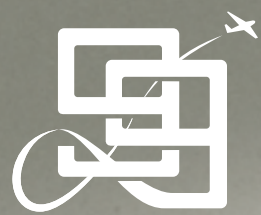


May/June 2023



Ninety-Nines

Inspiring Women Pilots Since 1929

THE ADVENTURES OF
**MARVEL
CROSSON**

p. 8

plus

MULTI-GENERATION
FAMILIES IN THE 99S

ASK A DPE

NIFA: LEMONS
OR LEMONADE



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By Kate Hammarback



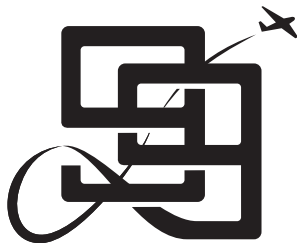
ON THE COVER

Marvel Crosson on wing of airplane.
(Courtesy of the Crosson family)

Let's Get Social    



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MISSION STATEMENT

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

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2023

MAY

- 5 **Amelia Earhart Birthplace Museum**
Presenter Kristen Gray speaks about writing
ameliaearhartmuseum.org
- 5-6 **Mid-Atlantic Section Spring Meeting**
Hampton Roads, Virginia
✈ Linda Bangert, lsbangert@cox.net
- 8-13 **NIFA SAFECON Nationals**
Oshkosh, Wisconsin
✈ Taylor Newman, *Executive Director*
taylor.newman@nifa.aero
- 20 **Amelia Earhart Birthplace Museum**
Presenter Madison Paul discusses the
Otis family
ameliaearhartmuseum.org
- 26-28 **East Canada Section
Annual Meeting**
Brockville, Ontario, Canada
✈ Annie Wen, annie.hui.wen@gmail.com

JUN

- 1 **Deadline: *Ninety-Nines Magazine***
July/August Issue Submission
news@ninety-nines.org
- 20-23 **Air Race Classic**
Grand Forks, Nebraska to Homestead, Florida
airraceclassic.org
- 22 **Amelia Earhart Birthplace Museum**
Playwright Laura Annawyn Shamas
discusses her writing style
ameliaearhartmuseum.org

JUL

- 24-30 **EAA AirVenture Oshkosh**
Oshkosh, Wisconsin
EAA AirVenture - Whittman Regional Airport
(OSH)
- 31 **Deadline: Professional Pilot Leadership
Initiative (PPLI) Application for Mentoring
Autumn Session**
ninety-nines.org/resources.htm
✈ mentoring@ninety-nines.org

AUG

- 11-12 **Palms to Pines Air Race 2023**
palmstopinesairrace.com
- 25-26 **International Board of Directors
Fall Meeting**
Oklahoma City, Oklahoma
✈ info@ninety-nines.org

SEP

- 29
-Oct 1 **North Central Section Fall Meeting**
Columbus, Ohio
✈ Paula Rumbaugh, paulapilotosu@gmail.com

OCT

- 4 **Amelia Earhart Birthplace Museum**
Presenter Ronda Crossland explains her AE-
themed escape room
ameliaearhartmuseum.org
- 27
-Nov 2 **Ninety-Nines International
Conference**
Jordan
Hosted by the Arabian Section

DEC

- 31 **Deadline: Proposed Bylaws Changes to
Present at the 2024 Annual Meeting**
✈ Juliet Lindrooth, *Chair*
governingdocs@ninety-nines.org

2024

JAN

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

MAR

- 1-2 **International Board of Directors
Fall Meeting**
Oklahoma City, Oklahoma
✈ info@ninety-nines.org

JUL

- 3-7 **Ninety-Nines International
Conference**
Vancouver, British Columbia, Canada

MAGAZINE SUBMISSION DEADLINES

are one month prior to issue date.
JUL/AUG issue deadline: June 1.

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

The President's Message



Robin Hadfield

President

The Ninety-Nines, Inc.

president@ninety-nines.org

Ninety-Nines Legend Immortalized

Gene Nora Stumbough Jessen broke flying boundaries – an aviation pioneer, a 99s past president, a member of the Mercury 13 astronaut training program, and American heroine – Gene Nora Stumbough Jessen has been immortalized with the restoration to flying condition of her Beech Musketeer to its original paint scheme with her name on both sides.

After her first flight as a Civil Air Patrol cadet, she thought, “That’s for me. I want to do this.”

Jessen worked her way through college teaching flying. But Jessen didn’t stop there – in 1961, she heard about a secret female astronaut training program and brazenly wrote them, insisting that they shouldn’t go forward without her, leading to her being invited to join what became known as the “Mercury 13.”

Unbeknownst to them all, the program was conducted without NASA’s permission and was quickly shut down. Jessen said it was a fun and challenging time. It was another 22 years until NASA finally allowed a woman into space.

Desperate to find a job flying airplanes to finish paying off college loans she applied to Beech Aircraft with perfect timing. They had just rolled out their new, smaller aircraft, “The Musketeer,” and wanted to introduce it to customers with a splashy, 90-day tour. They hired Jessen and Joyce Case, a recognized aerobatic pilot, and Mike Gordon, a retired U.S. Air Force Pilot.

The whole idea of having two females flying on the tour was to show customers that this is such a great airplane EVEN GIRLS could fly it.

Flying in formation, they would buzz the runway before landing. Jessen and Case learned to exit the plane while wearing the required dress, stilettos and jewelry, walking along the wing while holding down wind-blown skirts.

Jessen continued flying and only hung up her wings after the age of 70. For years she competed in the air races sponsored by The Ninety-Nines, and served as our president.

Women who fly airplanes are interesting people. They are going out in the world and doing things that not everybody does. Some people think we are crazy, and some think we are wonderful. As Jessen says, “It’s an adventure. If you’re hooked on flying, you’ll find a way.”

In April at Sun ‘N Fun while at The 99s booth, a gentleman was searching for me. He wanted to show me photos of a Beech Musketeer that he flies, owned by the Beech Aero Club.

This Musketeer was of special importance to them and has been restored to its original design, right down to the different font used for the “e” in Beech on each side of the airplane, along with the name of the pilot who owned and flew the Musketeer for many years, “Gene Nora Stumbough Jessen.”

Jessen, still a member with the Idaho Chapter, is important because of her lifelong commitment to aviation and The Ninety-Nines. She has had a huge influence on many many women over the years.

Her legend continues to grow as her airplane bearing her name continues to fly, inspiring women and girls around the country.



– Robin Hadfield

ON THE LOOKOUT!

The Ninety-Nines has a part-time position open for an outstanding individual with strong fundraising, community outreach, and grant-writing skills to become its Development Manager

The Development Manager will be based at The Ninety-Nines, Inc. Headquarters (Oklahoma City, Oklahoma). This will be a part-time position that will support fundraising, donor and community relations, and grant-writing efforts.

The Development Manager position will entail:

- Developing marketing, outreach, and communications strategies.
- Creating and maintaining new partnerships and collaborations that will support and strategically enhance the goals and mission of The Ninety-Nines.
- Identify grant opportunities.
- Generate grant applications, grant management processes, and reporting to ensure funding sources for existing and new enhancement programs.
- Coordinate with the staff and the Board to ensure that grant funds are managed in compliance with the funding agency requirements.

Further information can be found on our homepage in the Latest News and Events postings or here, www.ninety-nines.org/latest-news-99s-development-manager-position-331.htm



Holding Short



THE ARKANSAS CHAPTER REALLY LOVES ITS MEMBERS!

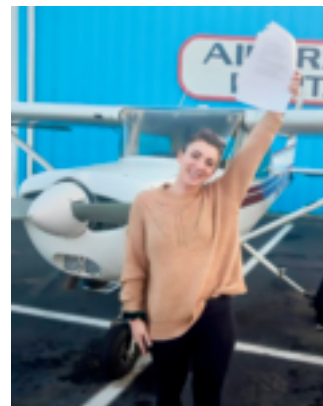
By Kristi Tidwell

Five members plus one bonus support (almost a 49 1/2) convened in Hot Springs, Arkansas, to celebrate “Galentine’s” Day 2023. Three of us flew and three drove. Two planes and one unforgettable weekend! We cheered on a horse named Airtime at the races and ate delicious meals. We were and are proud 99s, and it showed! We thoroughly enjoyed our time together and plan to make many more memories in the future.



PILOTS TO THE RESCUE

Dea Payette, member of the San Diego Chapter, recently went on a mission with Pilots To The Rescue (a non-profit organization dedicated to transporting animals at risk) to save 17 puppies from Texas. She flew with Michael Schneider to Tennessee in a turbo Saratoga full of dog crates. Upon arrival in Trenton-Robbinsville Airport (N87), in Robbinsville, New Jersey, there were 17 foster families to greet the puppies and take them home! It was a sweet and loving moment. Where there is hope, there is life. Then Dea and Michael called it a night back at Essex County Airport (KCDW) in Fairfield, New Jersey.



99S SHARE MILESTONE DAY

By Stacy Uebelhor

Stacy Uebelhor is the Chapter Chair of the Greater Seattle Chapter. She passed her Commercial ASEL check ride. The same day and in the same airplane, **Riley Gregoire** passed her Private Pilot ASEL check ride. Riley was awarded the Greater Seattle 99s Nancy K. Jensen Memorial Scholarship in May 2022. Check out www.Seattle99s.org for more updates on our outstanding members!



Samy-Rae Brain and Alabama Chapter Chair Ramona Banks.
(Photo by Kevin Banks)

SCHOLARSHIPS

MINNIE WADE MEMORIAL SCHOLARSHIP

Samy-Rae Brain received the Alabama Chapter’s Minnie Wade Memorial Scholarship. She will be using the funds to receive her Float Plane Rating.



Members of the Colorado Chapter and other attendees under the Capitol Dome at the Colorado State Capitol building. (Josh Schroeder/Courtesy Photo)

Granby's Captain Emily Warner Celebrated at State Capitol

Grand County commissioners and state delegates honored Captain Emily Warner, Granby/Grand County Airport's (KGNB) namesake on March 8.

Colorado State Senator Dylan Roberts and Colorado House Speaker Julie McCluskie – who both serve Grand County – held a tribute for Captain Warner at the state capitol.

Several Grand County guests attended, including Shanna Ganne, Executive Director of the Grand County Historical Association; County Commissioner Merritt Linke; and Josh Schroeder, the Emily Warner Field Airport Manager.

From this year forward, on March 8 we will celebrate Emily Warner and Women Airline Pilots Day.

Shelly deZevallos Named to EAA Board of Directors



EAA Aviation Center, Oshkosh, Wisconsin: **Shelly deZevallos, Ed.D.**, Life Member of the Houston Chapter, has been named to the Experimental Aircraft Association Board of Directors as a Class III Director, serving a one-year, renewable term with EAA's Board. Dr. deZevallos is president of West Houston Airport (KIWS), one of the busiest general aviation airports in the country.

"Shelly's lifelong dedication to aviation education and safety makes her a valuable addition to the organization as we look to improve and expand upon our current efforts," said Jack J. Pelton, EAA CEO and Chairman of the Board.

