidates for the following positions to serve the 2023-2025 term: Directors (two positions), Nominating Committee (two positions). Our trusts are also looking for candidates for their 2023-2026 term. Please contact the trust chair for more information.

The Intent to Seek Election Form is available in the Library in the Members Area of the website: bit.ly/3SLomjD.

For questions or more information, contact one of the Nominating Committee members:

- Virginie Rollin, Chairman
- Lin Caywood
- Rosanne Isom
- Mae Marquet
- Margaret Wint

The deadline to submit your packet to the committee is **December 31, 2022**.



All-Female Crew

Hi, I'm Captain Sinje Zeidler, 99s member from the Finnish Section. I was inspired by your Instagram post featuring an all-female crew; well, here is another one. First Officer Johanna Bosche and me flying a CRJ 900 for Lufthansa CityLine on a flight from Frankfurt, Germany, to Liverpool, England, on September 19.

Always pink skies!

Cheerio,
Sinje Zeidler



Departure Sign Travel African Women Pilots Scholarship

Merilyn Subermoney, a member of the African Section, has been awarded the Departure Sign Travel African Women Pilots Scholarship. She currently holds a Private Pilot License and plans to use her scholarship towards her Night Rating. This will bring her one step closer to attaining her Commercial Pilot License. Merilyn states that she "plans to earn my Instructor Rating and get a job that will allow me self-sufficiency and enable me to build valuable hours until I reach my

goal of becoming an airline pilot. I am a structured planner, but I believe in flexible implementation to ensure I'm meeting the demands of the context. The future is now, and I am ready to make it count!"



National Aviation Day

National Aviation Day is celebrated on August 19. Daytona Chapter 99 Kathy Royer planned a dinner that brought pilots and non-pilots together to celebrate the joy of flying and also to highlight the roles women pilots played in the advancement of aviation. A presentation from three women pilots who have participated in the Air Race Classic – Pat Ohlsson, Lynn O'Donnell, and Marilyn Patierno (shown above) – shared stories and photos of their racing adventures. Each of these women have competed in more than one Air Race Classic and have finished in the top 10. Marilyn Patierno won the race in 2005.

The Air Race Classic traces its roots to the first Powder Puff Derby in 1929. This derby morphed into the current annual Air Race Classic. A typical race is approximately 2,200 miles or longer and must be completed in four days. Each racing team must consist of two women pilots and follow strict rules.

The fun National Aviation Day dinner was made even more special with the clever table settings and models. The centerpieces (biplanes) were made of red construction paper. Approximately 100 individual pieces were cut out and glued together (instructions not included) by Judy Bolkema Tokar and others. Lenny and Pat Ohlsson designed and assembled the lighted runways.

We would like to encourage all women pilots to take on the challenge, meet new friends, and have fun making lots of good memories.

– Pat Ohlsson,
Long Island Chapter



Okie Derby's Youngest Team

The Oklahoma Chapter had another successful Okie Derby Air Proficiency Air Rally on August 20, 2022, celebrating its 46th year.

We were excited to have the youngest team compete, possibly in the history of the derby. Pilot Allison Schlotthauer and copilot Lillie Putman are both only 18 years old (shown above).

Pilot Allison Schlotthauer started flying in June 2021, soloed at 16 years old, and received her Private Pilot Certificate at 17. She is currently a senior at Purcell High School. Her short-term goals include getting her Instrument Rating, Commercial and CFI Certificates. Her long-term goal is to fly for the airlines.

Copilot Lillie Putman is 18 years old and started flying when she was 17. She took her first discovery flight out of Chickasha, Oklahoma, and "loved every second of it." She said, "I thought I was going to be scared, but it was a very calming experience. I felt at home." She received her Private Pilot Certificate in May of 2022: just a couple days before graduating high school.

Lillie will be attending Embry Riddle Aeronautical University in Arizona. She will be majoring in aeronautical science and continuing her training in pursuit of her Instrument Rating. Her goals are to move to Alaska and become a bush pilot and to, someday, have her own flight school to "give young people the same amazing experience I was able to get."

- Angela Drabek

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.

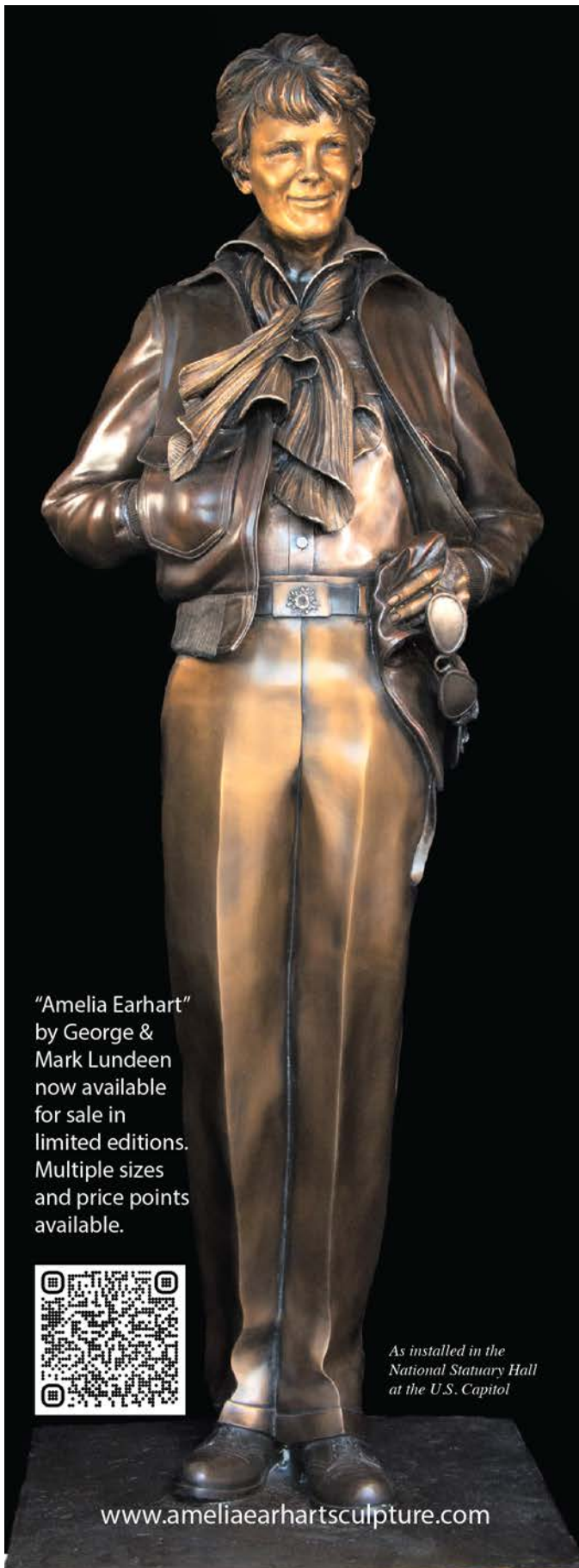
Who may submit nominations?

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



Formation Lead, Susan Steeb, left Wing Carlee Szarek, right Wing Janice Odell after their successful formation flight to this year's AirVenture at OshKosh.

Formation Flying, Oshkosh, Bonanzas, and Women in Aviation!

By Susan Steeb,
San Luis Obispo County Chapter

Susan: *Always a student* is my motto when flying and this last flight was no exception. I was asked to lead an element in the Bonanza mass arrival, a formation flight into AirVenture at Oshkosh (OSH). The best part was being lead with two women pilots off each wing. Each year I continue formation training and have met some incredible pilots. Some train for their Wing Card or Lead Card to fly in airshows, some do it for the camaraderie, and some just to keep up their skills. All our training is under the FFI (Formation Flying, Inc.) guidelines which follow the FAST Formation Guideline series.

Janice: Yes, training is key. I've flown to Oshkosh three times on my own, and this year, after being inspired by Susan, I went to a formation flying clinic and fell in love with it. I did two more clinics and practiced a couple of times with Susan on our own. While you do not need any formation certification (a Wing or Lead Card) to participate, the Bonanza group that flies to Oshkosh (B2OSH) does need to 'approve' you.

