

November/December 2023



Ninety-Nines

Inspiring Women Pilots Since 1929

**MAKAYLA
GALLER**

**SKYBLAZER AND
TRAILBLAZER**

p. 10

plus

FLYING: IT'S A FAMILY TRADITION

LESSONS LEARNED ON AN
AMAZING CROSS COUNTRY FLIGHT

2023 INTERNATIONAL AWARDS

Ninety-Nines Magazine

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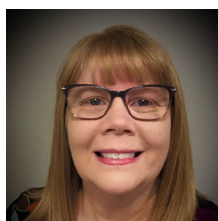
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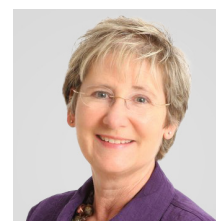
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promotes advancement of aviation through
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while honoring our unique history and sharing
our passion for flight.

Let's Get Social



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ON THE COVER

Makayla Galler relaxes for a moment during her busy life as an award-winning competition drone pilot, glider pilot, and high school senior with her sights set on attending the U.S. Naval Academy.





2023

DEC

- 4-8 **Celebrating Friendship Through Aviation**
Hosted by Nepal Section
Kathmandu, Nepal
- 31 **Deadline:** Intent to Seek Election
Form for International Board and Trust positions can be found in the Library of the Member area of The 99s website.
ninety-nines.org/members
- 31 **Deadline:** Proposed Bylaws Changes to Present at the 2024 Annual Meeting
✉ Juliet Lindrooth, Chair
governingdocs@ninety-nines.org

2024

JAN

- 1 **Deadline:** Amelia Earhart Memorial Scholarship Applications to Chapter AE Chair
- 3 **Registration Opens:**
47th Air Race Classic
Carbondale, Illinois to Loveland, Colorado
airraceclassic.org
- 15 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Spring Session
ninety-nines.org/resources.htm
✉ mentoring@ninety-nines.org
- 31 **Deadline:** AE Scholarship Application Forms to Section Chairs

FEB

- 5 **Deadline:** AE Application Forms from Section to AE Scholarship Trustees

MAR

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

MAGAZINE SUBMISSION DEADLINES

are one month prior to issue date.
JAN/FEB issue deadline: Dec 1.

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

APR

- 5-7 **South Central Section Spring Meeting**
Atchison, Kansas
Northeast Kansas Chapter
- 15 **AE Scholarship Awards results available**
- 19-21 **Southeast Section Spring Meeting**
Lafayette, Louisiana

MAY

- 31 **Registration Closes:**
47th Air Race Classic
Carbondale, Illinois, to Loveland, Colorado
airraceclassic.org

JUN

- 18-21 **47th Air Race Classic**
Carbondale, Illinois, to Loveland, Colorado
airraceclassic.org

JUL

- 3-7 **Ninety-Nines International Conference**
Vancouver, British Columbia, Canada
- 15 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Autumn Session
ninety-nines.org/resources.htm
✉ mentoring@ninety-nines.org

SEP

- 27-29 **South Central Section Fall Meeting**
League City, Texas
Houston Chapter

2025

JUL

- 8-13 **Ninety-Nines International Conference**
Burlington, Vermont

The President's Message



Robin Hadfield

President

The Ninety-Nines, Inc.

president@ninety-nines.org

November 02 – Why Is This Date Significant?

What a serendipitous moment it is that our November/December edition of the *Ninety-Nines* magazine should be reaching you on the day we conclude this year's annual business meeting and post-conference tour in Jordan.

Why is this date so significant, you may wonder? Well, it was also on November 2, back in 1929, when a remarkable gathering took place. Twenty-six pioneering women aviators converged within the confines of a hangar at Curtis Field, Long Island, with a shared vision — to establish an organization for licensed women pilots.

Much like today, November is a month of unpredictable weather, where you never quite know whether you'll be blessed with a beautiful autumn day or faced with treacherous flying conditions. However, in 1929, November 2 proved to be a horrendous day for flying. Only four of the 26 pilots managed to take to the skies to attend this historic meeting, while the other 22 made their way by automobile or train. Several pilots had hoped to fly in from as far as the Dakotas and Ohio, but the weather refused to cooperate.

As they gathered against the echoing clamor of hammers and paint sprayers within the steel hanger, they forged the foundation of an enduring legacy for women pilots. The noisy hanger's one saving grace turned out to be a mechanics bench on wheels, when dusted off, ingeniously repurposed as an impromptu tea cart, complete with teacups, lemons, and sugar.

A pivotal decision was made to keep the organization as informal as possible, with a committee consisting of pilots hailing from different regions tasked with governance, avoiding the burden of an extensive list of officers. Membership was exclusively extended to licensed women pilots, and the organization's purpose was clearly defined — to foster professionalism by encouraging women to embrace flying, whether for business or pleasure, and to support one another in securing pilot positions while nurturing social bonds.

After a lively debate, during which a plethora of names, ranging from "Gadflies" to "Climbing Vines" to the "Women's Association of Pilots," were considered, Amelia Earhart, whose suggestion resonated with the others, proposed that the organization's name reflect its total charter membership count.

Amelia Earhart and Neva Paris took the initiative to send a new letter to all 117 licensed women pilots across the USA, inviting them to join as charter members. The sum total of "yes" responses would be the organization's name, and the figures will be used in the organization's pin.

Much like the diverse assembly that gathered at that inaugural meeting, today's women pilots within The Ninety-Nines continue to represent a broad cross-section of society. Amongst those who gathered at that first meeting were five mothers, seven commercial pilots, five who competed in the National Women's Air Derby, two school teachers, three editors, and at least two magazine writers.