Dr. deZevallos is a member of the FAA's Safety Oversight and Certification Advisory Committee and a board member of the National Business Aviation Association (NBAA). She is an active pilot and airplane owner with her Single-Engine Land, Multi-Engine Land, Glider, and Instrument Ratings along with her Commercial Certificates.

She earned her undergraduate degree from the University of Texas, her EMBA from Texas A&M, and her doctorate of education in aviation and space science from Oklahoma State University.

About EAA

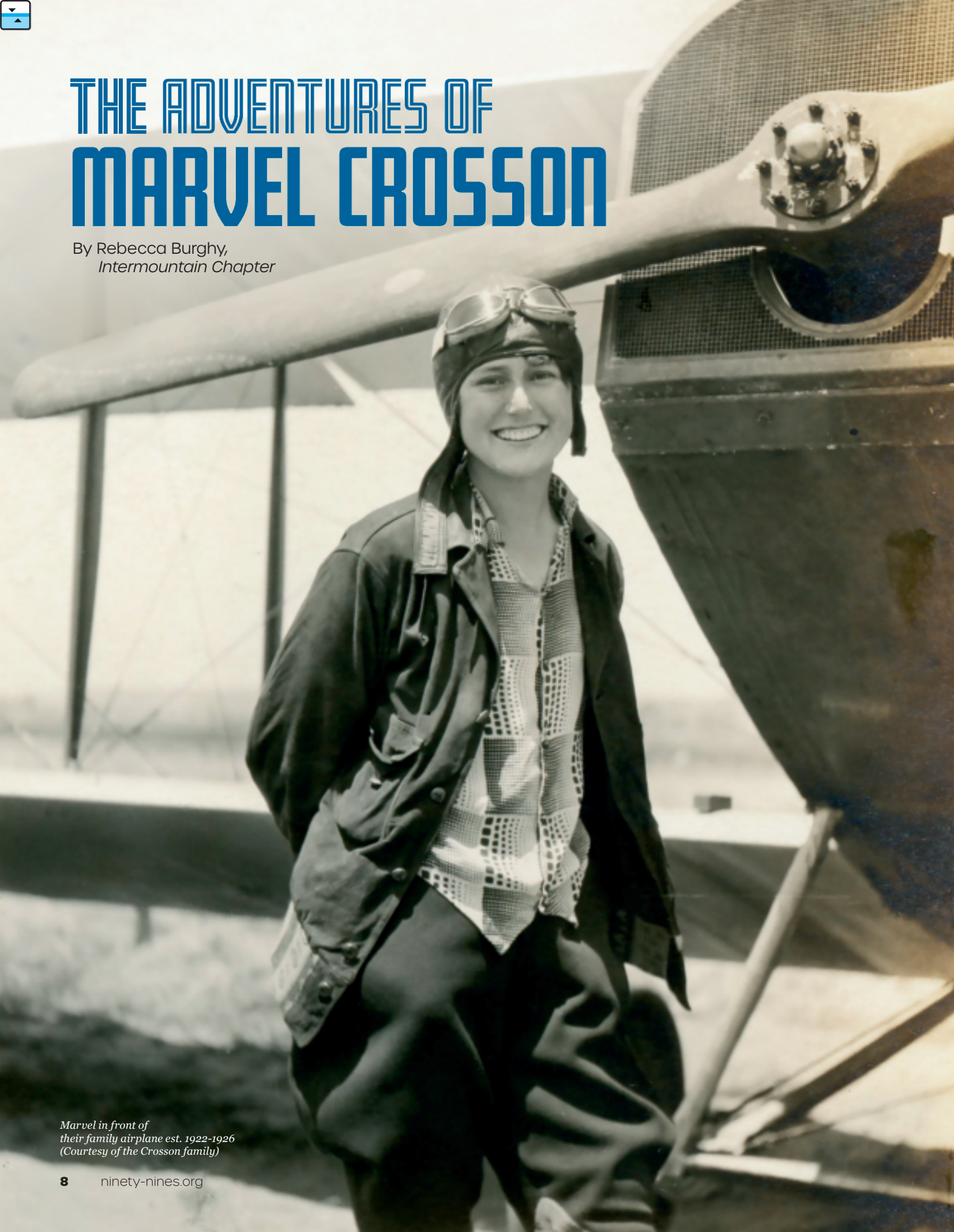
The Experimental Aircraft Association (EAA) is based in Oshkosh, Wisconsin, and embodies the spirit of aviation through the world's most engaged community of aviation enthusiasts. EAA's 260,000 members and 900 local chapters enjoy the fun and camaraderie of sharing their passion for flying and building and restoring recreational aircraft.

For more information on EAA and its programs, call 800-JOIN-EAA (800-564-6322), or go to www.eaa.org. For continual news updates, connect with [www.twitter.com/EAA](https://twitter.com/EAA). EAA.



THE ADVENTURES OF MARVEL CROSSON

By Rebecca Burghy,
Intermountain Chapter



*Marvel in front of
their family airplane est. 1922-1926
(Courtesy of the Crosson family)*

In March, The 99s International Board of Directors, The 99s Museum of Women Pilots staff, and numerous 99s were pleased to welcome the family of pioneer aviator Marvel Crosson as our special guests at 99s Headquarters during the spring board meeting.

Marvel's niece, Susan Marvel Crosson Fraser, chose the 99s Museum of Women Pilots to receive the family collection of treasured items from Marvel's aviation life. Accompanied by her daughter, Tina Damery, granddaughter Arianna, and grandniece Lilly, Susan traveled from the Seattle area to present the artifacts in person. A large, handmade wooden box contains Marvel's logbooks, licenses, newspaper clipping and memorabilia. An extensive photo album documents her achievements and other notable aviation events. As the daughter of Marvel's brother, Joe, and his wife Lily, the presentation was a poignant moment for Susan, for her mother had enthusiastically kept Marvel's story alive in the family's memory and preserved these important artifacts. The Crosson family has now passed that legacy to the Museum of Women Pilots.

After lunch and a museum tour, granddaughter Arianna gave a delightful presentation about Marvel, highlighting her Alaskan adventures and record-setting flights, and noting the strong, enduring bonds of friendship and family Lily and Marvel shared. Arianna also mentioned that beautifully-made wooden box, especially crafted for Marvel by her uncle, Charlie Crosson, a skilled craftsman and a veteran of the Spanish-American War in the Philippines.

The 99s Museum of Women Pilots is very excited and honored to receive this important donation. The museum team is incorporating the Crosson family artifacts into the collection, and will soon be preparing a brand-new display for our members to enjoy. In the meantime, read on to learn more about the marvelous Marvel Crosson...



Marvel on top of their family plane est. 1922-1926 (Courtesy of the Crosson family)

THE ADVENTURES OF MARVEL!

The heady days of the 1920s and 1930s are considered the golden age of aviation, when the world was crazy for every new airplane, every record-setting pilot, and every new feat of endurance, distance, and novelty. It was a fresh, magical time, when formal requirements were minimal and two young people could simply decide to become pilots and make their living in the new world of flying with a few lessons and an airplane. That is exactly what Marvel Crosson and her younger brother, Joe, did. After seeing an airplane fly in 1913, they were determined to pursue flying amid the bustling aviation industry in southern California. The Crosson family, supportive of those goals, moved to San Diego around 1920, effectively putting Marvel and Joe in the right place at the right time to be part of aviation's future.



Zelma (sister), Elizabeth (mother), Marvel, and Esler (father). (Courtesy of the Crosson family)

Their plan was simple: one sibling takes flight lessons, then teaches the other to fly in their own airplane. Marvel worked, earning money for Joe's flight instruction and to buy an airplane. Joe soloed in June 1924, and he and Marvel purchased an N-9, the U.S. Navy version of the WWI Curtiss Jenny trainer. The airplane was in pieces, so they figured out how to put it back together, re-covering the fuselage and wings, mounting the engine, and changing out the floats for wheels. Once the N-9 was airworthy, Joe taught Marvel to fly, and she soloed on June 20, 1925. She became a highlight of the local flying scene, popular with newspaper reporters, an attractive and outgoing young woman who loved to fly, seeking new adventures.

In 1926, Joe went to Alaska to fly for the Fairbanks Airplane Corporation, quickly becoming immersed in the Alaskan

flying scene with other early pilots Ben Eielson, Noel Wien, and Russ Merrill. As Marvel continued flying the N-9 in California, Joe kept in regular contact, encouraging her to keep building flying hours, while they waited for the right opportunity for Marvel to join the Alaskan flying community, not as Joe's sister, but as a capable pilot in her own right.

The N-9 was sold in the fall of 1927, and Marvel reached Alaska, warmly welcomed by Joe's friends. She began flying immediately, quickly learning that extreme cold weather and short winter daylight hours made flying even more challenging. She logged additional pilot in command time and took the Department of Commerce check ride with Ben Eielson, earning her limited commercial certificate on March 17, 1928. She became not only the first female pilot to fly in the territory, but Alaska's first female licensed pilot who could haul freight and mail for hire.

In the summer of 1928, Joe and Marvel picked up an Antarctic expedition's new Lockheed Vega in Los Angeles and flew it to New York together. Joe and the airplane boarded a ship for Antarctica, and Marvel took a west coast train. Having gained invaluable flight experience in the frozen North, the next stage of her flying career awaited in sunny California.

Marvel set her sights high, deciding to challenge Louise Thaden's recent women's altitude record of 20,270 feet. Union Oil Company sponsored her effort with an open-cockpit, 300-horsepower Beech Travel Air J5, but her first attempts in February 1929 were unsuccessful due to carburetor ice.

The local press avidly followed Marvel's record attempts, with photos of the pilot in her fur-lined flight suit warming the front page. On April 20, her fame took another leap when she won the National Aeronautic Association's (NAA) first officially sanctioned Women's Air Race between Palo Alto and Oakland, California. The "pretty Los Angeles aviatrix" took home the \$150 prize.

On May 28, Marvel finally eclipsed the previous altitude record, flying Union Oil's new Ryan Brougham cabin monoplane to a towering 23,996 feet. Suddenly she was the new face of women pilots, called the "New Star of the Clouds" by the national press, and featured on newsreels around the country.

A short time later, Marvel Crosson was announced as the first entrant in the inaugural Women's Air Derby, part of the National Air Races in August. This event marked the very first time women pilots were allowed to compete. Over nine days and 2,759 miles from Santa Monica to Cleveland, these pioneering women pilots would not only be racing to win, but to showcase their skills and open doors of opportunity in the world of male pilots.

Twenty pilots and their planes gathered at Clover Field on August 17, planning and talking, enjoying a banquet given in their honor. The most prominent pilots were all there: Marvel Crosson, Louise Thaden, Pancho Barnes, Ruth Elder, Amelia Earhart, Bobbie Trout, Phoebe Omlie, Ruth Nichols, Claire Fahy, Thea Rasche, Mary Haizlip, Blanche Noyes, Gladys O'Donnell, Neva Paris, Opal Kunz, Mary Von Mach, Vera Dawn Walker, Edith Foltz, Jessie 'Chubbie' Keith-Miller, and Margaret Perry. Each woman had an official Private Pilot License and at least 100 hours logged. Several had Beech Travel Airs specially built with speedwings for the race. Marvel's Travel Air Speedwing Chaparral had a unique narrow fuselage, speedwings, and the fastest airspeed.