Carlee: I had the unique experience of growing up going to Oshkosh every summer. Some of my earliest memories are of my parents taking my brother, Carson, and me to the fly-in. For me flying is a natural profession; I earned my certificate a couple years back and have been instructing for just over a year. Besides instructing, I also focus on my own flying education and tuning my formation abilities. Most of my formation time is in a Baron, but I spent this whole summer in a Bonanza to be able to fly in an all-woman formation into Oshkosh.

Susan: This was my seventh OSH, fifth in formation, fourth as PIC and first as element lead. After many clinics with pilots like the Beech Boys (Bonanzas) and the Best Coast/Gunfighter Group (Mooneys) at Visalia, McClellan, Paso Robles, and Porterville in California and Yuma in Arizona, the B2OSH organizer, Larry Gaines, asked me to be a lead. With my two wing women and me all from San Luis Obispo, California, we were able to get in some formation practice before the event. We had the bonus of being able to be flying together from our home airport in California to La Crosse, Wisconsin, in formation.

Janice: Yes, the flight from SBP to LSE was great training. We flew loose formation (and in Wyoming turbulence...that was a challenge!) We also got to meet up with other Bonanzas at meet points in the air. But once we had our staging meeting in La Crosse, we were confident. Those organizers are really on their game.

Carlee: The staging is so essential as it can make or break the quality and safety of the mass-arrival flight into Oshkosh. Every year the group learns more about how to safely execute this flight and I've been able to grow along with the group and am always grateful to be a part of such a well-organized, talented group of pilots!

Susan: Of the 109 Bonanzas flying formation into Oshkosh this year, we were Alpha 2 element flying in a VIC formation (a backwards V with the lead in front and each wing back at roughly a 45-degree angle and stepped down about a plane height from lead) spaced 15 seconds behind row 1 (Alpha lead) and 15 seconds in front of the next element. All 109 take off at 15 second intervals and fly matching speeds the entire route.

On Saturday, our departure day, the weather was perfect, the flight was awesome (my wing women did a great job!) and the lineman at Oshkosh got us taxied and parked with ease.

The rest of the week was camping in the Bonanza corral, working the 99s booth, joining the awesome Wednesday Women in Aviation activities, visiting the American Bonanza Society tent, and sharing our stories and love for aviation with other pilots and aviation enthusiasts. We encourage all pilots to attend Oshkosh. It is truly the adventure of a pilot's lifetime – formation or not!



Three of the 109 Bonanzas flying in formation on the way to AirVenture at Oshkosh.

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Elevated Access

Volunteer Pilots
Providing Access
to Healthcare

– By Marilyn Schuyler, Bay Cities Chapter

As more and more barriers to healthcare have been erected, pilots are uniquely positioned to provide help. There is a critical need to transport patients needing procedures that are not available where they reside.

Help is on the way. A new nonprofit organization called Elevated Access was founded on the principle that no one should be denied the healthcare they need. I reached out to the organization's founder, Mike Bonanza. We had a great conversation, and I pledged to do what I could to get the word out to the flying community. This article is the first step. The next step is up to you.

Marilynn: Mike, thank you so much for what you are doing. Please tell us about Elevated Access.

Mike: Elevated Access works to coordinate transportation of passengers at no cost to access the healthcare they need. In partnership with practical support organizations and funding organizations, we connect their clients to our volunteer pilots to help them travel to access healthcare. Like other volunteer pilot organizations, the pilots pay for flight expenses using aircraft they own, rent, or otherwise can use.

Marilynn: Access to health care has been curtailed in several states over the years. Was there a particular moment when you decided to establish Elevated Access?

Mike: For years I had been seeking a way to use my pilot license to serve a social justice mission. I started this journey by doing information technology (IT) volunteer work with Midwest Access Coalition (MAC). MAC has been doing this work for years, and I told them I wanted to help them on IT and learn about their work to determine if pilots might be able to help. As an organization led by a diverse group of people, they taught me a lot.

Marilynn: Can you share a few stories about some of the people who have already been helped by the volunteer pilots at Elevated Access?

Mike: The one story I go back to over and over is our first passenger. MAC reached out to us because their client was facing either 10 hours of driving with an overnight hotel stay or an airline trip that would also have taken several hours – and likely an overnight hotel stay – and cost \$900. Flying with our volunteer pilot, the passenger left their home at 8 a.m. and was back home again by 6 p.m. That meant they were able to get back home to take care of their children and not

have to worry about an extended work absence. MAC said the client was one of the most thankful clients they have ever had.

Marilynn: What are the pilots like who are volunteering to help? Is it a particular demographic?

Mike: The diversity of our volunteer pilots has been even greater than I could have imagined. Women make up much higher than the 9% of pilots that is often quoted nationally. We have transgender and nonbinary pilots. We have pilots from many different ethnic backgrounds. It's incredibly humbling to see a diverse community of pilots assemble around this mission.

Kim, a member of the 99s recently flew a mission flight for us. She said it was her longest solo flight, but undoubtedly the most rewarding thing she'd done in a very long time. Kim was the second pilot in a relay flight of two female pilots. Her passenger and the passenger's companion were so appreciative of her help, and she says she's been pumped ever since! Kim added that she was so glad to have a unique set of skills to be able to help.


Marilynn: What is your greatest need right now?

Mike: The requests to fly people are starting to increase. We are building our pilot network nationally, including Alaska and Hawaii. With the help of our volunteer pilots, more people will be able to access the healthcare they need, whether that care is across the state or across the country.

Marilynn: You mentioned in our previous conversation that you may be quitting your full-time job so you can devote all of your time to Elevated Access. How are you managing to do both right now?

Mike: It has been challenging, but it's been made more doable with the great assistance of volunteers and supporters. To do both, it means using my evenings, weekends, lunch hours, and vacation time to make sure the most important priorities continue to move forward, especially the growing number of flight requests we are getting.

Marilynn: I'm sure that many pilots will be interested in helping out. What do they need to do to get involved?

Mike: To apply, pilots should visit elevatedaccess.org/pilots and fill out the contact form. And don't worry if you don't have a plane or meet the minimum hour requirements, the FAQ talks about how you can still help! For people that want to help financially, we are also accepting donations. 

AMELIA AIR TO THE RESCUE!

Flying Rescue Animals
Out of Harm's Way &
Into Forever Homes

– Jann Clark,
Eastern New England Chapter



Amelia Air to the rescue! “I flew a rescue mission today (September 21, 2022), taking off from Whiteman Airport (KWHP) to pick up dogs in Porterville, California, then flying them to Chino Airport (KCNO) and finally back to KWHP. Twelve more dogs safe, bringing our total to 843,” shared Petra Janney, who co-founded Amelia Air with Dean Heistad in 2019. Amelia Air hopes to rescue at least 1,000 animals by the end of 2022.

Petra grew up in Maine, where she learned to love the nature that surrounded her. She volunteered in animal shelters but never thought of being a rescue pilot for animals – until she met Dean Heistad, who was helping Petra’s boyfriend restore a 1973 Piper Archer. Dean has a rescue dog, a Great Dane named Amelia (because she loves to fly). Talking with Dean about rescuing animals by air reignited Petra’s desire to learn to fly. Petra’s father was an aerobatic pilot, but without the resources to learn herself, her dream of flying went on the back burner. Petra earned her Private Pilot Certificate in the restored Piper Archer in three months – during which she and Dean developed the idea of a nonprofit airborne animal rescue service to be staffed by volunteers and supported by donations.

Amelia Air was named after Dean Heistad’s dog Amelia, but Petra has also had a familial connection to Amelia Earhart – her grandmother, Macy Putnam Janney, was a cousin to George Putnam, Amelia Earhart’s husband.

Amelia Air decided to focus on moving animals from rural animal shelters – that don’t have the resources to place pets in homes and usually end up euthanizing them – to no-kill rescue organizations that specialize in finding forever homes for pets.