So, as we celebrate this anniversary, let's remember and honor the legacy of those courageous women who laid the foundation of The Ninety-Nines. To all my sister Ninety-Nines, you are an extraordinary group of women, and I take immense pride in being part of this incredible history with you. Happy Anniversary!



Top photo: 1929 meeting in the hangar. Bottom photo: 2023 meeting in hangar.

**Want to
become
involved?**

Further in the magazine, is a call-out to stand for election on one of the Trusts, or on the International Board of Directors.

Give it some thought, how you too can help this organization as we head towards our 100th year.

Captain Julie Clark Named Recipient of 2023 Katharine Wright Trophy

Congratulations To a Lifetime Member of The Ninety-Nines.



Julie Clark is an Aerobatic Aviator recognized for inspiring the next generation to pursue careers in aviation.

The National Aeronautic Association (NAA) and The Ninety-Nines, International Organization of Women Pilots are pleased to announce that Julie Clark has been selected as the recipient of the 2023 Katharine Wright Memorial Trophy.

“The Katharine Wright Award means so much to me because I love to inspire and encourage young aviators,” said Clark. “I know that Katharine Wright was a true supporter of her famous brothers’ endeavors, and always put their activities ahead of her own. She was a real compassionate and loyal sister! How very honored I am to be selected for this amazing award.”

Clark is being honored for her significant contributions to the art and sport of aviation, the success of others and the promotion of aerospace education for more than a half-century.

“Throughout her life, Julie Clark has shown dedication, remarkable skill, and a passion for excellence,” said Ninety-Nines, International Organization of Women Pilots President Robin Hadfield. “Her aviation journey stands as an example of what can be achieved when one combines talent with determination, making her a true inspiration to all.”

Julie Clark is widely known for her 40-year airshow career as well as one of the first female pilots to fly for a major airline. Clark is an original charter member of The International Society of Women Airline Pilots (ISA+21). Always going above and beyond, she contributes her knowledge and support to the International Council of Air Shows (ICAS) by serving as a member of the Board, Chair of the Regional Satellite Chapters, and as an Aerobatic Competency Evaluator. Additionally, Julie serves as a mentor of the EAA’s “Women Soar” program. She also personally mentors young aerobatic pilots seeking a career as an air show performer and inspires countless other young people to pursue a career in aviation.

“From the start of Julie’s aviation career to the present day, she has constantly sought ways to lift and inspire others,” said NAA President and CEO Greg Principato. “Many talk about giving back, Julie defines the term. She is the definition of a Katharine Wright Trophy recipient, great in her own right and making all others around her better. It will be our honor to present the Katharine Wright Trophy to Julie Clark.”

The Katharine Wright Trophy was established in 1981 by the Gates Learjet Corporation. The award was named in honor of Orville and Wilbur Wright’s sister, Katharine, who not only provided financial support to her brothers’ endeavors, but also emotional and public support to her brothers as well. The Katharine Wright Trophy is a joint award given annually by the NAA and The Ninety-Nines to an individual who has contributed to the success of others or made a personal contribution to the advancement of the art, sport, and science of aviation and space flight over an extended period of time.

Wright Brothers Master Pilot Award Winners



Congratulations to Eastern New England Chapter member **Olga Mitchell** and Colorado Chapter member **Jan McKenzie** on receiving the Wright Brothers Master Pilot Award for 50 years of exemplary flying. Olga received the award during her 90th birthday celebration at a ceremony held at Falmouth Airpark (5B6), Falmouth, Massachusetts, where she resides. Jan received her award at the Colorado Chapter's summer picnic. She was given her award by Nelson Wolfmeier, FAA Safety Team (FAASafety) Program Manager.



Sharon and Bob Stebbins, South Central Section, join approximately 8,000 other recipients of the Wright Brothers Master Pilot Award, all of whom are included on a Roll of Honor listed on the FAA's website. The list includes Neil Armstrong, John and Martha King, Julie Clark, and many other recognizable names. Interestingly, only slightly over 100 of the total honorees are women, or less than 1.2 percent of all Master Pilots.

Wright Brothers Master Pilot Award

The Wright Brothers Master Pilot Award is named in honor of Orville and Wilbur Wright who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft with the Wright Flyer on December 17, 1903, at Kitty Hawk, North Carolina. The brothers were also the first to invent aircraft controls that made fixed-wing powered flight possible.

The Wright Brothers Master Pilot Award is the most prestigious award the Federal Aviation Administration (FAA) issues to civilian pilots.

The Wright Brothers Master Pilot Award was instituted by the United States FAA on October 11, 2003, to recognize pilots who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment for 50 or more years during the course of their aviation careers. U.S. citizens are eligible for the Master Pilot Award 50 years after their first solo or military equivalent. The 50 years may be civilian or a combination of civilian and up to 20 years of military experience. They must hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate, which has never been revoked.

Additional notes on nomination acceptance:

- A current flight review or medical certificate is not required at the time of nomination.
- Prior accident history is not necessarily disqualifying but will be reviewed on a case by case basis.
- Prior enforcement actions (excluding revocation) are not necessarily disqualifying but will be reviewed on a case by case basis.
- The award may be presented to a nominee up to three years posthumously if the nominee has acquired 50 years of U.S. piloting experience or 50 or more years combined experience in both piloting and aircraft operations prior to passing away.
- Nominations will take a minimum of 60 days to be accepted.