During dinner, an anonymous telegram was delivered with the menacing message, "beware of sabotage!" This sparked genuine concern among the racers. Some people were not keen to see females flying airplanes. The women pilots might be fierce competitors, but safety was crucial, and they looked out for one another.



Marvel Crosson (right) and Lily Osborne, Fairbanks Alaska Territory, 1928. (Courtesy of the Crosson family)



Zelma (sister), Joe (brother), and Marvel. (Courtesy of the Crosson family)



Joe (brother) and Marvel. (Courtesy of the Crosson family)

On August 18, the racers flew the first leg from Santa Monica to San Bernardino. Many things went wrong during, and after, that first overnight stop. The mechanics put five gallons of oil in Ruth Elder's gas tank, and no one thought to guard the airplanes from mischief.

On August 19, after departing San Bernardino and enroute to Calexico, Yuma, and Phoenix, Claire Fahy heard a sharp twang and she saw broken flying wires dangling in the wind. Thea Rasche had engine trouble and made a forced landing past Calexico due to fuel contamination. Blanche Noyes had a sudden in-flight fire, likely caused by someone dropping a lit cigarette onto her clothing in the baggage compartment. She landed in the desert, only to find the fire extinguisher didn't work. She used sand and her bare hands to put out the fire. Bobbi Trout also suffered engine trouble and a forced landing.

But the worst was yet to come. Marvel Crosson left the Yuma stop at 11:54 am, after reporting she had no complaints about her airplane. Yet 20 minutes later, she crashed near Wellton, Arizona. A young child had seen the aircraft flying low and helped searchers find the wreckage. Her body was found near the plane with the parachute partially open; she had apparently stayed with the failing airplane too long to save herself with the parachute.

Within hours, her death was front-page news across the country and rumors of sabotage threatened to end the race. Her fellow racers were devastated by Marvel's death, but knew if they failed to go on, everything they were trying to accomplish would be lost. In Marvel's honor, they carried on to Cleveland and Louise Thaden won the race. An empty chair at the celebration banquet marked Marvel's respected place among her peers.

In the positive publicity following the Derby, the questions about aircraft tampering faded away and Marvel's death was declared accidental.

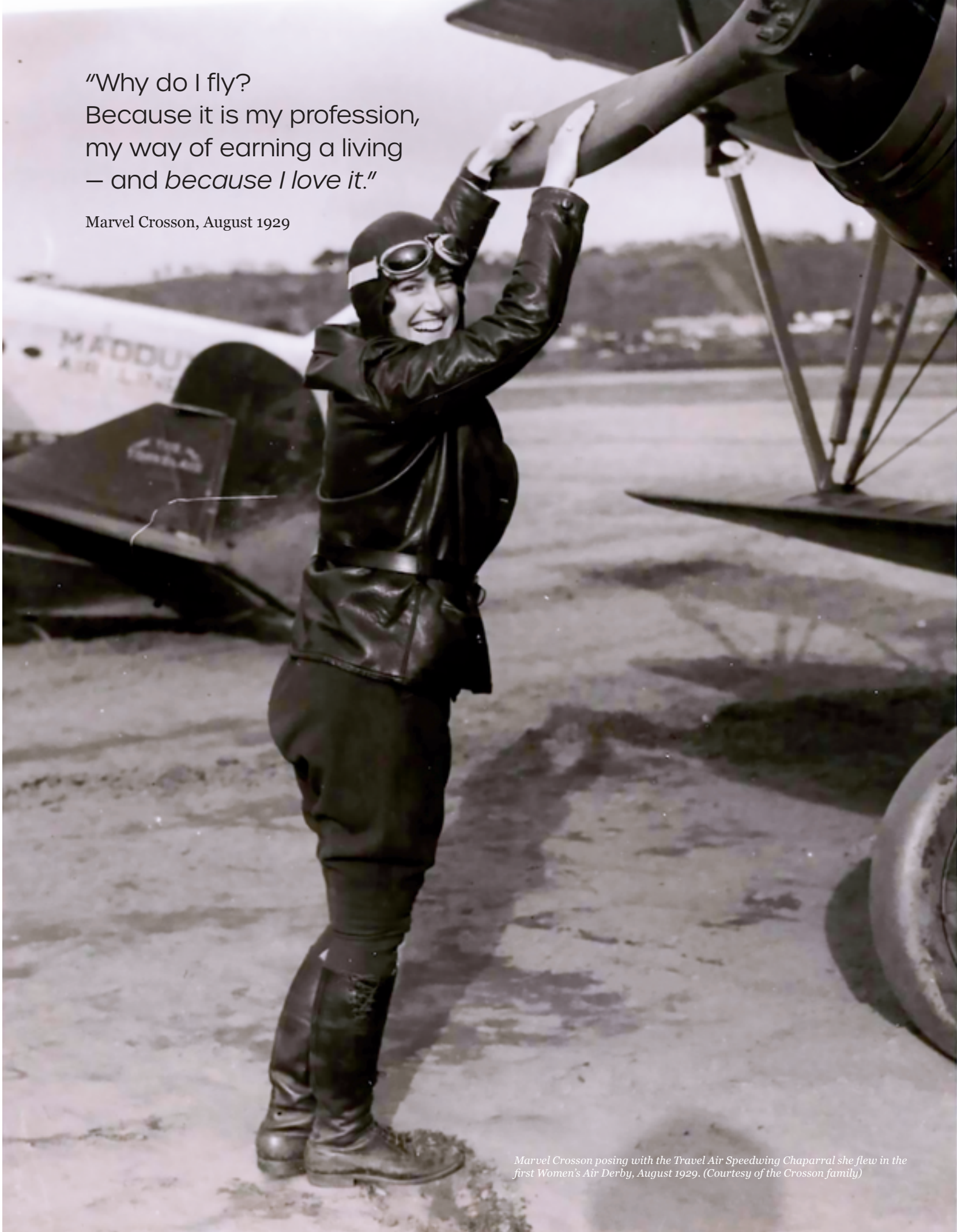
Marvel had been poised to become one of the aviation greats and we will never know just how high her spirit and determination would have taken her. Yet in remembering her amazing life, we find deep inspiration to pursue our own aviation dreams and live our lives to the fullest.

The pilots of the 1929 Women's Air Race decided they needed to establish an organization for women pilots, and in the fall of that year, the first meeting of the fledgling 99s was held at Curtiss Field, Long Island.

If Marvel Crosson had lived to join that meeting, she would have tipped the original member count from 99 to 100. What would we have called ourselves? 

"Why do I fly?
Because it is my profession,
my way of earning a living
— and *because I love it.*"

Marvel Crosson, August 1929



Marvel Crosson posing with the Travel Air Speedwing Chaparral she flew in the first Women's Air Derby, August 1929. (Courtesy of the Crosson family)



SHARING THE ADVENTURE

Multi-Generation Families
in The 99s

By Kate Hammarback, *Oregon Pines Chapter*

99s Kate Hammarback holding her nine-month-old daughter, with mom René Speer (far left) and grandmother Louise Wicks, a 59-year member of The 99s.

I grew up in a flying family and can't remember a time that I didn't know about The 99s. My grandma, Louise Wicks, is a 59-year member of The 99s and my mom, René Speer, joined in 1973. It felt like a rite of passage when I became a student pilot in 2018 and was able to join myself. Now, with a nine-month-old girl of my own, the generational connection to aviation feels even more special. Motivated by my personal interest in flying families, it was my privilege and pleasure to talk with four other families of multi-generation 99s to share their stories.



Morgen and Jenny Reeb

Old Dominion Chapter, Virginia

Morgen Reeb, a 777 Captain with American Airlines and a CFI, taught her daughter Jenny Reeb to fly in the family's Cessna 152 when she was in high school. Jenny graduated in 2021 from the Florida Flight Academy and is now in First Officer training with the regional airline Commute Air.

Morgen always loved airplanes and traveling. When she was young, there weren't any women pilots in the military or commercial airlines, so she planned to become a flight attendant. When the airlines started hiring women pilots, Morgen recalls, "Right then I was like, that's what I want to do! I want to fly airplanes." Morgen became the 75th woman hired by American Airlines.

Jenny first got the flying bug from her mom. "I always thought my mom was the coolest person in the world," Jenny shares. She received a scholarship from the Old Dominion Chapter to attend the EAA Air Academy in Oshkosh. "I loved everything about it," she remembers, "Every single day we ate, slept, and breathed aviation, and I was obsessed. I came home and told my mom, 'I want to be a pilot.'"

Morgen was not only supportive of her daughter's plans, but she also taught Jenny how to fly. Morgen shares, "Teaching her to fly was a lot of joy and satisfaction because I was teaching her something I love so much." Morgen especially remembers the feelings she had as both Jenny's CFI and her mother on the day that Jenny soloed. "They say you have to set your children free," Morgen says, "Well, when I soloed her, I was truly setting her free."

Morgen joined The 99s in 1985. "It's been pretty special to have longtime friendships with women that enjoy flying." When Jenny became a student pilot in 2017, she joined the chapter and became a regular volunteer with her mom, also finding additional mentorship and receiving a flying scholarship from the Mid-Atlantic Section. Morgen is proud of the pilot Jenny has become. "It was very satisfying and a lot of fun teaching her to fly," she says, "And soloing," she adds, "that was pretty special."



Sandra and Jess Phenning

Mid-Columbia Chapter, Washington

Sandra Phenning is a student pilot who has passed her written and is ready to solo. Her bonus-daughter, Jess Phenning (Sandra is married to Jess's dad), is a Navy helicopter pilot currently based in Florida.

One of Sandra's first jobs as a teenager was working the mail desk at a cargo airline. She got to ride in the front seat on a trip to Hong Kong and she loved it. A few decades later, Sandra met Jess' dad, a Navy pilot, on a blind date at the Camarillo Airport's Waypoint Café. They later married and moved to Washington where Sandra's latent flying interest eventually took off. On a kayaking trip, she looked up and saw a small plane heading into the wilderness. The allure of that freedom struck her, and she remembers thinking, "I need to learn to fly!"

She joined The 99s in 2021. In 2022, fellow chapter member Marjy Leggett helped her find a place to take lessons, and since it was a fair distance from Sandra's house, also offered her a place to stay while she works toward her Private. "I haven't soloed yet," she tells me, "But I feel ready. I'm chomping at the bit!"

Jess Phenning, on the other hand, got the flying bug at a very young age from her dad, flying with him before she could even see over the instrument panel. He took Jess and her brother for rides out of Camarillo Airport in California. Jess remembers one ride when her dad and his friend decided

to do a surprise chandelle without warning them first. "My brother burst into tears," she says, "but I was like, 'that was awesome!'"