What many people don’t realize is that pets often end up in shelters through no fault of their own. As Petra points out, “The challenge is to match pets with loving adopters. Adopting a pet is a lifelong commitment, and it is not a pet’s fault that their owners didn’t consider what would happen when they returned to work. The current scenario with COVID-19 has resulted in a giant spike in euthanasia rates because people are not taking responsibility for their pets, who should be treated as a member of the family (and not a disposable thing to be dropped at a shelter). Amazing animals end up in shelters, whether through a death in the family, changing financial circumstances, accidental puppy litters, or simply getting lost.”

Among the missions undertaken by Amelia Air was the rescue of 30 dogs from Kentucky after the recent catastrophic floods. Amelia Air will rescue all types of animals (as long as they can fly), but they primarily specialize in dogs. So far, they have rescued 87 cats and hundreds of dogs.

Petra didn’t know anything about setting up a nonprofit, but she did a ton of research by talking to other nonprofits about their experiences. She received invaluable assistance from Players Philanthropy Fund about navigating compliance with the rules to establish and maintain nonprofit status.

At first, Petra focused on the administrative work, and Dean and his wife, Katy, flew the rescue missions. But Petra began flying missions as soon as she became a certificated pilot. Amelia Air recruits volunteer pilots by word of mouth and through their

social media accounts. Now they have 15-20 pilots available, mostly on the East Coast (where Dean is located) and some on the West Coast (where Petra is currently living). They would like to expand to the middle of the country where animal rescue pilots are certainly needed.

Petra estimates that it costs about \$100 to rescue a single pet, including medical certificates, crates, and supplies for each mission. Even by planning flights with maximum efficiency to reduce costs, fundraising was an immediate concern. Stacy Schecter serves as a volunteer fundraising campaign manager and social media manager. Fortunately, for Amelia Air, Petra’s aunt Allison Janney – actress and owner of three rescue dogs – got behind Petra’s efforts right away and has aided in fundraising events, even involving several cast members from the television series *The West Wing* in one event that raised \$32,000. Allison uses every opportunity to publicize Amelia Air and its mission, including an appearance on *The Ellen DeGeneres Show* that brought attention and donations from a wide audience.

In 2021, Petra was honored with the Mary Tyler Moore Award by Broadway Barks, a pet adoption charity that actress Mary Tyler Moore founded with fellow actress Bernadette Peters 23 years ago. The award recognizes people instrumental in changing the lives of homeless animals. She also received the Mary Glassman Service Award in 2022 from the San Fernando Valley Chapter.

Running a nonprofit as a volunteer doesn’t pay the bills, and rescuing animals, satisfying as it is, also doesn’t support Petra’s passion for saving the environment. But, being ever resourceful, she founded Hatcher LLC with Peter Presley to encourage environmental sustainability in industry. Petra has a background in creative development of renewable technologies, working with multidisciplinary teams on projects ranging from sustainable design to space technology. She and Peter consult with a wide range of industries on environmental issues and sustainability.

As a pilot, Petra is aware of the toll airplane emissions take on the environment. At Amelia Air, she takes great pains to arrange rescue flights to minimize air pollution through scheduling multiple rescues in one flight, and their flights produce less harmful emissions than the equivalent amount a train would produce over the same route. At Hatcher, she works with airplane manufacturers to promote hybrid and electric power for airplanes. She envisions a future of all electric flight, or flight powered by hydrogen and other technologies that won’t harm the environment.

Petra belongs to the San Fernando Valley Chapter, where she currently serves as Chapter Secretary. She was referred to The Ninety-Nines by her flight instructor, Kevin Schiff, and joined shortly after her first solo. Since only 7% of pilots are women, learning to fly can be a lonely business, and Petra found her sister Ninety-Nines to be incredibly supportive of her journey to become a pilot and of her efforts to use flying to rescue animals. She values the mentorship and friendship of these women pilots who have encouraged her in all her flying endeavors.

To donate to Amelia Air or to get involved, please visit their website at www.ameliaair.org. Amelia Air would love to get more women pilots to volunteer! 

AROUND THE WORLD

19-YEAR-OLD ZARA RUTHERFORD'S RECORD-BREAKING FLIGHT

By Kate Scott, *Los Angeles Chapter*
Photography by Steve Parsons



Zara Rutherford knew she wouldn't be the youngest, at age 19, to fly around the world, but she didn't know she would be the youngest woman. We Ninety-Nines honor her record-breaking achievement! In January of this year Zara broke the previous record set by Shaesta Waiz, a 30-year-old who completed the journey in 2017¹. In a recent interview, Zara said she hoped her flight would close that gender age gap and inspire other girls and young women into aviation and STEM programs.

Since the dawn of aviation, pilots have raced to break records. In 1913, there was a race to be the first pilot to complete a nonstop transatlantic flight. It was spurred by a £10,000 prize from the owner of the *Daily Mail*². It took six years and several attempts before it was successfully accomplished by John Alcock and Arthur Brown in 1919. This competition opened the floodgates for other transatlantic "firsts: first solo (Charles Lindbergh, 1927); first woman (Amelia Earhart, 1928); first woman solo (again Amelia Earhart, 1932)³.

One hundred years later, competitors are vying for another record-breaking feat – the youngest pilot to circumnavigate the globe solo. Just in the past several years, Lachlan Smart (2016), Mason Andrews (2018), and Travis Ludlow (2021) who were all 18-19 years old, completed this challenge⁴.

Perhaps one difference between today and those transatlantic flights a century ago, is that while the aviation community appears to be highly competitive, it is actually quite collaborative. Prior to her journey, and during her travels, Zara noted she was in communication with Shaesta, the previous youngest woman circumnavigator, who offered advice for Zara's trip. "How incredible is it that someone helped [me] beat her record?!" Zara said in the July interview...She added, "Only in aviation. Flying is difficult, so you don't withhold info that could affect someone's safety."

Zara started planning in May of last year. Her father was excited, and although her mother was worried at first, they both jumped on board to help her achieve her goal. Her father is a ferry pilot who gave advice about flying small planes across international borders. Her mother (also a pilot) helped with press, social media, and "everything else." They knew they would need to prepare a budget, get sponsorships and publicity. Zara sent personalized emails to 500 different companies for support. Soon, she had a team to help with details of the international paperwork and immigration.

Then, she needed to find a plane. Shark Aero out of Slovakia built the fastest ultralight plane with retractable gear, a variable-pitch propeller, and a carbon fiber composite exterior, giving it a cruise speed of 140 knots on a lean 4-5 gallons per hour. They were able to loan her the aircraft⁵ and train her in an intensive course on maneuvers and emergency procedures over a few weeks' time. Zara admits, in the beginning, the plane was really sensitive because it is so fast, but after the third day, she felt comfortable and loved the small yet efficient ROTAX 100 HP engine. After the

course, she spent time flying around Europe to get comfortable hopping from place to place.

For route planning, she spoke with Guinness to clarify the regulations of the World Record. To be considered circumnavigation, one must cross two antipodal points (two cities that are diametrically opposite, such that a straight line through the center of the earth would connect them)⁶. While Zara wanted to fly through Africa, unfortunately the Pacific Ocean is directly opposite, so she ultimately chose Indonesia and its counterpart, Colombia, as her two antipodal points. Her plan was to travel Europe, over the Atlantic through Greenland and North America, down through the Caribbean to Colombia, then north through Central America to Alaska, and over to Russia, south through Indonesia, then India and the Middle East before going back home to Europe – a total of 52 countries, over five continents. The planned trip would be three months; by the time she finished, it was just over five months mostly due to weather delays.

In a recent interview,
Zara said she hoped
her flight would close
that gender age gap
and inspire other girls
and young women
into aviation and
STEM programs.

Zara had prior experience flying in instrument conditions, though neither she nor the plane were instrument-rated (though she did earn her instrument rating a month after returning home). When asked if she regretted only being able to fly VFR, she agreed that clouds were an added stressor, though many times, in Russia, for example, it was freezing levels rather than obscuration that were the deciding factor. "VFR gave me an excuse to see the world from 2,000 feet," she said in the interview. After all, what's the point of flying around the world if you don't get to see it?