In addition to the application, the nominee must submit proof of first solo (or equivalent) date, a summary of his/her aviation background (as a resume or biography) and three letters of recommendation from holders of FAA pilot certificates who can attest to the nominee's qualifying experience. After receiving the application packet at the local Flight Standards District Office (FSDO), the Program Manager will verify eligibility by obtaining initial certification information through the FAA Airman Certification Branch in the form of a Blue Ribbon package and reviewing the enforcement investigation database. Then the Program Manager will arrange a mutually-agreeable time for the award presentation. Together they will create a PowerPoint presentation of Award information and pictures provided by the honoree.

At the presentation, the honoree will receive the Blue Ribbon package, which contains a copy of all applications for certificates and ratings during his/her aviation history and a suitable-for-framing certificate. If requested, the honoree will also receive a plaque and/or a lapel pin for a nominal charge. An additional lapel pin may be purchased in recognition for another person's support to the recipient's aviation career, often a spouse or mentor, and is also presented at the Award ceremony.

The Charles Taylor Master Mechanic Award is similarly available to mechanics that have 50 years of safety, knowledge, and professionalism.

For more information or to download the application form, visit:

www.faasafety.gov/files/gslac/library/documents/2022/Feb/328316/faa_fs-i-8700-2_rev._6.pdf



WINGS OF GOLD PRESENTED TO WOMEN'S EQUALITY ICON

Retired Navy Captain Joellen Oslund (left) presented tennis and women's equality icon Billie Jean King (center) with a copy of my book, *Wings of Gold: The Story of the First Women Naval Aviators*, at the U.S. Open in Flushing Meadows, New York, on September 4. Captain Oslund was the U.S. military's first female helicopter pilot and is one of the six pioneering women featured in the book. She and Rear Admiral Shoshana Chatfield (right) were at the Open for a series of events honoring 50 years of equal prize money at the tournament, 50 years of women in naval aviation, and U.S. military veterans.

- Bev Weintraub, *Greater New York Chapter*

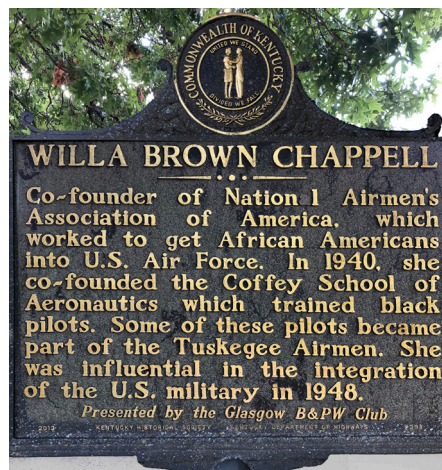
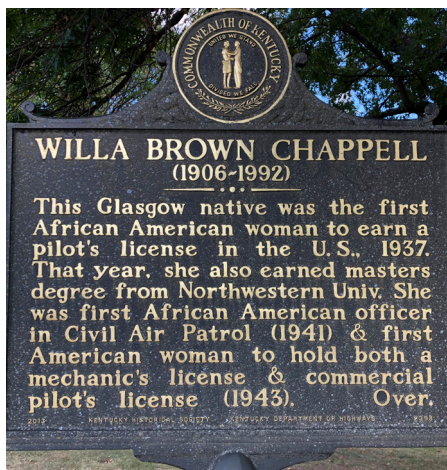
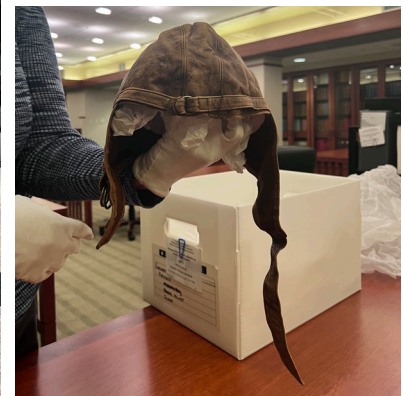
Photo Credit: Dwayne Oslund

VISITING AMELIA'S ARCHIVES

For many years I've been interested in visiting the Amelia Earhart archives at Purdue University. My interest was piqued after seeing The 99s webinar conducted by Deb Henneberry, who recently became a professor at Purdue.

Well, after many years my visit to Purdue finally came true thanks to Deb. I highly recommend if you're new to West Lafayette, Indiana, to contact Purdue ahead of time for an appointment to share in this exciting history!

- Shannon Osborne,
Greater New York Chapter



PIONEERING PILOT

We frequently take camping trips around the U.S. During our trips, we enjoy visiting small towns in the vicinity of our campground. Recently, while camping near Mammoth Cave, we visited Glasgow, Kentucky. In the town square, we came upon this historical marker honoring one of their native citizens, **Willa Brown Chappell**. She was quite a trailblazer.

- Sandy Belinski, *Eastern Pennsylvania Chapter*



The Importance of Quiet

By Donna Miller

“We need quiet time to examine our lives openly and honestly – spending quiet time alone gives your mind an opportunity to renew itself and create order”

– Susan L. Taylor

As the year draws to a close, the weather draws most of us inside. Our planes get tucked into the hangars for the season, save the extraordinary blue sky winter day when we need to exercise the engine, or get out for the proverbial hundred-dollar hamburger.

The frantic quest for the next rating or the new job slows for just a moment, and the examiners' schedules ease up just a bit. It's a good thing to allow yourself to take a moment to reflect on the year and bask in the inability to schedule another lesson right this very minute.