Jess did ROTC in college and signed on to be a Navy helicopter pilot, getting her wings in 2011. She was drawn to helicopters partly because of an experience riding in an MH-60R in San Diego as a teen. Of the flight, she says, "50 feet above the beach, I looked at the pilots and thought, 'you guys get paid for this?!'" Now, it's her in that MH-60R. Jess thinks helicopters give an extra special flying experience. Recalling one memorable flight, she says, "We were going out to the ship at sunset, and there was a pod of dolphins." Because they were in a helicopter, they were able to hover and watch the dolphins and the sun set before continuing on their way.

Sandra and Jess have found that flying has given them another way to connect with each other. Sandra shares, "Jess has been a support because I'm not a youngster. Some people are like, 'You're doing what?! Why?' Jess always has my back."

Both Jess and Sandra feel strongly about the camaraderie and support The 99s provides. Jess says, "There's something about women pilots – I don't know how to explain it. It's a good group to be a part of." Sandra agrees, "The 99s is a really diverse group and I like that. There's somebody I can always call if I really need to, someone who understands."



Caroline Baldwin

South Central Section, New Mexico

Lydia Baldwin

Colorado Chapter, Colorado

Cara Baldwin

Idaho Chapter, Idaho

Caroline Baldwin is a private pilot who learned to fly in her 60s. She inspired her daughter Lydia Baldwin to get her Private Pilot Certificate when she was in her 40s and her granddaughter, Cara Baldwin, now a pilot for United, to make a career out of aviation in her 20s.

Caroline, Lydia's mom and Cara's grandma, always wanted to fly. "When I was a child during WWII," she says, "I remember being out on the nice grass we had next to the house and seeing those airplanes going over and thinking, 'Man, that's really the thing to do. Let's go places and see things. I want to fly.'" Her dream waited patiently for 50 years until she moved to New Mexico, where she lives now. In New Mexico, she found the weather was great for flying, and there was a small airport near her home where she met other women pilots. She got her Private Pilot Certificate when she was 64. Caroline participated in her first Air Race Classic in 2004 and she was hooked. She raced every year after that, only missing 2010 for a family reunion.

Lydia, Caroline's daughter, remembers a safari flight she took as a teenager with her family across the Savannah in South Africa. It was her first flight in a small plane, and she remembers thinking, "Wow, this is amazing! I wonder if I could ever do something like this."

In 2008, Lydia visited her mom at the start of the Air Race Classic in Bozeman, Montana. Seeing her mom in action and being a part of the excitement of the air race catalyzed her to learn to fly. "I thought, 'oh my gosh! This is so cool!' So, I went home and started flight lessons." Within a year, Lydia had earned her Private Pilot Certificate. She joined The 99s and has been an active member ever since. For her, The 99s are "a source of camaraderie, learning and encouragement."

For Cara, Caroline's granddaughter and Lydia's niece, it's clear: "Lydia and my grandmother are the reason I even started flying." Cara remembers her grandma coming to her elementary school class and giving a presentation on aviation. About 10 years later, in 2012, her grandma and aunt were doing the Air Race Classic together and invited her to ride along. The BFFs, or Baldwin Family Flyers, were born. Cara, sitting in the backseat and with almost no flying experience, proved to be an asset to the team. Caroline shares, "I remember one time I was in the left seat and Cara's in the back, and she said 'Grandma! Grandma! You're off course!' And I just thought that was wonderful. She had it all figured out." Cara recalls how much that experience taught her because "of the way my grandmother and my aunt worked through things or thought about things in a way that I wouldn't have."



Denise Egglestone

First Canadian Chapter, Calgary

Lauren Egglestone

First Canadian Chapter, Toronto

Denise Egglestone is a retired Air Canada flight instructor and flight dispatcher now focused on aviation volunteering and travel. Her daughter, Lauren Egglestone, built her career flying in remote and beautiful places and recently accepted her dream job flying for Air Canada.


Denise's dad worked for Air Canada, and she grew up going to the airport and traveling a lot. She was interested in aviation but was always told by her dad's coworker that Air Canada would never hire a female pilot. Luckily, she met someone who was taking ground school. She asked him, "Ground school? Can girls do that?" Turns out, they can. "I ended up having a 40-year career in Air Canada," she says smiling.

Lauren grew up immersed in aviation like her mom, but without some of the same challenges. "To think that I couldn't be a pilot never crossed my mind," she says. She saw her mom and her mom's pilot friends succeeding in their aviation careers, and their family traveled a lot. Her mom and dad took her flying, and her mom would help Lauren's Girl Guide and Brownie troops work on their aviation badges. Lauren says, "I always knew I wanted to be a pilot."

Lauren's first job out of college was in northern Manitoba, flying scheduled service to Pukatawagan, an Indigenous Reserve whose ice road melted in the summer months. She also flew MediVac flights around the region. She then took a job flying the Dash 8-100 and the 737-300 with Canadian

North, an airline serving the Northwest Territories and Nunavut. She says, "I really enjoyed flying in the Arctic. It was a beautiful part of the country that not a lot of people get to see or experience." In 2018, just a year after her mom retired, she was hired as a pilot by her dream employer, Air Canada.

In 1988, Denise's friend and fellow pilot convinced her to give The 99s a try. "Since then," Denise says, "I've just been doing everything—I've held all the positions from treasurer, secretary to whatever you can do. I've done it all." Lauren joined the First Canadian Chapter as soon as she was a student pilot in 2010 and has found support and new friendships. Her mom says about both her and Lauren's experience as 99s, "I think the best thing about The 99s is mentoring and being able to show that women can go out and do this."

Denise and Lauren have enjoyed attending 99s meetings all over the world. Denise has been to Section meetings in Germany and to 99s events in Jordan and Malawi. In 2019, Denise and Lauren went together to the Arabian Section meeting in Cairo, Egypt. Lauren says, "You sit on the bus with different people while touring these places, chatting, and learning about their lives. It is really interesting and inspirational too." When I ask if they plan to attend the International Conference in Jordan this October, Denise answers emphatically, "Yes! Absolutely," she continues, "This airplane stuff brings us together." 



Amanda Barker (above); Center photo: Amanda, left, with Liz Booker; Right photo: Amanda, center, at The 99s booth at Sun 'n Fun.

NINETY-NINES MAGIC

– By Liz Booker, *Florida Goldcoast Chapter*

I experienced Ninety-Nines magic at Sun 'n Fun 2022 in Lakeland, Florida, and witnessed the effect its spell cast on Amanda Barker. Last April, I arrived at The Ninety-Nines clubhouse as a local chapter meeting was in progress. It was a full house, so I pulled up a chair from the porch and sat outside the doorway. As they finished chapter business and went around the room for introductions, I heard footsteps on the stairs behind me. The greeter on watch asked, “Are you interested in The Ninety-Nines?”

“I don’t know,” was the response I heard, and I turned to see Amanda, wide-eyed and timid.

My networking impulse kicked into overdrive. What better way to get to know The Ninety-Nines than to hear them introduce themselves? I pulled her up onto the porch and offered my chair so she could listen. She reluctantly accepted, but the moment she sat down, Donna Miller, who was sitting next to me inside the threshold, got up and pulled Amanda into the room to her seat.

The ladies introduced themselves. There was one in her 80s who had flown the length of the North and South American continents, another who was 15, who had just soloed a glider, and everything in between. Amanda’s eyes were already red and welling before it was her turn. She shared that she was in her mid 30s, a single mom, and had always wanted to fly, but it seemed out of reach. Something told her that now was the time to start. She needed a change, but it was overwhelming. How could she ever afford it?

As she spoke, she choked on tears, and the rest of us did with her. When she finished speaking, the room chimed in with their stories; others who had reached that moment in their lives when they knew it was time — the single moms, the ones who scraped and scrimped to afford lessons — and how the experience had changed them. We argued over who would pay her chapter dues. The room embraced her in a metaphorical and literal hug. Almost a year later, this image still hangs vividly in my mind.

I was back in Lakeland in June to volunteer for the Air Race Classic and set up a table of books at the Girls’ Aviation STEM event at the Florida Air Museum. I looked up from the table and there was Amanda. In the 10 short weeks since she had walked into that clubhouse at Sun 'n Fun, she had sold her house (for a tidy profit), found a job at an FBO, parlayed herself into the Vice Chair position for the Florida Suncoast Ninety-Nines, and had done a discovery flight and two instructional flights with 2.4 hours in her logbook. She wasn’t timid anymore. She sat with me and another helper, Kelli Martin, in her 20s, while the kids were off doing other activities. Amanda mentored Kelli and gave her advice on scholarships and jobs, and how to navigate toward her aviation dreams. When she invited me to speak at the Florida Suncoast Chapter’s meeting in October, I walked in to find her at the head of the table, leading the meeting.

Today, Amanda is one cross-country away from her Private Pilot Certificate, she’s created a local study group that meets once a month and features CFIs who volunteer their time, she’s on the board of both Florida Suncoast Ninety-Nines and Lakeland Women in Aviation and has increased both chapters’ membership, and she plans to volunteer at this year’s Sun 'n Fun and Air Race Classic. Kelli Martin, the young woman she mentored last summer, is in her study group and hopes to start flight training soon.

There is incomparable power in the sisterhood of organizations like The Ninety-Nines — women lifting each other to their potential. And it isn’t lost on me, as I navigate the diverse stories of women in aviation throughout our history, that our sisters from the past embraced that very same power. They led the way, and we pay it forward. —

Liz Booker is a retired Coast Guard helicopter pilot and literary aviatrix on social media where she promotes books featuring women in aviation along with the *Literary Aviatrix* website and author interview podcast.

FLIGHT TO THE BAHAMAS OR FLIGHT FROM WINTER INTO SUMMER

– By Marian Jensen, *Greater Seattle Chapter and Northwest Section Secretary*

A friend of mine, who enjoys planning and going on long trips in a Bonanza E33-A, has gone both to Alaska and Greenland. I had to ask, “Do you ever go anywhere warm?”

This started the saga of two 70-plus-year-old females’ trek from Bellingham, Washington, to Governor’s Harbor, Eleuthera in the Bahamas. One of whom, is a Ninety-Nine, would like to share the story:

Our idea first emerged just prior to the COVID-19 pandemic and included a very ambitious flight from Bellingham to Trinidad and Tobago. While that would certainly be possible, the trip, with sightseeing included and at a relaxed pace, would probably take at least three to four months. We had one month for the trip, and even with this in mind, we were out for about six weeks.

February was our target month – it’d be well out of the hurricane season in the Bahamas and a delightful change from the weather in the Northwest. The biggest challenge would be waiting for a high-pressure system to hit the Northwest in February and being ready to follow that high pressure system all the way across the United States until we could get out of winter.

We began scratching the surface on the planning that would need to be done, and then COVID-19 hit. We skipped that February and waited for the next, and then the next. Finally in February of 2022, with COVID-19 still lurking but no longer on the rise, we decided it was time. We weren’t exactly getting any younger.