Her first few flights crossing the Atlantic from Scotland to Iceland, and then over to Greenland, were challenging because the clouds were lower than forecasted. She was flying just 600-700 feet above the water for long stretches of time, and the monotony of the seemingly endless dark blue Atlantic was formidable. She gushed about the amazing and indescribable feeling when she got that first glimpse of land.

Although the plane was equipped with a ballistic recovery system (parachute) which gave her the relief of a safety net, she says she was lucky to never have had any moments where she felt she was in real danger. Of course there were times she was nervous or stressed, and thought, "if one or two more things go wrong, I'll be in trouble." One experience that could have turned out badly, Zara noted, was over Siberia where it was well below freezing. As she was five minutes from her diversion airport, she could see potentially bad weather ahead and realized that with airports few and far between, she would be running out of daylight. Thankfully, the clouds against the horizon had created an optical illusion and she arrived with no issue.

Her experiences taught her a fair amount about weather. She explained that more flight hours over Europe could not have prepared her for the differences across the planet. Thunderstorms over her home in Belgium are rare and fairly predictable. In the Intertropical Convergence Zone⁷ (where the trade winds of the hemispheres come together near the equator), the storms are

¹ <https://www.guinnessworldrecords.com/news/2022/1/teen-pilot-becomes-youngest-female-to-fly-solo-around-the-world-688803> • ² <https://simpleflying.com/daily-mail-transatlantic-air-race-story/>

³ <https://www.smithsonianmag.com/smithsonian-institution/celebrating-milestones-of-flight-lindbergh-and-earhart-cross-the-atlantic-131506790/>

⁴ <https://www.smithsonianmag.com/smart-news/19-year-old-woman-completes-around-the-world-solo-flight-180979441/> • ⁵ <https://www.shark.aero/>

⁶ <https://www.guinnessworldrecords.com/world-records/674438-youngest-person-to-circumnavigate-by-aircraft-solo-female> • ⁷ <https://www.weather.gov/jetstream/itcz>



19-year-old Zara Rutherford poses before takeoff on her record-breaking flight. Photo by Belga.

unpredictable and frequent. In the air, she learned that only a few air traffic controllers would help with navigation suggestions, because most of the world does not have RADAR capability; controllers rely exclusively on optional pilot reports. When planning for her next flight leg, she used typical resources to look at weather conditions and forecasts: METARs, TAFs, and Windy.com, her personal favorite. However, those resources often seemed to predict thunderstorms “at some point during the day,” Zara said. She used the knowledge of locals to better inform her of typical regional patterns. After a while, she was better able to see the stages of convective cumulus clouds as she watched them build into towering anvils, and then dissipate in the course of a few hours. She warns pilots, “You’ve got to give up early! If you fall into the trap of trying to out-climb the cloud, you will not be able to.” Just past the Convergence Zones, she entered areas of easy flying, with nice weather, few clouds, and stable conditions. It never lasted long, though, Zara said. It seemed like every few days, she was in a different range of latitudes, with new climate patterns.

In Alaska, she was stuck for the entire month of October while waiting for weather to improve, making it hard to plan too far ahead. In a week, she could be in South Korea, or still in Alaska. Her ground crew back home worked on International paperwork for the long-term, but for the most part, Zara lived in the present, day to day. She would focus on today, tomorrow, and herself. Each day had a rhythm: check the weather, check the plane, check yourself. After returning home, she said it was difficult to get out of this rhythm, sometimes having to remind herself that she wasn’t flying the next day. Even now, her idle hours are often spent looking up weather in various places out of curiosity.

A few things stick out in her mind from her travels – seeing an active volcano in Iceland, a SpaceX rocket launch in Southern California, camels crossing Saudi Arabia, and the frozen sea in Siberia. The month she spent in Nome, Alaska, was special as well. She remembers the hours of low light cast over beautiful mountains and valleys. And, when weather let up and she was finally able to fly into Russia, Zara noted that it appeared like someone had thrown a white blanket over the landscape. She says the countries were all unique, yet somehow similar. Before her trip, she assumed the planet was huge (Australia seemed so far

away). Now, everywhere seems a lot closer and the world seems smaller than before, she said, “because I’ve seen the ground go by and seen the slow transition from the Arctic to the tundra, to the evergreen trees, and slowly reaching the tropics.”

There were recurring themes of generosity, kindness, and hospitality in all the places she visited with strangers who offered accommodation and food. In some places, she had arranged for ground handlers to assist after landing, but this wasn’t the case in the United States. After landing at a diverted airport in North Carolina, with no idea of her surroundings, she hitchhiked with strangers into town. In Singapore, on Christmas Day, she had a flat tire and mechanics spent the entire day helping her fix it. Then, at 10 p.m. on New Year’s Eve in Mumbai, she discovered the airport was out of fuel. Only equipped with a small refillable tank, three guys drove her to a station 20 minutes away. They must have had a party to attend or other plans, she thought, but they never complained and happily drove her back and forth for the next three hours until her plane had full tanks.

As she approached her final airport back home in Belgium, tears welled in her eyes. She was happy to be home. Zara also holds the record for the first Belgian to circumnavigate the world solo by air, which made the homecoming even more special. Ever the pilot, she wiped away the tears, reminding herself to stay in the moment and “fly the plane.”

Zara has spent the time since her record flight still living in the present. She has jumped on a few last-minute ferry flights with her father from South Africa to Miami and Australia, and earned her Commercial Rating. With over 600 flight hours, her newfound appreciation of the world, and mental strength, she isn’t easily shaken. Which is good, because in September, she began her next big challenge – studying engineering at Stanford University! At just 20 years old, she has already inspired future pilots, some with plans to break her records...something she thinks is pretty cool. One person who Zara has inspired is her younger brother, Mack, who just completed flying around the world via a different route, and is now the youngest male to circumnavigate the world solo at 16 years old⁸. I asked if she would ever think about doing it again. “Sure, if it were paid for!” Zara added she’d want to “bring along a friend for those long, dull transatlantic legs.”

⁸ <https://www.guinnessworldrecords.com/news/2022/8/mack-rutherford-becomes-youngest-pilot-to-fly-solo-around-the-world-714440>



Julie Paasch
Mount Tahoma Chapter

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

Email Julie Paasch at
askadpe99@gmail.com

Your question may be
answered in the next issue!

Do you have any advice as I prepare the paperwork leading up to my Private Pilot check ride?

This is a great question! While it is essential that your CFI is involved in this process, you too can do your part to make sure everything is in order. I find I'm less nervous if I feel prepared and have everything ready to go a few days before a check ride.

Most DPEs have a website and will send you an email or share information with you in some way prior to your check ride. It will most likely include a cross-country plan, the examiner's weight and their fee, and anything else pertinent to the check ride. While it seems obvious, read it carefully. I had an applicant show up to a check ride with a flight plan that was to the wrong airport: It was a flight plan I had assigned to a previous student. Make sure to read the email and follow instructions.

Another helpful tip is to follow the Practical Test Checklist in the back of the Airman Certification Standards (ACS). This checklist has a list of documents needed to fulfill each section: Acceptable Aircraft, Personal Equipment, and Personal Records. Specific to Acceptable Aircraft is to make sure you're familiar with the maintenance logs. Often, applicants will tab out all the required inspections so it's easier to find. Your examiner will pre-qualify your aircraft prior to starting the check ride. Then depending on which check ride you're doing, they may have you show them the various required inspections during the check ride. A few months ago, I had an applicant fly into my airport for his Private Pilot check ride. During the pre-qualification of the aircraft logs, it showed that two Airworthiness Directives (ADs) were overdue. Not only could we not complete the check ride, but the airplane was grounded until the ADs could be completed.