Momentum is a funny thing; it can propel you to the next level, but it's there that you often plateau. What you do on that plateau is important. Athletes train hard for an important race, but the week prior, they have found that tapering is a critical part of the training. They ease off on the weekly mileage and intensity. They allow their muscles and joints to rest, and while they take a physical break, they work on the mental challenge of the upcoming race. They visualize the course and their performance at each stage. For pilots, this is a good time to study or chair fly. Schedule a practice simulator session or enjoy a good autobiography to learn how other pilots navigated their way to where you plan to be.

My friend, Carrie, and I pondered the importance of quiet as we looked up into the clear sky while lounging in a couple of hammocks. We watched the clouds lazily make their way across the sky and truly savored the moment. Sure, there were a million things we could (and probably should) do, but for this one blissful moment, we just reveled in the quiet and calm. We watched as the new season showed just a hint of what is to come. Taking this time allowed me to organize my thoughts and prioritize my tasks while enjoying the crisp breeze.

With everything online, it's so easy to get distracted (squirrel!), and the time slips away while important tasks are pushed lower and lower on the lengthening to-do list. By truly unplugging, your mind rights itself and you can begin again with a fresh perspective. It's easy to believe you are wasting valuable time, but in these quiet moments, you are renewing your energy and strategically planning your future. It took me a long time to understand how meditation could be beneficial; I couldn't quiet my mind long enough to appreciate the concept. I heard someone once say, "Meditate for a half hour. If you're too busy, meditate for an hour." What I learned is that unplugging, even from quiet music, is helpful. Enjoy the season and the quiet that it brings. It's more important than you think.

Makayla Galler

SKYBLAZER AND TRAILBLAZER

By Lydia Baldwin, *Colorado Chapter*



Makayla enjoys the view from the left seat of a display aircraft at a fly-in at Wings over the Rockies.

When asked what sparked her interest in drone soccer, aviation, and aerospace, Colorado Chapter member Makayla Galler responds with ease and joy, saying that for as long as she can remember her aspiration has been to become an astronaut. Makayla lights up with delight as she talks about her interests and passions, “I love space and the stars!”

Makayla recalls visiting the Smithsonian’s National Air and Space Museum as a child with her parents and marveling at the wonderful exhibits. Later, after moving from the Washington, D.C. area to Colorado Springs, Colorado, Makayla learned about the Air Force Academy and excitedly viewed the nearby glider activity. Another formative memory was seeing the large air fire tankers dropping retardant on the hills outside of Colorado Springs during the 2012 Waldo Canyon fire. Makayla thought to herself, “Wow! As an aviator, I could be a part of saving people’s lives.” A discovery flight at the age of 15 really strengthened Makayla’s passion for pursuing flight. Makayla was awarded the Wings Over the Rockies Flight Training Scholarship in 2021, funded by the James C. Ray Foundation, and earned her Private Pilot Certificate with a Glider Rating on March 11, 2022. Makayla states that once she learned that a requirement for astronauts is to be a pilot, she knew that her journey would include flight training. One challenging and frightful experience during a solo glider training flight involved a huge unexpected turbulent mountain wave. Makayla relied on the foundation of her training and followed emergency procedures to return safely to the ground.

Makayla is currently an 18-year-old senior at Westminster High School, in the metro area northwest of Denver, Colorado. She exudes an enthusiasm for all things aerospace. Her keen aptitude to learn and excel in all areas of STEM is admirable. Makayla first learned about drone soccer through her STEM school Wings Aerospace Pathways at Wings Over the Rockies. In May of 2023, Makayla traveled to South Korea to represent the U.S. in the Federation of International Dronesoccer Association (FIDA) World Championship. Out of 16 total teams, the U.S. came in third place after Korea in first place and China in second place. According to Makayla, “The Koreans are the best! They practice and practice and practice. For example, they practiced hovering for three months straight!” Makayla is the captain of the U.S. National Drone Soccer team and serves as a student ambassador for U.S. Drone Soccer. She also contributed to her local independent SkyBlazers team achieving first place U.S. National Championship ranking in both 2021 and 2022. Her team is looking forward to the 2024 U.S. Drone National Championships in San Diego, California, in April.

Drone soccer is a growing sport across the globe and is sometimes referred to as an electronic sport (e-sport). For those who are not yet familiar with drone soccer, Makayla says that it looks a lot like quidditch (a fictional sport featured in the *Harry Potter* fantasy fiction series). Two teams compete with a pit crew at the ready for the necessary charging and repairs. One of the limitations and areas for ongoing innovation is the less than five-minute battery life on the drones that are operated by handheld transmitters. The competing teams attempt to fly the striker drones through the other team's goal while the defender drones attempt to block the scoring. All this maneuvering is done while the drones are in the air and in motion. Control inputs influence prop directions and axis, throttle positions, and motion of flight. There are gyroscopes, accelerometers, and speed controllers. Programming and coding are integral for managing the inputs from the transmitters to the drones. The radio-controlled quadcopter drones are designed with a protective cage for the expected collisions with the opposing team's drones. The striker and forward players continuously are in communication with the defenders. One of the phrases heard amongst the drone soccer community is this is "science meets sports." Team members conduct planning sessions and study yaw versus throttle adjustments (amongst other strategies).

Over the past couple of years, Makayla has developed her skills as a drone pilot and competitor in drone soccer. She's also gained valuable experience leading teams: promoting a spirit of cooperation amongst the players and networking. Many skills and attributes are advanced in the areas of communication, focus, patience, and collaboration. Makayla comments on her involvement in drone soccer as opening doors that lead to opportunities for her in aviation and beyond – such as a recent invitation to attend the Advanced Space Academy Elite at the U.S. Space and Rocket Center in Huntsville, Alabama.