Planning is not my forte. I tend to plan to have a plan thrown together at the last minute, but my travel partner is meticulous about planning and had every flight and every layover planned out as well as alternative cities in case of weather or fuel shortages.

However, while flights and intentions can be planned, what is going to happen cannot be certain when you are traveling in a small airplane. So, hotel and rental car reservations, which was my job, could not be made before knowing that our arrival time was a reasonably sure thing. The most I could do was to call ahead to the FBO we had picked, if there was more than one at our destination, and see if they had agreements or discounts with local hotels or rental agencies. This produced a lot of last-minute scrambling on my part, but we never had to sleep at the FBO.

We saw our high coming on Friday, February 4. I packed what was left to pack and headed from Evergreen Sky Ranch near Enumclaw, Washington, to Bellingham. Speaking of packing – since the start of the trip, I’d been searching the internet and local stores for light-weight luggage; I mean, really lightweight. We finally both agreed that there is nothing as lightweight as a plastic garbage bag. Perhaps a bit crass, but very effective. That, with a small overnight bag to take back and forth to hotels, worked very well.

Another problem was packing for summer and winter. We surely didn’t want to wear in the Bahamas what we started off in from Bellingham. Luckily, my travel partner has an uncle in Punta Gordo, Florida, who was willing to keep our winter clothes while we went to the Bahamas and let us pick them up on our way back. We also left our oxygen tank and related gear, the extension cord for cold weather hook-ups, and all emergency mountain crossing gear such as boots, sleeping bags, and bear spray. We also had the option of FedExing clothes and diving gear back and forth if we got too heavy.

We departed Bellingham on Sunday, February 6. The first night we spent in Billings, Montana, and the next in North Platt, Nebraska. In each city we tried to take in the most interesting museums, galleries, and other tourist attractions.



On February 8, we arrived in Atchison, Kansas, birthplace of Amelia Earhart – a delight to any Ninety-Nine. There is much to see in Atchison related to both Earhart and aviation in general. The home she spent most of her formative years in with her grandparents is there along with the Amelia Earhart Hangar Museum, which boasts a Lockheed Electra like the one in which Earhart was lost. There is also the International Forest of Friendship, an arboretum beside Lake Warnock that is a memorial to the men and women involved in aviation and space exploration. It is made up of trees from all 50 states and 36 territories and countries around the world.

On February 10 – on the way from Atchison to Tuscaloosa, Alabama, about thirty minutes into the flight – our battery light started blinking. We landed in Butler, Missouri. Thanks to my partner’s planning, she had purchased SAAVY Insurance through AOPA prior to the trip and the incident had a quick and happy ending. She made one call and we were connected to a mechanic certified to work on Beechcraft airplanes in a town close to our location. We talked to the mechanic, flew with minimal use of the battery to his home airport of El Dorado Springs, and were on our way within the hour. It was all about a little corrosion and one wire not quite touching another; okay, so I’m not a mechanic.

We arrived in Homestead, Florida, our jumping off place to the Bahamas, on February 16. We had tried to fill out all the Bahamas visitor’s paperwork, which was extremely involved and difficult to say the least, but mine was not quite perfect. That glitch had to be corrected, plus we had to get COVID-19 tests, and the 15 minute version was no longer acceptable, so we resigned ourselves to being in Homestead at least two days. The owner of the Homestead FBO, Mr. Roberts, is a wealth of aviation history and history about the area. He comes highly recommended if you are in the area.

We rented a car and began our exploration of Homestead. The first thing we ran into on the way from the airport to Homestead was the Everglades Alligator Farm. Well, I had never been to an alligator farm, and while I am not much on taking animals out of the wild to mess with them for the amusement of humans, I was attracted by the airboat ride. My traveling partner declined the boat trip, and when I had to keep my fingers in my ears to retain what I have of my hearing, I understood why. Let’s say it was interesting, and Homestead does have an abundance of good seafood.

Finally, on February 19, with all paperwork in order due to some

help from my husband Tom, we had everything ready – except the weather. It was the first day we had seen low clouds and marginal VFR weather. It is a short flight from Homestead to Bimini South, only 30 to 45 minutes, but especially over water it is nice to have good weather.

Preparation was interesting. Ever hear of a Sharkbanz? Neither had I, but again, due to my partner's planning, we had Sharkbanz on our ankles – just in case we were forced to ditch and had hungry visitors. We also had on life vests, which are required, and I had our two-woman life raft in reach since the exit door was on my side. How I hoped we wouldn't need to use it – or the Sharkbanz!

The trip to Bimini South was uneventful, although we did have a little rain and had to dodge a few clouds. Customs on Bimini South was a breeze. We had heard stories from one extreme to the other, but it was straight forward with showing passports, answering a few questions, and waving our ever-handy COVID-19 vaccination cards.

February 23, we planned to fly from Bimini to Staniel Cay, which we had read and heard is one of the most beautiful islands in the Bahamas. The day was beautiful. About 20 minutes into the flight, we were getting blinking lights: the battery. Since Staniel Cay is a very small island, we diverted to Nassau, feeling that the chances of getting mechanical assistance would be much better there.

On the ground in Nassau, we contacted the FBO for a mechanic who opened the cowl and found another broken alternator wire and very low battery. The wire was repaired and we ran the aircraft at high RPM for 15 minutes per his suggestion. All seemed to be in order and we again took off for Staniel Cay.

Staniel Cay was, as advertised, very beautiful. From there we signed on to a boat excursion that took us to several of the islands in that chain. We swam with the pigs and sharks (nurse sharks, not great white), visited a sandbar, fed the iguanas on Iguana Island, visited a grotto, and had a late lunch at the famous Yacht Club. As it happened, Russia had just invaded the Ukraine and seated at our table for lunch were several tourists including a Russian, a Ukrainian, and a Swede. It made for interesting dining conversation and was one of the best days of the trip.

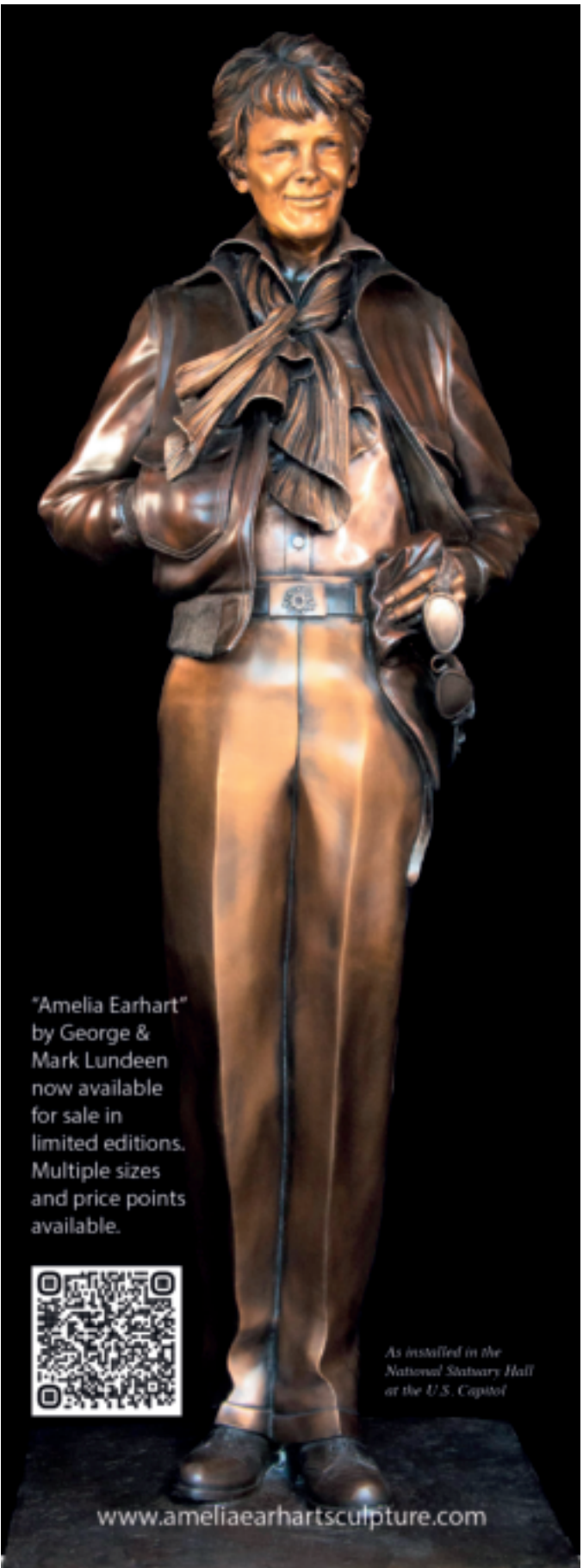
On February 26, we flew from Staniel Cay to Governors Harbor, Eleuthera. The island is very long and skinny. At one point, The Glass Window Bridge, you can see the calm, light blue waters of Exuma Sound in the Caribbean on one side of the road, and the dark blue, rough waters of the Atlantic Ocean on the other side of the road.

Most of our time in the Bahamas, we were on small islands and rented golf carts. I was driving on the left side of the road for the first time in my life, but golf carts are slow and it was a good way to gradually work my way to the vehicle we rented on Eleuthera. It wasn't as difficult as I had anticipated, but there was no daydreaming or thinking of other things. I was thinking about being on the left side of the road and driving all the time I was behind the wheel.


We started back to the United States on March 1. Our flight from Governor's Harbor to Key West was a little over two hours. Should you decide to go to the Bahamas, I would suggest studying the return Ports of Entry for customs. Key West Hotels are very expensive, even those not on the beach. We had adequate accommodations, clean but no frills, for \$437.63 per night. We only stayed one night.

On the trip back to Bellingham we opted for the southern route through Louisiana and Texas, then over to California and north through the interior. We were forced to spend extra time in Baton Rouge due to a stalled low with low ceilings and visibility and predicted thunderstorms ahead, but certainly did learn a lot about Huey P. Long: pros and cons.

We got back to Bellingham on March 16. All in all it was a wonderful trip – the trip of a lifetime, and one I will never forget. 🐟



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Reports

LEMONS OR LEMONADE?

The 99s and the National Intercollegiate Flying Association

– Marilyn Shafer, 99s Women's Collegiate Achievement Award, Committee Chair



Over ten years ago, I began volunteering with the Region 9 NIFA SAFECON here in Florida, a decision which recharged my excitement in flying as I cheered collegiate aviators soaring to new heights in their enthusiasm for improving piloting skills and aviation safety. The camaraderie of like-minded judges, passionate in prioritizing the advancement and encouragement of young pilots, turned NIFA SAFECONs into my annual, must-attend adventures. I have served in numerous judging positions over the years, gaining the respect of my Region 9 colleagues and the NIFA Council and currently serve as The 99s liaison to NIFA.

"When life gives you lemons, make lemonade."

– Elbert Hubbard, writer, 1915

The National Intercollegiate Flying Association (NIFA) and The 99s have a collaborative history spanning 94 years. It began in 1929 when Dr. Grover Loening invited Amelia Earhart, Charles Lindbergh, and Navy Commander John Towers to assist him in judging the first Loening Trophy competition. This silver Tiffany perpetual trophy is presented annually to the outstanding all-around collegiate aviation program in the nation.