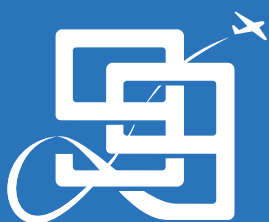
It isn't only important to have an acceptable aircraft. There are also items on the items on the Personal Equipment Checklist. Specifically, instructor endorsements and required flight and ground training are critical. While the instructor endorsements are your CFI's responsibility, you can take responsibility for the ground and flight training requirements. For example, for a Part 61 Private Pilot Airplane Single Engine Land (ASEL) the Code of Federal Regulations (CFR) list all the eligibility requirements (61.103), aeronautical

knowledge (61.105), flight proficiency (61.107), and lastly the aeronautical experience requirements (61.109). It is surprising how many applicants show up to a check ride without meeting the experience requirements. This is something that can be tracked as you complete your training. Don't wait until the night before or the day of your check ride to discover you're not qualified!

It's also very common for applicants to not have all the required ground training logged. The most commonly missed one for a Private Pilot Certificate is flight proficiency (61.107). Under Section 61.107 Paragraph (a) of the CFR it states: A person who applies for a Private Pilot Certificate must receive and log ground and flight training from an authorized instructor on the areas of operation of this section that apply to the aircraft category and class rating sought. The title is misleading because it says flight proficiency; however, it must be logged on the ground and in flight. Most instructors will cover ground on each of the maneuvers prior to flying, but often forget to log it. If your CFI is not logging ground instruction you can gently remind them that according to the CFR, Section 61.189, they are required to sign the logbook of each person to whom that instructor has given flight training or ground training.

Lastly, it's helpful to put together a check ride binder to keep yourself organized. Organize your binder using the PAVE (Pilot, Aircraft, Environment, External Pressures) checklist. You can use this as your risk analysis and show your examiner during the check ride each of the critical elements used to help you make a go or no-go decision. A few examples include having your IMSAFE checklist, personal minimums written out, weather briefing, flight plan, weight and balance, and performance calculations. During the Private Pilot check ride the ACS has this checklist as part of the risk management task under Cross-Country Planning and requires you to identify, assess, and mitigate risks.

Remember to be prepared and try to get a good night's sleep before your check ride. Good luck on your Private Pilot check ride or whatever check ride you're working toward!



Is Being a 99 a Family Affair for You or a Member You Know?

Is your mom, aunt, cousin, daughter, sister, grandma or other relative also a 99? We'd love to talk with you! We will be featuring multi-generational 99s in a future issue. Members are invited to contact us about their own family involvement in The 99s or to suggest other members they know with family ties within The 99s.

Please contact Publications Committee Member Kate Hammarback at klhammarback@gmail.com to learn more.

Milestones

Kyndel Anderson
Private
– Colorado

Jenae Alvidrez
Multi-engine
– Orange County



Amelia Anderson
Private Glider
– Old Dominion*



Stephanie Baynes
Commercial
– Maryland



Leila Burns
Private
– Old Dominion**

Bridgett Cornett
Commercial, CFI & CFII
– Wisconsin

Chris Cox
CFI (Helicopter)
– Orange County

Christa Guidry
Multi-engine
– Arkansas

Lynzie Hudson
Seaplane
– Bay Cities

Gail Keys
Captain 777
– Old Dominion



Candace Lamb
Solo
– Appalachian Avia-
trixes

Brie Lorey
Instrument
– Bay Cities

**Mona Madry-
Adams**
Commercial
– Bay Cities

Laura Matheson
Multi-engine
Instrument
– Ambassador Chapter

Megan McArthur
Private
– Chicago Area



Gillian Moore
Private
– Columbia Cascades



Emily Mueller
Instrument
– Chicago Area

Mandi Neumann
Sport CFI
– Wisconsin

Jayme O'Bryant
Instrument
– Bay Cities

Olivia Parmenter
Private
– Kentucky Bluegrass



Vanessa Peters
Instrument
– Palomar

Karyn Ranzau
Commercial, CFI
and CFII
– Kentucky Bluegrass

Jenny Reeb
CFII
– Old Dominion



Sharon Reithel
Solo
– Finger Lakes

Lydia Royaute
Instrument
– Bay Cities

Hannah Schickles
Private
– Wisconsin

Sara Siddiqui
CFII
– Wisconsin

Kaylee Smith
CFI
– Katahdin Wings

**Carolyn
Weatherbee**
Private
– Bay Cities

Amanda Willson
Tailwheel
– Colorado

Hailey Zirkle
Gulfstream 450
Type Rating
– Arkansas

Careers



Employment Etiquette

By Donna Miller

During these interesting times in aviation, our careers are changing faster than ever. That instructor job you were thrilled to take last month might not seem so exciting once you learn that the regionals are hiring pilots and you now have the credentials.

Now, let's talk about employment etiquette. In the aviation industry, it's critical to understand just how small this world is. The running joke is to be kind to your First Officers because they could be your Captains at your next airline.

With the speed of hiring, it's important to leave your current company with as much grace and gratitude as you had when you arrived. If this was a steppingstone job leading you to your forever career, it's important to remember that this company took a chance on you when you may not have had much flight time. This may have been the first time someone paid you to fly instead of the other way around. For all your frustrations, they provided you with an opportunity and the background you needed to advance your career. It's important to let them know that when you leave. A thank you note to the chief pilots and to the hiring department is always appreciated. It's easy to move on and never look back, but acknowledging each step is an important part of the process. Not only does it give you closure to start your next job with no unfinished business, but it also shows your sincerity and gratitude for the opportunities you have been given.

Even now, most trips start with getting to know your crew. They always ask how you got to where you are, so you end up talking about previous flying jobs anyway. I laugh now about my short stint at Hooters Air. (Thank you, Aileen Watkins.) At the time I thought, "Oh Dear God, please don't let anybody I know see me!" It's not like I had to wear orange shorts or anything. I was staying current and qualified in a 737 during the lengthy furlough after 9/11. I am grateful for that job, and how it brings a chuckle from the Captains I fly with when I explain that I was trying to get a job at Denver based Frontier Airlines, famous for their wildlife livery. "When I said I wanted to fly an airplane with an animal on the tail, this Hooters Air owl was not what I had in mind!" Things are always funnier in retrospect.

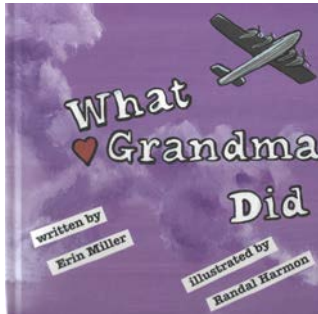
The good thing is that with everyone now hiring, you will find your next job. In some cases, your next job will find you. I remember wanting someone with all the right answers to tell me what I should do. What I learned is that only you have the right answers for you. This will all become part of your journey. Knowing that kindness and gratitude are part of your legacy, you can advance through your career with confidence.

*Photo by Kari Anderson

**Photo by American Aviation at Manassas Airport (KHEF)

Book Reviews

Jacque Boyd, *Rio Grande Norte Chapter*



Publisher: 4336 Press, LLC
ISBN: 978-1733560634
Available through Amazon

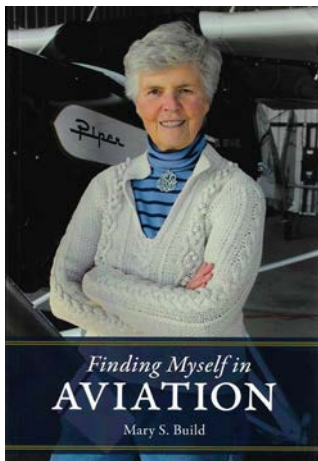
Children's Books

WHAT GRANDMA DID

Author: Erin Miller | Author: Illustrator: Randal Harmon

I use the term children's books advisedly. I've bought several copies of this book, and not one went to children! Neither the author nor the illustrator is a Ninety-Nine, but the book's subject – Elaine Danforth Harmon – was. Erin Miller, the author, and Randal Harmon, the illustrator, are her granddaughters. Elaine Harmon was also a WASP (Class 44-W-9). From what I could find out from Headquarters, she joined The Ninety-Nines in 1945. I have no information on which chapter, so if any of you know, please email me.

What Grandma Did is one of the most delightful books I've read. I love the purple cloudscape throughout the book. The wonderful story is written in rhyme, but it's not trite. The illustrations are superb. If you're trying to think of books to gift for any occasion, this should be on your list.