Makayla says that her parents are her biggest supporters. And two Ninety-Nine members – Carrie Worth Zimmerman and



Jennifer Aupke who together founded The Milieux Project, a non-profit to connect girls to aviation – have also provided tremendous mentorship, care, and guidance for Makayla as she moves forward on her remarkable journey. Next year, Makayla will graduate from high school and begin a new chapter at one of the military academies or a university aviation program. This past summer, Makayla was accepted to seminars at the United States Naval and Coast Guard Academies, which both opened up applications to be a student in the fall of 2024. "Cheering on squad mates and learning about the Naval Academy's programs was the absolute best experience!" Makayla will soon be completing the required interview with a Congressperson to fulfill requirements for the service academy applications.

Makayla has earned her FAA Part 107 Drone Certificate and is also starting a nonprofit organization called Pilot Prodigies that will go into schools to promote STEM using drone soccer. She is collaborating with colleagues from the drone soccer teams as well as engineers and pilots and especially hopes to inspire young girls to explore STEM. Makayla shares that it can be tough as a girl, and that at the beginning of her experience in drone soccer the competitions did not have many girls. Now, she says, that is starting to change. Not only is Makayla a SkyBlazer, she's a trailblazer! 🚀

Top photo: SkyBlazers team photo from the 2023 U.S. Drone Soccer National Championships at SUNY Polytechnic Institute: Nate McDonough, Makayla Galler, Ben Fliegelman, Alden Mendrey, Charlotte Bertanzetti, Mikah Shapiro, Charlie Loudermilk.

Center photo: The U.S. National Drone Soccer team at the 1st Federation of International Dronesoccer Association (FIDA) World Championship, May 2023 in Incheon, South Korea. Bottom photo: Makayla Galler with her third place bronze medal at the 1st FIDA World Championship.

Flying

It's a Family Tradition

By Sharon Stebbins, *South Central Section*
and Diane Earhart, *Greater St. Louis Chapter*

On June 24, 2023, **Sharon Stebbins** and her husband, **Robert (Bob) Stebbins**, were presented with their Wright Brothers Master Pilot Awards by Oklahoma City Flight Standards District Office (FSDO) FAASTeam Program Manager Aaron Varland. During the presentation Aaron said, “This is the first time a simultaneous award has been presented to a wife and husband.” The celebration was held in the Stebbins hanger/home on Tenkiller Airpark (44M) Cookson, Oklahoma. More than three dozen neighbors, EAA Chapter 1040 members, and friends flew in and participated in the barbecue and celebration. Bob and Sharon have been flying since 1959.

Sharon’s life has been filled with aviation since age nine when her dad bought a 1948 Stinson Station Wagon and earned his Private Pilot Certificate in it. That marked the beginning of several adventures in the Stinson – a favorite of which was going to Santa Paula, California, together. That time together was spent watching various airplanes fly the pattern, visiting pilots in their hangars, and helping her dad clean and maintain the Stinson (with Sharon always asking hundreds of questions). A highlight of Sharon’s pre-teen years took place when the family entered a 1956 JC AirRace from Phoenix, Arizona, to Philadelphia, Pennsylvania, finishing second place in their class.

At age 15, Sharon asked her dad if she could take flying lessons. His reply was, “Yes, you can learn in our Cessna 170, but you’ll have to pay for your lessons yourself.” To earn flying money, Sharon worked for Horace “Ace” Hibbard – the Auburn, California, airport manager and her flight instructor. Her duties included: office work, housework, and writing an article each week for the Auburn Journal about airport events and news.

Her dad sold the C170 in favor of a C172, and Sharon continued lessons at the Auburn Municipal Airport (KAUN), soloing in the C172 on July 25, 1961.

Sharon met Bob while in high school when Bob also started taking flying lessons with Ace. At age 18 on June 17, 1962, Bob and Sharon married and moved to Chico, California, to attend college.

The young couple could not afford flying lessons for them both. Sharon put her lessons on hold even after they

purchased a 1946 Luscombe for \$1,750 while still going to college. Bob obtained his Private Pilot Certificate in 1963. They would continue to fly together in whatever airplane they owned at the time, including a different Luscombe and a Cessna 120. As their family grew, Bob and Sharon bought a Piper Tri-Pacer to accommodate their two small sons. They later bought a Cessna 170, which Sharon successfully flew in 1970 for her Private Pilot check ride at Santa Paula Airport (KSZP).

After relocating to St. George, Utah, they heard about an aviation movie being filmed locally and needed pilots [see sidebar]. Bob and Sharon flew the opening sequence for the film *Solo* in their Cessna 182. They flew a search scene and solo landings and takeoffs. Sharon wasn’t only a pilot but was also involved with her sons’ Boy Scouts troops for 15 years and taught the Aviation Merit Badge each year. While teaching school in the 1980s and ‘90s in St. George, Sharon was sure to include a science unit topic called, “The Facts of Flight.” Her goal was to inspire her students to learn to fly.

Between 1962 and 2003 Bob and Sharon owned 17 different airplanes. Their flying adventures included visiting family and friends or to such places as Canada, Alaska, Pacific Coast, Sierras, and Rockies. In 2003, they bought a Lake LA-4 seaplane. Since earning her Single-Engine Sea (SES) Rating, Sharon has logged over 1,100 hours in the Lake. They have flown to the Arctic Ocean, Hudson Bay, all through Canada, Bahamas, and across the U.S. many times.