"Formed in the same year as The 99s, the National Intercollegiate Flying Club (NIFC) allows students from across the nation to compete in a wide range of areas, with special awards for individual and team championships. In 1979, The 99s and the newly renamed National Intercollegiate Flying Association (NIFA) agreed that The 99s would provide half the judging staff and all the support staff for the annual national SAFECON (Safety and Flight Evaluation Conference)." There were years when The 99s were the main force in keeping the national NIFA SAFECON viable and afloat with our leadership and sheer volunteer numbers. "When The 99s assumed responsibility for United States Precision Flying Team (USPFT), they also agreed to invite the top five pilots from the national SAFECON each year to try out for the USPFT team. The team that represented the U.S. in 1987 came from the NIFA ranks. NIFA graduates are found in all branches of military service and many return each year to help The 99s with the SAFECON" (*60 and Counting; Ninety-Nines 1929-1989*. www.ninety-nines.org/sixty-years.htm).

As recounted in this historical snapshot, The 99s have been sponsoring the annual NIFA SAFECON for decades, as well as judging both the men's and women's awards during the competition. The top three competitors in each category were awarded a plaque and a financial award to be used at their discretion to assist in their flying endeavors and collegiate studies. The 99s provided the financial awards for the top three women, while NIFA was tasked with funding the men's awards (or finding sponsorship) to match the generous money provided by The 99s.



Women competitors of the Region 9 SAFECON at the Fall 2022 regional banquet at the Sun 'n Fun Museum, Lakeland, Florida. Regional judges Marilyn Shafer (left) and Donna Wilt (right) joined the women.

Now for the lemons. Last December, the NIFA Board of Directors and representatives arbitrarily voted to eliminate all gender specific awards. Three young women and three young men at the national NIFA SAFECON will no longer receive achievement awards – no recognition, no financial award. Per this vote, only one, non-gender specific award called The Achievement Award will be given. Five other deserving students now lose the opportunity to showcase their outstanding skills and receive needed financial help with collegiate and flight training costs.

The 99s President and Board of Directors were not consulted prior to the NIFA vote, a disturbing development given the long-term relationship between the two organizations and the tremendous personal and financial support given unstintingly by The 99s over many decades. We were simply notified that their vote cancelled these achievement awards, including ours, without any options for our continued support of the students. This was unwelcome news, especially in light of the generous financial donations from our 99s members, chapters, and sections that fund the female awards. (Any donations to date sent to The 99s Headquarters on behalf of this award are secure and will be kept within The 99s' account for a possible new collegiate award).

When I learned of a midwinter gathering of the NIFA board, I thoroughly researched the ongoing need to support collegiate women pilots specifically, as they are consistently less represented in the aviation industry, and submitted the relevant facts to the NIFA Board for reconsideration at their January meeting. My research cited various resources, especially the Women In Aviation Advisory Board (WIAAB), established by Congress in the FAA Reauthorization Act of 2018. "The Board was charged with developing and providing independent recommendations and strategies to the FAA Administrator to explore opportunities for encouraging and supporting female students and aviators to pursue a career in aviation, with the objective of promoting organizations and programs that are providing education, training, mentorship, outreach, and recruitment of women for positions in the aviation industry." (WIAAB: "Breaking Barriers for Women in Aviation: Flight Plan for the Future". www.faa.gov/regulations_policies/rulemaking/committees/documents/media/WIAAB_Recommendations_Report_March_2022.pdf).

Despite this new information and our request to reconsider, the NIFA Board of Directors reiterated their previous decision: No gender specific awards will be given in 2023 – or in the future. Not just lemons, but sour lemons, have been handed out by NIFA with this decision.

In a recent email, NIFA Executive Director Taylor Newman stated the following:

- NIFA wants to not be involved in any award that is biased toward any one demographic. About a decade ago, we decided to have the Top Pilot, prior to that for about 20 years or so, there was Top Male and Top Female pilot.
- Secondly, NIFA doesn't want to be involved in the binary, non-specific, sex identification.
- Thirdly, if we let The 99s present an achievement award, what stops any other organization, NGPA, BPA, PAPA, WIA, or any other alphabet group from presenting or wanting to present an award, which really dilutes from NIFA's mission statement (below).
- We don't have anything against The 99s or any organization, and would hope that 99s, like members of other organizations, will want to volunteer like they have in the past.

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

After this final decision by NIFA, The 99s International Board of Directors (IBOD) unanimously passed a motion that The 99s will no longer support the NIFA National SAFECON financially with a sponsorship, which previously included a 99s full-page program ad and booth space.

Please note this does not preclude 99s' members from continuing to volunteer with NIFA at the regional and national SAFECONs. In fact, judging at a regional SAFECON allows more personal contact and interaction with the collegiate women pilots. I volunteer in Region 9, where our Chief Judge amicably places our 99s' popular social on the event schedule. We use this time to inform, encourage, and educate these young female pilots about The 99s, our scholarships, Professional Pilot Leadership Initiative (PPLI), and the importance of having the support of other women pilots, while offering an inside look at aviation careers from experienced 99s already working in those fields. The 99s social has become a very popular event with all the Region 9 collegiate flying teams.

Now let's take those sour lemons and put them in the juicer with a lot of sugar, so we can continue to support these young women pilots. Your 99s International NIFA Committee is investigating the establishment of a new 99s Women's Collegiate Achievement Award and we want you! Whether you have experience competing in a NIFA SAFECON, creating and judging scholarship applications, or are an avid supporter of future women in aviation, please put your expertise, experience, and talents to work for the young women studying in aviation colleges and universities across the United States. With your help, The 99s Women's Collegiate Achievement Award will become a reality and The 99s will continue to grow its membership and industry influence.

Interested parties should contact Marilyn Shafer, The 99s Women's Collegiate Achievement Award Chair at ProBBMom@gmail.com

HELICOPTER ASSOCIATION INTERNATIONAL HELI-EXPO 2023

– Jessica Meiris, Pikes Peak Chapter



Greetings aviation enthusiasts! I'm excited to report that I recently attended the 2023 HELI-EXPO, which is the largest helicopter trade show in the world put on by Helicopter Association International (HAI). HAI HELI-EXPO 2023 drew 12,400 people from 97 countries, and this year's numbers were a healthy representation of the helicopter industry's bounce back from COVID-19. One of my favorite parts about HELI-EXPO is the educational opportunities; there are over 100 courses available, the majority of them free! I took a course called "Flying in the Wire Environment" which addresses how to stay safe when flying low-level – important work that helicopters often accomplish on power lines and pipelines to keep utilities flowing to your home. There were also nearly 200 exhibitors on the show floor, including 50 helicopters of all sizes and shapes!

One of my other highlights of HELI-EXPO is giving back to the aviation community. I'm a member of several safety advocacy groups, and there is ample opportunity to contribute to enhancing the safety of the industry. I had the honor of delivering a short presentation on Safety Management Systems (SMS) for small operators, in collaboration with a group of pilots from Chevron. Together we discussed the many facets of SMS in a town hall format. I also attended the scholarship awards banquet with the Whirly Girls, a nonprofit for women helicopter pilots! It was a fabulous celebration of the accomplishments of the group, tirelessly working to promote women in aviation. Over \$500,000 in scholarships were given out this year! As the privileged recipient of the Erickson/Volo Mission External Load Scholarship, it was wonderful to connect with the sponsors at the banquet and get to know the people who make these magical opportunities possible. My training is scheduled for May 2023, and these skills will help me towards my long-term goal of mountain rescue work. I look forward to continuing to connect with the group!

Lastly, I was able to meet with like-minded people and build connections toward improving the way we train pilots. With experience in several sectors of the commercial helicopter industry, I am committed to bringing that invaluable knowledge back to flight instruction! Currently based in the Colorado Springs area, one goal of the programs is to shift our approach to flight training and bring a sense of collaboration and community to instruction.

All in all, it was a whirlwind of a show, full of awesome networking, education, and contribution! Already looking forward to next year!

Jessica Meiris is a professional mountain guide turned helicopter pilot dedicated to furthering the safety of the industry. Currently based in her home state of Colorado as a self-employed commercial pilot and flight instructor, her end goal is to combine her climbing knowledge with aviation skills and fly for mountain short haul rescue programs. She also enjoys public speaking, good wine, bad jokes, and the warmth of friends and family. She can be reached at jess.meiris@gmail.com or on LinkedIn: [jessicameiris](https://www.linkedin.com/in/jessicameiris).

Book Reviews

Jacque Boyd, *Rio Grande Norte Chapter*



ISBN: 979-836598 5643
Available on Amazon with all
profits going to the Africa Section
of The 99s

Self Help

MINDFULNESS JOURNAL

Life is a Long Journey. Be Your Own Pilot, Not Just a Passenger!

Author: Ivana Alvarez-Marshall, *Governor, Africa Section of The 99s*

The secondary title of this journal reads: *365 Days Positive Quotes, Daily Inspiration, Reflections, Prompts to Motivate You, Mindfulness & Gratitude Practices.*

I've been a journal keeper for more than 50 years. It's always helped me wrap my brain around events and activities that I sometimes have absolutely no control over. The quotes on each page are provoking, many I'd never seen before and that's a rarity in journals. Interspersed throughout the journal are longer entries that add inspiration and motivation.

When I found the journal, I emailed Ivana Alvares-Marshall and asked her what the development of the journal looked like. As involved and busy as she is with The 99s, I was amazed at what she said, which makes the journal even more compelling. Ivana told me, "The African Section have been advocating and campaigning about mental health. I thought about making a journal that is something that leads to self-discovery. As an alternative holistic therapist, I figured it would assist many people in the times we are living. It was quite a daunting task for me as I have never written/published any content in my life other than small articles. I wanted to make something unique. It took me almost a year to put it together, choosing the pictures, quotes, the positive motivation stories. The journal was made by me in its entirety. Proceeds will go towards the African Section scholarship funds."

Even if you don't journal or practice mindfulness, this journal will hold something for you. I highly recommend it.



ISBN: 978-1-9848-5104-8
Available on Amazon USD \$17.61

Children's Book

LITTLE SMOKEY

Author/Illustrator: Robert Neubecker

I'm going to go into spoiler alert mode right off the bat; Little Smokey is a she. Did that make me smile? Yes, it did!

Little Smokey is a "Little Engine That Could" sort of take, but it involves aviation firefighting skills. Aside from being a marvelous little story with neat illustrations, there's also a lot of background information concerning firefighting. A copy of this book went to every school library in the area.

There is a bit of a back-story on this book for me. This is what I wrote to Mr. Neubecker after I found this children's book: "Last year my little village was on set status for evacuation from the Calf Canyon/Hermits Peak fire here in northern New Mexico. Most of the area a mile south of me were on go status and did evacuate. Flying out of our local airport, KAXX, was interesting with 13 firefighting aircraft (helicopters) temporarily based there, with Super Scoopers based in Santa Fe, and suppression tankers based in Albuquerque. Needless to say, the firefighters became a huge part of our community. I wish I would have known about your book last spring! It would have come in marvelously handy when we did tours of the airport and helicopters on the ramp for kids and adults in the area."