Publisher: Maine Authors Publishing
ISBN: 978-1633813175
Available through Amazon

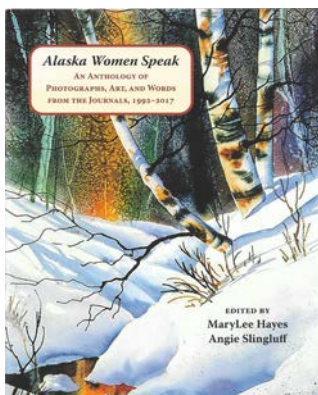
Memoir

FINDING MYSELF IN AVIATION

Author: Mary S. Build, *Katahdin Wings Chapter/New England Section*

I think the tenor of Mary's book can be summed up by a sentence from her introduction, "The most important thing I learned was that I was much happier and successful when I found something I wanted to do – and not because someone else thought it was what I *should* do."

This chronicle of Mary Build's life is honest and very down-to-earth (no pun intended) because, as the saying goes, she has soared with eagles. The accounts of her seaplane experiences are wonderfully stunning. I loved reading this memoir almost as much as I did once I finally met Mary at the International Conference in Charleston, South Carolina. Mary, thank you for sharing your life.



Available through Amazon or as noted from the advertising flyer: When you buy this book and order directly from MaryLee, all the money received goes toward the production expenses of this marvelous book. You can order by sending a check for \$29.95 plus \$8 for shipping & handling to: MaryLee Hayes, 2611 Hiland Rd. Eagle River, AK 99577

Anthology

ALASKA WOMEN SPEAK:

An Anthology of Photographs, Art, and Words from the Journals, 1992 – 2017

Edited by: MaryLee Hayes and
Angie Slingluff, *Rio Grande Norte Chapter/South Central Section*

I have always felt that our environment marks us, whether it's physically, mentally, or emotionally. The stark beauty of Alaska comes through in the wonderful, honest, and adventurous voices chronicled in this book. The pieces – some of which are specifically about flying – are from the *Alaska Women Speak* journal. The anthology is a stunning collection, and the book is beautiful. I cannot imagine how difficult it must have been to choose pieces from a journal that began publishing 30 years ago. From the editors, "Within the pages of this anthology, we have endeavored to honor voices from the past while embracing those voices that speak to our future." This anthology has accomplished that and more.

If you have additional inquiries about *Alaska Women Speak*, go to www.aslaskawomenspeak.org, or for subscriptions to the *Alaska Women Speak* journal, write to akwomenspeak@gmail.com.



Back row from left: Firefighter Bidinger, Engineer Harris, Dana Jensen (Taylor's student), Firefighter Brooks, Avery Lalor, Sofia Nosratabadi, Kyra Duncan, Isabel Burton, Maddy Bloom, Chris Cox, Kelsi Calvillo, Donna Harris, Shirley McFall, Tess Karich, Stacy Felix (guest), Pam Hengsteler, Firefighter Norris, Captain White, Diane Myers, Engineer Jones. Kneeling from left: Echo Liu, Lauren Okimoto, Jin Conover, Tiphani Sach, Taylor Wilson, Trish Magdaleno, Jenae Alvidrez, Cindy Morris.

ORANGE COUNTY CHAPTER

A Visit to the John Wayne Airport Rescue and Fire Fighting Facility #33

I've lived by the John Wayne/Orange County Airport (KSNA) for 37 years, hearing planes roar above me, and never knew of the wonders I have so close by. As a new flight student, and an aspirational pilot, becoming a student-member of The 99s opened a whole new world of inspiration and camaraderie I was missing during my initial flight training. So, when the Orange County Chapter's field trip to the John Wayne/Orange County Airport Fire Station was announced, I was very excited, but I had no idea of the educational, instructive, and fun visit this was going to be. Our home airport's fire station is a state of the art rescue and firefighting facility. The firefighters are friendly, educated, highly trained, funny, courageous, committed, and always ready. And did I mention they are great cooks?

Our group gathered around 5 p.m. – under a lovely summer afternoon sunset – and was escorted to the fire station where our firefighters had already set up a very controlled fire for a spectacularly delicious BBQ. The station, owned by the John Wayne/Orange County Airport and staffed by the Orange County Fire Authority, was completed in 2005 as a state of the art 16,555-square-foot Airport Rescue and Firefighting (ARFF) facility. An airport badge is required for access. Our group of about 30 was guided by Firefighter and Engineer Harris, who led us through the main house and the five apparatus bays with the newest impressive equipment and firetrucks. We actually got to climb in to sit behind the big wheel and imagine a race to the rescue. Our firefighters also have a drive-through maintenance bay and a training facility – complete with a large crane and an aircraft donated by Orange Coast College to practice on. The station accommodates eight firefighters who respond to aviation emergencies (of which we saw scary pictures on the walls of the station to keep us alert and humble); emergencies

in the main terminal (which may include terrorism); natural and man-made disasters and their consequences such as fires, stranded passengers, first aid assistance during earthquakes, evacuations; and any other innumerable possible problems. We saw the offices of the Captain and staff and inspected the quarters for those eight firefighters who take turns to rest on their 24-hour shifts. The walls are covered with evidence of times gone by: posters, aviation mementos of heroic actions and tragic accidents, as well as artifacts of the development of Orange County, its airport's trials and tribulations that testify to the history of our airport and its fire station.

At the rear of the station there is a small observation tower where we observed the expanse of our airport in a new light, getting a little insight of what our Orange County ground controllers see when we call to get clearances. This tower was designed to supplement the adjacent FAA tower as needed during emergencies.

The firefighting teams train incessantly to keep up to date, study, and develop their camaraderie and routines with housekeeping duties. I must say, our host shift has the best cooks. I had seconds on those ribs that melted in my mouth! (The fire temperature must be their secret). After our instructional tour we sat down to mingle, exchange experiences, meet lovely new people, find each other, make new friends, find old friends, and, above all, remember to be grateful that while we are soaring in the heights, carried by the winds of our flight fancies or work, we have on earth these firefighters who have our landings and protect our tails. Thank you, Orange County 99s and Station 33 for such a wonderful field trip! The next time I take off or land, I will send a heartfelt wink to the hottest place at KSNA.

– Dubravka Pineda

NEW YORK-NEW JERSEY SECTION

The weekend of September 10 and 11, the New York-New Jersey Section covered a Young Eagles event in upstate New York, a “Girls in Aviation Day” at Atlantic City International Airport (KACY), EAA fly-in at Sky Manor Airport (N40), and “Kiwanis Kids Day” at LaGuardia Airport (KLGA). What a weekend it was! Here are some highlights:



Bev Weintraub and Jessica Daisy-Bautista at Kiwanis Kids Day.



New York-New Jersey Section members Shannon Osborne and Phyllis Kollar attended the EAA fly-in at Sky Manor Airport (N40), “The Best Little Airport in the East.”

“Kiwanis Kids Day” at LaGuardia Airport

The “Kiwanis Kids Day” was sponsored by the Kiwanis Club of LaGuardia Airport. They bused in dozens of kids and their families from the Marine Air Terminal. There were about ten general aviation aircraft including: Civil Air Patrol planes, my own Archer, a Cirrus, and two Geico Skytypers SNJ-2s. There were also two A-320s (one from Delta and one from American), Coast Guard and Navy rescue helicopters, the NYPD K-9 squad with their dogs, firetrucks along with other airport emergency vehicles, a band, food, face painting, etc. The Airbuses were open for tours and the kids got to sit in the smaller airplanes. Ages ranged from toddlers to teenagers. Most of the kids just had their picture taken in the right seat and climbed out, but a few were really interested in what was in the plane and how it all worked. They were wowed when I told them to move the yoke and look at the wing and see the ailerons move! Jessica Daisy-Bautista, from the New Jersey Chapter, and I also met some young women who are studying STEM subjects and aviation. They were so focused and engaged! I’m hoping at least one will join my 99s chapter.