Sharon notes, “Seaplane flying has been the most fun. I’ve been able to volunteer in the Seaplane Pilots


Solo is a movie filmed in 1984, based on the book of the same name by Patricia O'Brien King, and tells the true story of Liz Brantley. Liz, moved with her doctor husband, Bill, and their five children to Price, Utah, to further Bill's career. On June 23, 1981, Liz, a student pilot, was flying her long solo cross country to complete the requirements to obtain her Private Pilot Certificate. On the third and final leg of the cross country trip, severe downdrafts in mountainous terrain coupled with engine problems, Brantley made a forced landing in a forest near Grand Junction, Colorado. For five days, the entire small town of Price searched for her as her children clung to their Latter-day Saints faith and belief that their mother was alive. The clinically trained doctor, used to dealing with cold facts, started to believe Liz was gone. Bill learned from his children to have blind faith, as Liz courageously fought for survival. The steadfast beliefs of their children turned Bill from an unemotional physician into a determined father and husband. *Solo* was filmed in St. George, in southern Utah, a popular movie location. One of the best-known movies filmed in St. George is the 1984 *Romancing the Stone*, starring Michael Douglas and Kathleen Turner.

Association (SPA) booth and assist at the seaplane base at Oshkosh AirVenture and serve as Co-Chair and Chair of the Seabirds at Sun 'n Fun." Sharon has also presented an FAA safety seminar focusing on being an active passenger and encouraging other women, young and old, to learn to fly.

Bob and Sharon recently bought a Cessna 172, which brings their personal fleet to two. They take turns flying each airplane over Lake Tenkiller, Oklahoma, where they live in an airpark community.

Aviation runs all through Sharon's family in addition to her father. Her mother, Thelma Jane O'Connell Drew, achieved her Private Pilot Certificate when she was 50 years old and continued flying to obtain her Instrument Rating and Commercial Certificate. Thelma subsequently was President of the Sacramento Valley Chapter 99s. Sharon's sister, Sue Osborne, also holds a Private Pilot Certificate with Multi-Engine and Instrument Ratings and is very active in the Colorado Chapter in Denver, Colorado.

Bob and Sharon's four sons all soloed at age 16 and all now have aviation careers, ranging from flight dispatcher to military and civilian air traffic controller to captains of major airlines. Carrying on the family tradition, the Stebbins' grandchildren and a nephew are training to become private pilots.

Bob and Sharon don't have any plans to stop flying! They're planning more adventures together and with their flying friends and family. They plan to fly into eternity together. 



Top left: Sharon and Bob beside their Lake LA-4 Turbo. Top right: Sharon Stebbins, Susan Drew Osborne, and cousin by 1948 Stinson Station Wagon. Bottom left: Sharon Stebbins complex endorsement and Single Engine Seaplane (SES) Rating check ride Colorado River, Laughlin/Bullhead City, Arizona. Bottom right: Sharon Stebbins Private Pilot check ride Santa Paula, California.

Lessons LEARNED

on an Amazing Cross Country Flight

By Diane Lambert,
Mid-Columbia Chapter

This summer my husband, Stephen, and I flew a five-week cross country over the United States in our Cessna 172, landing at 32 airports in 18 states. Since we both work from home, we took our jobs with us and spent the summer visiting siblings across the country. We crossed the Rocky Mountains twice, took scenic flights past national monuments, flew across Lake Michigan (with floatation devices ready, just in case), and navigated four Bravo airspaces. It was an amazing experience that I hope to repeat someday!

As a student pilot, I couldn't log any flight time, but I did get to handle most of the radio communications. Stephen jokes that I've logged more radio hours than flight hours at this point! This trip gave me the opportunity to talk with controllers all over the country and see how they do things in other regions. For example, I'm used to picking up VFR flight following with Ground Control at my home airport or from Approach Control at local non-towered fields, but at KCOS (Colorado Springs, Colorado), they told me to request it from Clearance Delivery before taxiing. Some controllers had their own style: as we entered the KRVs (Tulsa, Oklahoma) airspace for the very first time, Tower greeted us with, "Welcome back!" We quickly realized they were acknowledging every airplane the same way. Another day, Kansas City Center responded to my initial check in with, "Skyhawk 737AF, radar contact, the Liberty altimeter is . . . missing."

Some of the radio communication was new to me. On two different occasions in Kansas and Wyoming, ATC asked me to relay information to another pilot. I also found out I'm not great at judging the vertical distance to clouds when Denver Approach requested a weather pilot report (PIREP).

One thing I saw repeatedly is that controllers want to help pilots. A lot of my fellow students are nervous talking to ATC because they're afraid of making a mistake, but I never got scolded or told to copy a phone number when I responded incorrectly. When I asked for clarification, the controllers slowed down and explained their instructions. When I wasn't familiar with a local landmark, Approach described what I should be looking for. I also got progressive taxi instructions to help us taxi around some construction.

One controller even gave us an unexpected treat. As we flew our planned route outside the St. Louis, Missouri, Bravo and Delta airspace, Approach called, "737AF, I can offer you a transition if you'd like a flyby of the Arch." I responded, "I'll accept that offer." Approach gave us a vector and a lower altitude, and we enjoyed an unplanned tour of the monument.

When I wasn't busy on the radio, I was tracking our path. It turns out you can still navigate with paper charts, and meaningful landmarks really vary across the country. A lake made a great waypoint in Wyoming, but Minnesota had so



many that I couldn't tell them apart. Eastern Washington rivers are easy to spot because they're lined with the only green trees for miles. It's the opposite in Michigan, where rivers are a long, narrow void in the sea of trees. I also learned that radio towers and antennas are a lot scarier in the Midwest than what I'm used to. At home, antennas are only 200 or 300 feet tall, usually clustered on hilltops, and are easy to avoid. In the Midwest, they can stand 1500 feet above the flatlands, pop up anywhere, and are basically invisible even with their red and white stripes.