ISBN: 978-1-61954-401-7
Available on Amazon or may be
ordered from Aviation Supplies &
Academics (ASA) online USD \$19.95

Guide Book

AN ILLUSTRATED GUIDE TO FLYING

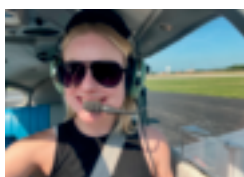
15 Inspiring Women Aviators and Astronauts

Author: Barry Schiff, *Long-time Supporter of The Ninety-Nines, Inc.*

This book came highly recommended from several sources (and with good reason). There are a lot of books out there that could be used as a good base for a flying companion seminar. I'd put this one on the top of the list. The illustrations are great, and the explanations are even better. This from Susan Liebeler, Ventura County 99s: "I have a copy; the illustrations are amazing and if you look carefully, you may recognize a few of the planes and faces. The book is a wonderful introduction to the world of aviation for people of all ages who are interested in flying or learning to fly."

Captain Schiff has been a long-time friend and supporter of The 99s. He was the recipient of The 99s Award of Merit in 2020.

Milestones



Abigail Abercrombie
Private
– Alabama

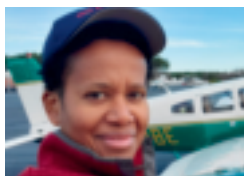
Sable Abitbol
Instrument
– British Columbia Coast

Jenae Alvidrez
Tailwheel Endorsement
– Orange County

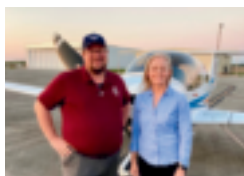


Maddison Bell
CFI
– Hampton Roads

Lindsey Chen
Private
– Orange County



Suzanne Collins
CFI
– Hampton Roads



Jenny Conway
Commercial
– Georgia Flying Belles

Grace Cowherd
CFII
– Arkansas

Kyra Duncan
Commercial
– Orange County

Maddy Eckberg
Private
– Wisconsin

Rebecca Erb
CFII
– Bay Cities

Shannon Garcia
Solo
– Orange County

Riley Gregoire
Private ASEL
– Greater Seattle



Crystal Hoffman
CFI
– San Diego

Carolyn Hunker
Embraer E-170 type rating; ATP
– Old Dominion

Miranda Keller
Private
– Orange County

Lauren Lee
Captain, Boeing 777
– Eastern New England



Brie Lorey
Commercial
– Bay Cities

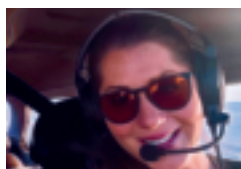


Terry McClellan
CFI
– San Diego



Astrid Melms
Commercial/
Multi-engine
– Wisconsin

Jayme O'Bryant
Commercial
– Bay Cities



Sara O'Connor
Commercial, CFI
– Eastern New England

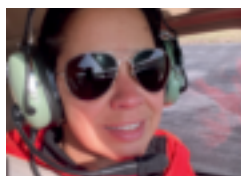


Sunny Oh
Solo
– Bay Cities

Raquel Stephens
Solo
– Orange County

McKenzie Taylor
Solo
– Virginia

Stacy Uebelhor
Commercial ASEL
– Greater Seattle



Frances (Frankie) Velazquez
Solo
– Old Dominion



Amanda Willson
High Performance
Endorsement
– Colorado

Careers



Words Matter

By Donna Miller

“When it comes to the words you choose, whether in your mind or amongst friends, let them be of what you like and love. What you care about and cherish. What makes you happy. What gives you wings. What makes you dream, And very little else.” - The Universe by Mike Dooley

I love listening to pilots talk about their aviation experiences. How they tell their stories tells me so much about them. Something happened to me nearly 30 years ago when I felt tired and frustrated and broke while pursuing my ratings. I was seated next to airline First Officer Becky Howell at a Women in Aviation luncheon and she asked about my fledgling journey. I was about to leave aviation for something more practical, sure, and conventional. “You aren’t leaving aviation!” She said. I looked at her in surprise. We had just met. “You have way too much passion in your face when you talk about flying.” Becky was right. I didn’t leave. In fact, I delved deep into aviation as a vocation and a career.

Since then, I listen intently when people tell me about their aviation journeys. “I’m just a private pilot.” You’re not “just.” You’re amazing if you’ve done all it takes to be a private pilot. There were a lot of hoops and you jumped through every one of them.

The difference between having to go to work and getting to go to work is similar. You’re still going, but it feels so much different when you get to go fly. I think of this often when I see my friends who are grounded due to medical issues and how they would love to be in my shoes. How fortunate I am to be able to go to work as a pilot.

At the airlines, we often end a three or four day trip with a short flight from our base to an outstation and back. If it has been a challenging trip, it can be hard to muster up the energy. I listen to pilots saying they have to do a penalty lap. I like to think of it as a victory lap. It’s the same trip, but doesn’t it feel better if we call it something more positive? Besides, once we push the power up, my perspective changes and I feel so fortunate that I’m back in the air.

That’s why airshows and fly-ins are so much fun. You go to an airport and surround yourself with strangers. In reality, they are friends you just haven’t met yet. You are encircled by passion for aviation. I learn so much from others, and I can encourage curious students to take to the air for the first time. I’m also inspired by pilots’ stories. Every pilot has a unique one and I can listen for hours about how it all began. I come home more enthusiastic than when I left.

I hope as you continue your journey you think about the words you choose, both in flying and in life. Because in both cases, they matter.



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!

I thought braking action reports were just for big airliners.

What do the numbers that the ATIS broadcasts mean for braking action?

Assessment Criteria		Control/Braking Assessment Criteria	
Runway Condition Description	RwyCC	Deceleration or Directional Control Observation	Pilot Reported Braking Action
• Dry	6	---	---
• Frost • Wet (includes damp and 1/8 inch depth or less of water) 1/8 inch (3mm) depth or less of: • Slush • Dry Snow • Wet Snow	5	Braking deceleration is normal for the wheel braking effort applied AND directional control is normal.	Good
-15°C and Colder outside air temperature: • Compacted Snow	4	Braking deceleration OR directional control is between Good and Medium.	Good to Medium
• Slippery When Wet (wet runway) • Dry Snow or Wet Snow (any depth) over Compacted Snow Greater than 1/8 inch (3 mm) depth of: • Dry Snow • Wet Snow Warmer than -15°C outside air temperature: • Compacted Snow	3	Braking deceleration is noticeably reduced for the wheel braking effort applied OR directional control is noticeably reduced.	Medium
Greater than 1/8 inch (3 mm) depth of: • Water • Slush	2	Braking deceleration OR directional control is between Medium and Poor.	Medium to Poor
• Ice	1	Braking deceleration is significantly reduced for the wheel braking effort applied OR directional control is significantly reduced.	Poor
• Wet Ice • Slush over Ice • Water over Compacted Snow • Dry Snow or Wet Snow over Ice	0	Braking deceleration is minimal to non-existent for the wheel braking effort applied OR directional control is uncertain.	Nil

Braking action applies to everyone! However, certain places in the country have worse weather than others; if there has been snow, ice, or precipitation it can affect your ability to stop on the runway. The AIM describes that the aircraft braking coefficient is dependent upon the surface friction between the tires on the aircraft wheels and the pavement. Less friction means less aircraft braking coefficient and less aircraft braking response.

The old MU friction values were very confusing and not easy to interpret or apply. The FAA updated how braking action is reported to make it simpler. Now, they have a system using numbers 0-6.

The new system is much easier to use. The main concept is that a low number is bad and a high number is good. It will be reported with three numbers: the touchdown, midpoint, and rollout. The AIM has the Runway Condition Assessment Matrix (RCAM) which describes specifics about what each number value means. So, let's say you listen to the ATIS and it says the braking action is 6/3/2. The braking action at touchdown is good, the midpoint is medium, and the rollout is medium to poor. This information is very helpful in utilizing risk management to determine if you should land at that airport or divert. Other factors should also be considered, such

as how much crosswind you have. If you have a strong crosswind, don't utilize proper crosswind correction and side-load the airplane, that could cause you to skid sideways. Also, if you don't apply equal pressure on the brakes it could cause you to slide left or right on the runway.

Sometimes after you land, tower will ask you what the braking action is. You should report it as: good, medium, poor, or nil. For example, I landed after a flight and there was a very light layer of snow on the runway. When I landed and applied the brakes, I stopped normally and had no issues with directional control. So, I reported the braking action as good.

Advisory Circular 91-79A discusses risk management associated with runway overruns. This is a great resource to not only address braking action but also other causes of runway overrun accidents. It's important to consider that if you don't have good braking action and there are other factors at play that increase your landing distance, it could be a recipe for an overrun.

Braking action applies to everyone. It is important to manage risks associated with braking action and to have the proper knowledge of how braking action is reported. Be safe out there!



KENTUCKY BLUEGRASS CHAPTER

Girl Scout Aviation Event

The Kentucky Bluegrass Chapter held their 22nd annual Girl Scout Aviation Day. Little did we know that we would have a record registration of 243 scouts and 158 adults for a total of 401 attendees. We decided to split our event into two separate itineraries and 85 Brownies and their 72 adults met next door to the main Girl Scout event with a special program.

To accommodate these numbers, a record number of presenters and group leaders were enlisted. Twenty-one chapter members, two Friends of The 99s, and 18 UPS employees volunteered as presenters or group leaders with an age range from 14 to 85 years old.

The brand new Brownie event was held at the original terminal building at Bowman Field, opened in 1920 as Louisville's first airfield. Bowman is one of the longest continuously operating general aviation airports in the United States. Charles Lindbergh made a stop there, and Amelia Earhart spent a few nights in the building waiting out inclement weather.

The Brownies enjoyed a presentation on hot air balloons, aviation maintenance, and airline pilots. They were engaged in flying songs and rotated their bodies around the three axes of flight between topics. Paper airplanes were folded and flown down the indoor runway. After, everyone got a chance to look at a Cessna 150 on the ramp while snowflakes scattered around them.

Next door at the main event, 158 Junior through Ambassador Girl Scouts rotated through nine stations to earn their appropriate age level aviation badge. This is the second year that we have utilized the Flight Club 502 (FC 502) building. FC 502 is a nonprofit dedicated to teaching teens about leadership and setting realistic goals in aviation through Next Gen STEM education.

The stations this year included Civil Air Patrol, aviation careers, airline pilots, air traffic control, UPS Flight Forward drone program, private pilot requirements, history of The 99s, aircraft preflight inside and out, and aircraft maintenance. The girls filled out their worksheets to validate their experience. Keep in mind that all our presenters are women and are fully qualified in the subject that they are presenting.