– Bev Weintraub

Girls in Aviation Day (GIAD)

It was my great pleasure to participate in GIAD 2022 held at Signature Flight Support at Atlantic City International Airport. The day began with the arrival of several aircraft to support the event. These included a Civil Air Patrol Cessna 182, a medevac helicopter, and three personal airplanes including 99s member Lorraine Denby’s Piper Arrow. The most impressive aircraft was the “Miss Virginia,” a DC3 carrying 2021’s Miss United States, Samantha Anderson.

The surprise of the day was the presentation to several of the exhibitors of a female STEM/aviation scholarship check for \$1,500 from Aviation Influence, Inc. This was the first time I was able to participate in this event and it was truly an eye-opener. There were over 300 young girls in attendance and this was a significant introduction to aviation for them all. As a member of Civil Air Patrol for almost 50 years, this was easily the best event I have ever attended that focused solely on introducing women to aviation on such a large scale. I can’t wait to do it again!

A link to more information about the event can be found here: <https://www.tickettailor.com/events/aviationinfluence/710413>

– Amy Myziecek

MONTEREY BAY CHAPTER



Monterey Bay Chapter Chair, Michael Serasio, being interviewed for radio station KSCO out of Santa Cruz, California.



Watsonville Municipal Airport’s (KWVI) Open House with “Fire in the Sky” fireworks, September 3, 2022.

NEW ENGLAND SECTION

The New England Section held its Fall Section Meeting on September 30-October 1 in and around Laconia, New Hampshire. Friday night featured a dinner cruise on the *Mount Washington* on Lake Winnepesaukee. This event was attended by over 50 people, the largest number of people at a fall section meeting since COVID-19 scared members off from group meetings. A fantastic sunset and a good buffet dinner made everyone happy!

Section members have been involved in a number of aviation-related activities, from fly-ins to career days. Connecticut Chapter completed a 70-foot Compass Rose at Meriden-Markham Airport (KMMK) in Meriden, Connecticut. A Sectionwide Poker Run is planned for October, and an online auction to raise money for the Eastern New England Chapter Scholarship Fund will occur in November. In-person and Elfster holiday events are being planned.

- Jann Clark



Top photo: The New England Section Fall Meeting kicked off with a sunset dinner cruise, that was highlighted with a spectacular sunset. Bottom photo: The business meeting was well-attended with 37 members, most of whom gathered for a group shot.



Top photo: Terri Donner, Louise Bornwasser, Amy Bogardus, Emily Herron. Bottom left: Kristena Cook on the cover of "Today's Woman" magazine. Bottom right: Emily Herron on the cover of "Aviation for Women" magazine.

KENTUCKY BLUEGRASS CHAPTER

The Kentucky Bluegrass Chapter introduced our new officers for the 2022-24 term: Emily Herron (Chair), Amy Bogardus (Vice Chair) Louise Bornwasser (Secretary) and Terri Donner (Treasurer) at our June meeting at Rough River State Park in Falls of Rough, Kentucky.

The Kentucky Bluegrass Chapter met at Bowling Green-Warren County Regional Airport (KBWG) in July. We enjoyed observing the Aviation Museum of Kentucky's Youth Summer Aviation Camp with an up close and personal view of a Curtiss Jenny.

Our Kentucky Bluegrass "Cover Girls," Emily Herron and Kristena Cook, appeared on magazine covers recently. Emily appeared on the cover of *Women for Aviation* magazine, with an accompanying article. Kristena Cook appeared on the cover of *Today's Woman* magazine. Member Tiffany Meredith was also highlighted in the *Today's Woman* article.

- Sue Glisson



AFRICA SECTION

Ninety-Nines at Aviation Africa Summit

The Aviation Africa Summit was held on September 12 and 13, 2022 in Kigali, Rwanda. The exhibition covered the full aerospace spectrum across Africa to examine the industry's post COVID-19 recovery. This was echoed in the speeches made by guest speakers which encouraged the implementation of The Single African Air Transport Market (SAATM) as being a key component for national growth and increasing Africa's connectivity.

In addition to establishing the necessary infrastructure to meet the expected demand, qualified manpower for the next generation of aviation professionals was identified as a critical pillar in achieving the objectives of SAATM. Africa Section Ninety-Nines Governor, Ivana Alvares-Marshall, together with Africa Section Ninety-Nines member and Board of Director of Flight Safety Foundation, Capt. Irene Koki Mutungi, took part in a panel discussion on inspiring new recruits and leveraging support of external partners such as organizations, airlines, industry groups, and banks to invest in the future of youth aviation professionals. The panel emphasized the need for airlines to take responsibility for recruiting cadets via cadetship programs, establishment of STEM initiatives, and integration of aviation into school syllabuses – from grassroots to university level – in order to create a talent pool in anticipation of Africa's stellar aviation future.

The Africa Section Ninety-Nines would like to express their utmost appreciation to Aviation Africa for giving us a prominent location to showcase our organization's banners, thus raising awareness about The Ninety-Nines and its mission to encourage, empower, and educate women as well as youth to share an interest in aviation. Through the conference, our organization made many connections and we're hopeful to form partnerships and collaborations regarding our STEM initiatives.

Aviation's continued attractiveness to the youth of the continent is a crucial piece in the industry's post COVID-19 recovery and sustained growth. The work of the Africa Section Ninety-Nines continues to engage role models for future generations to discover aviation through grassroots STEM projects and Girls Wings for Africa (GWFA). The best preparation for tomorrow is to make sure today's work is superbly done, and the Africa Section Ninety-Nines is fully committed to this. Indeed, the time starts now!

Organizations can contact the African Section Ninety-Nines at africansection99s@gmail.com.

– Amina Chaltu



Top photo: Banners from the Aviation Africa Summit.

Bottom photo: Taahira Came, Ivana Alvares-Marshall (Africa Section Governor), Adefunke Adeyemi (Secretary General of African Civil Aviation Commission), and Dina Dawod (Africa Section Vice Governor).

CHICAGO AREA CHAPTER

Activities focus on Clow "International"

A recent Chicago Area Chapter meeting was held at southwest-suburban Bolingbrook's Clow International Airport (1C5). Yes, hard to believe it's an international airport given its single 3,360-foot-long runway, but there is a restaurant on the field! Our hostess and guest speaker was chapter member Diane Hromek-Sawyer. She presented a fascinating history (or should we say herstory) of her life in aviation and about how she lived on an airport and flew to work was only a small part of her story. Just hearing of the aircraft she owned and how she used each of them in her work as a court reporter was enthralling. The meeting was held at the Illinois Aviation Museum at Clow, with many members and prospective members in attendance.

The Chicago Area Chapter was also represented at Clow's "Cavalcade of Planes" event this summer. Our 99s booth was headed by the former Chair and North Central Section Governor, Ellen O'Hara, with several other members assisting. One of those was new member Claire Carr, who sells custom items on her Etsy site. Claire truly struck gold when she traded a custom sign for a T-6 flight. The T-6 pilot took her up for the national anthem flyover with another T-6 and a Beech 18. "Easily the coolest flight I've ever been on!" she declared.

– Diane M. Cozzi



Chicago Area Chapter meeting was held at the Illinois Aviation Museum at Bolingbrook's Clow International Airport.



From left: Mary Woody, Erin Sanders, Mary Dwyer, Maria Lamia, Meagan Harr, Janice Pelletti, Raquel Magana, Brenda Robinette, Candace Lamb.

APPALACHIAN AVIATRIXES CHAPTER

The Appalachian Aviatrixes gathered August 13 for an informal meeting followed by a lunch of grilled burgers. Many thanks to Pam and Bryan Phillips for letting us use their maintenance hangar at Tri-Cities Airport (KTRI).

During the meeting members provided updates about their summer flights and other activities. Candace Lamb soloed. Raquel Magana has a new job at Cirrus Aircraft.

Erin Sanders is traveling to Cape Canaveral. Brenda Robinette shared her experience of Dancing with the Tri-Cities Stars. Adrienne and Luke Smith purchased a Meyers aircraft and are working on upgrades. Janice and Patrick Pelletti upgraded the instrument panel in their BE A-36.