As we touched down at one pretty, little airfield in Michigan, Stephen commented, "I probably should've made sure we can take off again before landing here." Performance calculations became meaningful on this trip. Our 172 was loaded with luggage for extended travel, a couple of folding bikes, camping gear, and our computers, monitors, and other work paraphernalia; it didn't always climb well in the July heat. That afternoon in Michigan, we had to ask some serious questions, like how much fuel can we take on before an afternoon departure from this short grass strip surrounded by tall trees, and will it get us to the longer runway in Kalamazoo? Or do we need to ferry our luggage over bit by bit, then load up everything there? We ran the numbers and decided we could take off with all our gear and one-third of a tank of fuel. We burned off the extra fuel by taking two little nieces for their first airplane ride, then loaded everything and flew to KAZO (Kalamazoo, Michigan) to top off the tanks.

I really saw density altitude at work in the Colorado mountains. My brother and nephew wanted to go for a scenic flight while we were visiting them in Colorado Springs. KCOS sits at 6,187 feet, but with a 13,000-foot runway we knew we could get off the ground (eventually) even with four adults aboard. After a long takeoff roll, we started a slow climb out to the north. The VSI and altimeter said we were gaining altitude, but it sure didn't look like it; the terrain was rising at about the same rate as the plane was climbing. Stephen used a convenient updraft to gain the altitude we wanted above the city. We circled Garden of the Gods for a while then headed up a valley to look for more scenery – and found our service ceiling as well. At full throttle on a warm, humid day, our fully-loaded 172 was just holding 9,100 feet, and it sure wasn't going to climb any higher!

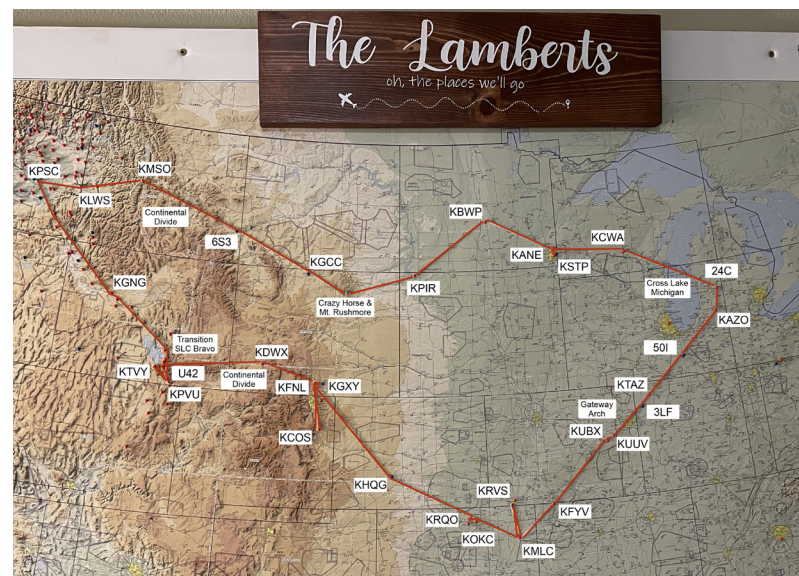
A few days later, we faced another challenging math problem: How many pounds of baggage do we need to offload to fly Stephen's 6'5" brother across the Continental Divide? Answer: Most of it. His wife was driving across the mountains the day before our flight, so we traded our stuff for her husband. We took off from KFNL (Loveland/Ft. Collins, Colorado) before dawn to minimize density altitude and watched the sunrise from above the Rockies. We planned a fuel stop at KDWX (Dixon, Wyoming, population 97), which boasts a 6,549-foot elevation and a 7,000-foot runway. They also have a wonderful airport manager who was willing to interrupt his fishing trip to help us get the fuel pump working. Luckily his troubleshooting by phone was successful, so he could stay out on the river while we finished our flight to Salt Lake City, Utah.

That manager was just one of the many friendly people we met at airports across the country. At KUBX (Cuba, Missouri), a local pilot took us to lunch at his favorite Route 66 BBQ place. At 50I (Kentland, Indiana), we were greeted by the farmer who donated land to the city for the airport; he introduced us to his extended family and invited us for dinner anytime. We were offered official (and not so official) courtesy cars and guest bedrooms. We got an impromptu tour of a warbird collection in Missouri, complimentary admission to an aviation museum in Arkansas, and invited to a pancake breakfast in Oklahoma. The pilot community was welcoming everywhere we went.

People have asked, "How was the weather on your trip? Did you have to divert?" We departed KPSC (Pasco, Washington) on a beautiful, sunny morning with planned stops in Idaho, Montana, and Wyoming that first day. The weather remained perfect as we entered the mountains and crossed the Continental Divide, but we were keeping an eye on a string of thunderstorms in western Wyoming. Visibility started diminishing somewhere over southern Montana, so I pulled up Foreflight and found a nearby airport with a restaurant within walking distance. We made an unscheduled stop at 6S3 (Columbus, Montana) to eat while we waited for the weather to clear as predicted by the TAF. The storm didn't move, nor did we. We camped out in a fun pilots' lounge with an upright piano and a huge selection of old VHS movies. For the next five weeks, the weather cooperated and we kept our schedule and route as planned until the last leg of our last day when we had to detour around a storm in Oregon before landing back at KPSC. It couldn't have gone better.