The Girl Scouts of the USA do not offer any aviation badges. All five levels of Girl Scout aviation badges were developed through the make your own badge program by the Kentucky Bluegrass 99s in 2017. Visit aviationbadges.com to check out the badges and patches available to host an event of your own.

– Terri Donner



Grass Roots

SUTTER BUTTES CHAPTER

Enchiladas and aerodynamics were the first two topics to kick off the 10-week ground school offered by the Sutter Buttes Chapter on February 19, right in the chapter's hangar! Thirty students, consisting of 99s members and their guests, hungrily and happily consumed all. Each week, it seemed at least one or two guests became members of our chapter, and before we knew it, even a coffee shop study group had formed to work on homework. Group texts kept the class informed, engaged, and able to ask questions and get assistance on problems, with responses that even included TikTok videos to explain concepts. Also, as part of the learning process, a few of the chapter members who want to become instructors – including Lesa McArdle and Angela Baucom, under CFI supervision of Chapter Chair Mary Wick and Vice Chair Lorin Ponton – provided instruction on topics of interest. The topic of weather was especially exciting due to the live examples happening in Northern California's weather pattern, perfect timing for the students to see firsthand what the words in the book mean in the actual environment. Using white boards, big screens for PowerPoint slides, live telephone weather briefings on speaker phone, live text tools for METARs (coded and plain text), and many more tools, the Sutter Buttes Chapter nurtured the hungry minds while the scheduling of dates for the written test have begun. Sutter Buttes 99s are delighted to provide an experience that keeps people coming back the next week and Esmeralda's enchiladas are the bomb!

– Angela Baucom



Top photo (left to right): Lesa McArdle, Student Pilot; Mary Wick, Chapter Chair and CFI; Lorin Ponton, Chapter Vice Chair and CFI; and Angela Baucom, Chapter Events Chair.



Lake Charles Chapter members, along with family and friends, attended the STOL competition (left and right photos). The group posed with the only female competitor, Katie Waito from Canada (far right in center photo).

LAKE CHARLES CHAPTER

Recent activities of the Lake Charles Chapter included a visit to the Wedell-Williams Aviation and Cypress Sawmill Museum in Patterson, Louisiana. Dr. Sandra Leder presented a picture of herself and Cathie Cox with Mary Haslip – a renowned air racer from Patterson – that was taken at the section meeting in Lake Charles in 1991 when Ms. Haslip was the honored guest. Members toured the control tower at the Lake Charles Regional Airport (KLCH) and met prospective member Abby Thibodeaux. Members also attended the Short Takeoff and Landing (STOL) competition in Jennings, Louisiana.

– Sandra Leder

CHICAGO AREA CHAPTER



Two recent Chicago Area Chapter meetings were both informative and fun. One was held at northeast suburban Chicago's Waukegan Airport (KUGN) at Skill Aviation. The weather didn't cooperate so we had only one fly-in. But hostess Yanina Belaziorava provided several delicious Polish delicacies to warm our tummies. The

program on aircraft performance was presented by Tom DeJan, pilot, A&E, and one of the popular speakers at our Aviation EXPO last winter. He drew from personal experiences in aircraft from all over the world to cover the basics on density altitude, evaluating runway conditions, interpreting your aircraft's performance charts, and more.

The other meeting was held at our ever-popular restaurant Pilot Pete's. Hostess Eva Kozlowski arranged for the balloon room overlooking west suburban Chicago's Schaumburg Airport (O6C). Discussion centered on our up-coming Girl Scout Aviation Day at Lewis University Airport, EXPO Recap, and "Call to the Post" for North Central Section meeting with the Kentucky Bluegrass Chapter.

Member Milestones



Hannah Wilson (above) is in Pensacola, Florida training with the Navy.

Elizabeth (Sazzy) Sazdanoff reports that her work with The 99s' Museum of Women Pilots on women in sustainable aviation has been completed. www.museumofwomenpilots.org/women-in-sustainable-aviation.htm "This was a really fun project, as it introduced me to so many interesting ladies from all over the country and globe, as well as a rapidly growing side of aviation that I hadn't yet investigated myself."

Alexandra Pawlowska, in December, earned her bachelor's degree in aviation administration and is now fully focusing on flight.

Tina Willman-Hammar has been hired by United Airlines and is transitioning from her flying with N-Jets to training for flying the AirBus at United.

– Diane Cozzi



Chapter Secretary, Amanda Willson achieved her high performance endorsement from Chapter Director Stephanie Wells.

COLORADO CHAPTER

The in-between season is upon us! We are between winter and spring and the winds are wild. As air is warming and the sun shines brightly, we have days with inversions and highly variable winds, mixed with the occasional snowstorm and the bright blue and calm. What a glorious place to enjoy the skies from above and below.

Recent chapter activities include a presentation from local aviator Mike Gugeler on backcountry flying in the Mountain West region; adventures abound!

In March, chapter members convened for a field trip to the National Center for Atmospheric Research (NCAR) situated in a picturesque spot in the foothills west of Boulder, Colorado. The facility was designed by famed architect I.M. Pei and offers self-guided touring, access to hiking trails, and a spectacular vista.

On March 8, in commemoration of Women Airline Pilots Day and to honor Captain Emily Warner, chapter members attended a distinctive program at the state capital. Grand County Colorado commissioners signed a proclamation to celebrate March 8 every year moving forward as Emily Warner and Women Airline Pilots Day.

On March 10, several chapter members attended a presentation from Col. Eileen Collins as a part of Women of Aviation Worldwide Week, at Wings Over the Rockies Air & Space Museum.

Upcoming chapter events include airmarking at Northern Colorado Regional Airport (KFNL) on June 10.

Member Milestones

Chapter Secretary, **Amanda Willson** achieved her high-performance endorsement from Chapter Director Stephanie Wells. Congratulations Amanda!

– Lydia Baldwin

Grass Roots



2023 Amelia Earhart Luncheon attendees included Major Sarah Todd Green, USAF, with attending members of the Alabama Chapter (Photo by Ramona Banks).

ALABAMA CHAPTER

The Alabama 99s and the Zonta Club of Birmingham, Alabama, hosted the 2023 Amelia Earhart Luncheon. Major Sarah Todd Green, USAF, was the guest speaker at our luncheon this year. The luncheon raised \$1,982 for the Amelia Earhart Birthplace Museum.

– Ramona Banks



Back row: Erin Smallwood, Emily Smith, Nikki Cruz (technical college students), Lorianne Carver (technical college student and 99), Janice Pelletti, Mary Woody (99s), Patricia Espinoza (technical college student).

Front row, Makenzie Estevan (technical college student). Meagan Harr (99) and Mae Tilton (technical college student).

Trish Love (not pictured).

APPALACHIAN AVIATRIXES CHAPTER

The Appalachian Aviatrixes Chapter teamed up with Northeast State Community College for a Girls In Aviation event in March.

Members of the Appalachian Aviatrixes Chapter, Mary Woody, Meagan Harr, Trish Love, Lorianne Carver, and Janice Pelletti, coordinated with the women enrolled in the aviation technical program at the college and the Program Director Richard Blevins.

The open house event was publicized through local schools. Over 60 young ladies and parents attended the program. Stations included: aircraft structure (riveting), gear operation demonstrations, flight simulation, the phonetic alphabet, weather, and control tower tours. South Central Section member and Atlas Air First Officer Lauren Taylor presented a career program.

– Janice Pelletti



Top photo: Northeast Kansas Chapter Chair Laura Burnham gives donation check to Will Hoss, Aviation Explorers Post 8 President, while chapter members stand by. Bottom photo: Northeast Kansas 99s and Cadette Girl Scouts at KLWC hangar.

NORTHEAST KANSAS CHAPTER

On March 4, 2023, the Northeast Kansas 99s visited the Aviation Explorers Post 8 – the oldest Explorers post – at Philip Billard Municipal Airport in Topeka, Kansas (KTOP), to talk about The 99s and our own personal experiences flying and to give the post a donation of \$200. There were over 30 Explorers present at this formal business meeting, all dressed up in their official blazers!

On March 25, 2023, the Northeast Kansas 99s gave an aviation overview to a cadette Girl Scout troop from Bonner Springs, Kansas, including a ground school overview of flight and a tour of member and Girl Scouts liaison Tammy Willits' Cessna 400 Corvallis. The Scouts also got to see two of our friends' experimental planes, a Zenith and a Nanchang!

– Sara Tompson

Our newest Life Members

Elisabeth Ault-Meyer
Cyndhi Berwyn
Mary Bryant
Suzanne Collins
Nancy Crase
Sharon Crotty
Deborah Cunningham
Mary Dunnam
Kimberly Field
Janet Gebler
Karen Gerharter-Goodman
Julie Hall-den Boer
Janet McConnell
Astrid Melms
Jeanne Willerth

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.

Sharon Gaylin Blodinger
 February 16, 2023
Virginia Chapter

Maria D'Amato
 November 12, 2022
Bay Cities Chapter

Mary Jane Gowans
 Life Member
 February 26, 2023
Michigan Chapter

Christine Murdock
 March 4, 2023
Indiana Dunes Chapter

"Rock" Rockcastle
 49 ½
 to Ruth Rockcastle
 March 7, 2023
Chicago Area Chapter

Gail Wenk
 January 28, 2023
Chicago Area Chapter



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Bronze



Our most recently enlisted Friends of The 99s

Ronan Court
Calgary, AB Canada

Jeffrey Gilmer
Eagle Nest, NM

Ryan Hogan
The Woodlands, TX

Sylvia Oh
Boise, ID

Diane Randolph
Plano, TX

Jeanne Sabankaya
Santa Cruz, CA

Nikita Shumakov
Auburn, WA

Andrea Tabacchi
Simpsonville, SC

LW Warfel
Godfrey, IL

Michael Arnold
Callahan, FL

Dave Kalwishky
Des Moines, IA

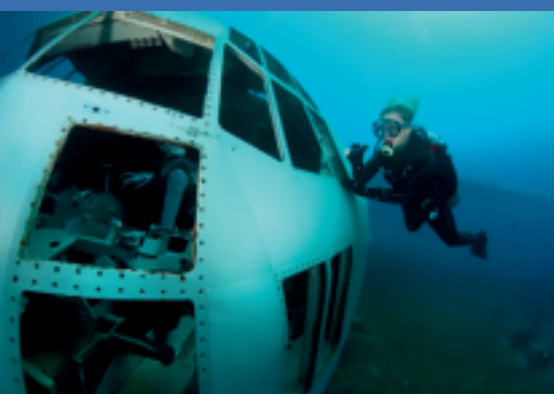
Sarah Lincoln
Huntville, AL

Susanna Russell
St Augustine, FL

CORRECTION: Cdr. Laura Scotty, Naval Air Forces (NO1D) was incorrectly identified in the article Jean Landis, WASP Ferry Pilot in the March/April 2023 issue. Author Rebecca Burghy expresses her sincere apologies.



Join us!



Visit our Conference Page
ninety-nines.org/conference.htm

THE NINETY-NINES
**INTERNATIONAL
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DEAD SEA – JORDAN
OCT 27 – NOV 2, 2023