We were also joined by Maria Lamia. Maria is moving from Wisconsin to South Carolina. She is actively working to revitalize the Blue Ridge Chapter.

– Janice Pelletti

FINGER LAKES CHAPTER

The Finger Lakes Chapter congratulates our newest member, Sharon Reithel, on her first solo on July 11, 2022 at Canandaigua Airport (KIUA). Sharon is also the recipient of the Ray Aviation Scholarship administered by EAA Chapter 44 in Brockport, New York. In addition, the chapter assisted four girls in their pursuit of aviation with grants to offset the cost of local aviation camps. The Finger Lakes Chapter was invited by the Central New York Chapter to participate with them at the Cortland Airfest at Cortland County Airport-Chase Field (N03) on July 20.

– Frances England

Top photos: EAA 44 aviation campers, including two of the girls that were sponsored by the Finger Lakes Chapter.

Bottom photo: Joanne Bolton, Central New York Vice Chair prepares The 99s info booth at the Cortland Airfest.



Grass Roots

VENTURA COUNTY CHAPTER

This year, the Wings Over Camarillo Airshow – held on August 20 and 21 – decided to celebrate women in aviation. So, naturally, our chapter scrambled to mobilize an exhibit called “Notable Women in Aviation” to make the myriad facets of this amazing pursuit accessible to the general public. The Commemorative Air Force SoCal Wing very kindly granted us wall space in their museum, and Sun Air Jets generously and enthusiastically co-financed the exhibit.

On our larger wall – which is our permanent exhibit – we installed a 22-foot timeline of 75 female firsts that covers everything from Jeanne Labrosse’s maiden solo hot air balloon flight (1798), to Helen Richey becoming the first American woman to fly for an airline (1934), to Mary Feik becoming the first female engineer for the U.S. Army Air Corps and Mary Chance VanScyoc becoming the first female civilian Air Traffic Controller (1942), to Geraldine Mock successfully circling the globe (1964), to Dr. Sally Ride going into space (1983), to Lt. Cmrdr. Marilyn Melendez Dykman becoming the U.S. Coast Guard’s first minority female aviator (1991), to Colleen Barret becoming the highest ranking woman at any U.S. airline after becoming Southwest Airlines’ first female President and COO (2001), to Capt. Amy Bauernschmidt becoming the first woman to command an aircraft carrier known as the *USS Abraham Lincoln* (2021), to Dr. Jessica Watkins becoming the first African-American woman at the International Space Station (2022), to Lt. Amanda Lee becoming the Blue Angels’ first female demonstration pilot (2022).

Our smaller wall – which is our temporary exhibit – boasted photos and write-ups on four featured female fliers: Bessie Coleman, Amelia Earhart, Pancho Barnes, and Jackie Cochran. Earhart, Barnes, and Cochran were Southern California locals, and Coleman flew in and out of Santa Monica.

In addition, we were gifted two valuable pages in the official program where we included brief write-ups and photos of women represented by six categories: “Lighter-Than-Air” (Jeanne Labrosse, France), “Engineering” (Emma Lilian Todd, U.S.A.), “Fixed-Wing” (Jackie Cochran, U.S.A.), “Mechanic/Commercial” (Phoebe Omlie, U.S.A.), “Rotorcraft” (Ann Shaw Carter, U.S.A.), and “Space” (Valentina Tereshkova, Russia).

Antelope Valley Ninety-Nine, author, and historian Barbara Hunter Schultz sold signed copies of her books on Amelia Earhart and



Top photo: Four famous fliers highlighted at the Wings Over Camarillo Airshow (Photo by Marybeth Martin). Bottom photo: Lindsey G.P. Bell, curator and Ventura County Ninety-Nine, giving a presentation to our donors from Sun Air Jets. (Photo by VC99 Alison Barker).

Pancho Barnes in front of the exhibit, and Ventura County 49 1/2 Dave Lanter very kindly created and donated an original painting for the backdrop of our selfie station.

The Airshow’s Grand Marshals included our own Ventura County Chapter member and former International President Martha Phillips, along with U.S. Navy Commander Colette B. Lazenka.

Chapter member Judy Phelps delighted the crowd flying an aerobatic routine in her Pitts Special biplane, while other chapter members staffed the museum exhibit, ran the pancake breakfast, masterminded an amazing STEM pavilion, managed and staffed the silent auction, provided professional balloons to boost our visibility, took photos, assisted in airshow operations (including driving golf carts), and represented us all at The Ninety-Nines’ information booth.

– Lindsey G.P. Bell



HAMPTON ROADS CHAPTER

The Hampton Roads Chapter held two events this year for The Ninety-Nines sponsored organization Women Can Fly (operating since 2013 with two years off due to COVID-19). We were happy to resume operations this year and held one in June at the Hampton Roads Executive Airport (KPVG) and this latest one on September 10 at the Military Aviation Museum in Virginia Beach, Virginia. Ninety-six girls and women were given free airplane rides and treated to free admission to this wonderful museum. The museum held its own “Girls in Aviation” event concurrently so there were plenty of activities to enjoy and ways to learn about aviation. The Civil Air Patrol offered rides on a homebuilt hovercraft which gave the young boys who came with their families something to enjoy also. We had several other community partners including the Virginia Department of Aviation.

Videos of the events can be found at Women Can Fly:

Fall 2022 – <https://youtu.be/3aROZmMvdT8>

Summer 2022 – <https://youtu.be/GjkXgRo1ySY>

– Linda Mathias

Our newest Life Members

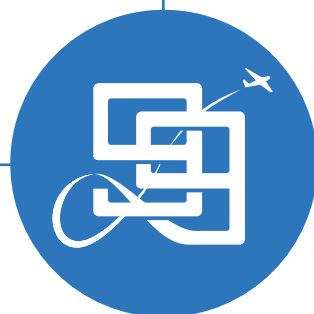
Laura Burkig
Joanne Campbell
Caleigh Doherty
Jean Franklin Hancher
Elise Hoit
Alice Howey
Marilyn Jensen
Ann Pescatello
Karen Wade

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.

Kay Bennett
 August 4, 2022
Reno High Sierra Chapter
Doris Kempton
 December 30, 2021
South Central Section
Patricia Eby
 May 31, 2022
Life Member,
Wichita Falls Chapter
Madeline Burriss
 August 9, 2022
Maryland Chapter

Doris Jacobson
 August 17, 2022
Life Member,
Maryland Chapter
Denise Morchand-Erwin
 August 18, 2022
Wisconsin Chapter
Cynthia Prescott
 August 18, 2022
British Columbia Coast Chapter
Barbara Vickers
 September 10, 2022
Sedona Red Rockettes Chapter
Judy Wayman
 September 13, 2022
Tennessee Chapter



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Our most recently enlisted Friends of The 99s

Chuck Kamphausen
 Simi Valley, California

Brian Schiff
 Keller, Texas

Abbie DiVietri
 St. Johns, Michigan

CORRECTIONS: In the September/October issue, the article *The Fun of It*, in the "Logbooks and Licenses" section, the quoted number of required hours for a commercial rating incorrectly states "The Commercial Pilot Certificate requires at least 1,000." The sentence should read, "The Airline Transport Pilot Certificate normally requires 1,500." The "Women in Aviation," section incorrectly states that there are 470,000 reported female pilots in the United States. The correct number, according to FAA reports, is 58,541.

NEXT YEAR IN LONG BEACH, CALIFORNIA

PHOTOS MIKE ULLERY

Long Beach
Convention
Center
Long Beach, California

34th Annual
Women in Aviation International
Conference

February 23–25, 2023



WAI2023

*WAI is headed to Long Beach,
California, and we want you
to join us for WAI2023!*

The 34th Annual Women in Aviation International Conference will be held at the Long Beach Convention Center, February 23-25, 2023, in Long Beach, California. Come experience our trademark positive energy found at our annual conference. You will network with aviation industry professionals and continue your career development at education sessions, professional development seminars, and industry briefings. Save the date for next year's gathering for more mentoring and fun!

More details to come at
www.WAI.org/23conference.