This cross country was an incredible opportunity. We flew around Mt. Rushmore, Crazy Horse, and the Devil's Tower. We camped in pilot lounges and explored tiny towns I'd never heard of before. We discovered a good stretch of our path followed Route 66 and explored fun stops along the way. We happened across a Young Eagles event in Minnesota and delayed our departure a couple of hours to help. We took family out for hundred-dollar hamburgers. We saw lots of beautiful countryside.

Five weeks, 4,500 miles, 60 hours, 32 airports, 18 states, four Bravos, three national monuments, one amazing experience in a 172! 🐾



2023 International Awards

AWARD OF INSPIRATION

NICOLE MALACHOWSKI



Nicole Malachowski has been selected by the International Board of Directors (IBOD) as the distinguished recipient of the 2023 Award of Inspiration.

She expressed her sincere gratitude to the IBOD for recognizing her worthy of this award. As a member of the Pike Peaks Chapter, Colorado, she is delighted to support The Ninety-Nines and promote our other International award winners through her social media channels. She said that receiving the 99s Award of Inspiration from the IBOD has brought her immense joy while she enjoys a month-long family vacation in the remote areas of Colorado. She managed to find a moment to return my phone call on this rare day when she ventured into a small town to tackle nine loads of laundry! It's safe to say she deserves an honor just for that! Nicole will be able to provide us with a video for the Awards Ceremony in Jordan.

Colonel Nicole Malachowski shattered stereotypes throughout her distinguished 21-year Air Force career. As the first woman pilot on the Thunderbirds, a combat veteran, and a White House Fellow, she achieved more than she ever imagined. However, her dream abruptly ended when a debilitating tick-borne illness left her unable to speak or walk for nearly nine months. Despite facing overwhelming challenges, Nicole draws on her remarkable journey to inspire audiences to transcend resilience and embrace resurgent transformation.

Nicole's remarkable trajectory began at just 16 years old when she took her first solo flight. She joined the Civil Air Patrol and participated in Air Force Junior ROTC while

in high school. In 1996, she earned her commission from the United States Air Force Academy. Throughout her career, she achieved the esteemed rating of Command Pilot, accumulating over 2,300 flight hours in six different Air Force aircraft. She paved the way for women in aviation by being among the first to fly modern fighter planes and becoming the first woman to fly with any Department of Defense military jet demonstration squadron as part of the renowned USAF Thunderbirds.

As a career pilot, Nicole served in combat as an F-15E flight commander, evaluator, instructor pilot, and flight lead. She played a vital role as a mission-ready fighter pilot in three operational F-15E fighter squadrons, logging over 188 combat hours. Her proudest moment was leading the first fighter formation to provide security for Iraq's historic democratic elections in 2005.

Out of the cockpit, Nicole's achievements extended to her role as a White House Fellow from 2008 to 2009, where she contributed to the Presidential Transition Support Team (PTST) while assigned to the U.S. General Services Administration. She was honored with the 2019 IMPACT Award from the White House Fellows Foundation and Association and was appointed to the President's Commission on White House Fellowships by President Joe Biden in 2021.

Nicole's exceptional career also included high-level staff assignments at the Pentagon and serving as the Executive Director of the White House's national Joining Forces initiative. In this capacity, she provided direct counsel to former First Lady Michelle Obama and Dr. Jill Biden on matters concerning service members, veterans, and military families.

In recognition of her outstanding accomplishments, Nicole has been inducted into the National Women's Hall of Fame and the Women in Aviation International Pioneer Hall of Fame. As she continues to recover from her neurological tick-borne illness, she seizes every opportunity to raise awareness about her medical journey and the growing epidemic it represents.

Nicole's story serves as an inspiration to young girls and women worldwide. She defied cultural and internal barriers to thrive in a traditionally male-dominated field as a fighter pilot. By sharing her experiences, she encourages others to pursue their goals and aspirations, emphasizing that discomfort and risk should never dictate one's potential.

2023 International Awards

2023 PRESIDENT'S AWARD

JAN MCKENZIE



The Ninety-Nines' President Award is a prestigious honor presented to an individual who has shown exceptional dedication and service to the organization, and to the President herself.

This year's recipient, **Jan McKenzie**, has been a devoted member of The Ninety-Nines for an impressive 49 years. She's held various key roles, including International Awards Chair, International Conference Chair, Treasurer, Vice Chair, and Chair. Her dedication expanded as she took on the role leading to Governor of the South Central Section before advancing to the International Board of Directors, where she served in positions of Director and Vice President, holding two terms as President.

Jan's currently working with our International Conference and Career Expo Committee (ICCE), is Chair of the Investment Committee, and accepted the role of Acting Parliamentarian during this year's Annual Business Meeting in Jordan.

Jan's strong support for enhancing women's representation in aviation is outstanding, reflecting our organization's mission of "Promote, Provide, Preserve."

By her profession as an electrical engineer, Jan started her aviation journey at the age of 21 and was awarded the FAA's Wright Brothers Master Pilot Award for 50 years of safe flying this summer.

She humorously recounts that instead of an engagement ring, she was presented with an engagement airplane. What began as a hobby swiftly evolved into a lifelong passion. Jan's message to all is clear, "Reach for the stars" and, "You can achieve anything you set your mind to." She's embodied these principles.

Jan exemplifies the spirit of The Ninety-Nines: selflessly contributing to advance the organization's mission. Her assistance has been invaluable to me personally as President, and I take great pride in considering her a friend, advisor, and mentor.

– Robin Hadfield
President, The Ninety-Nines ✈️

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Invitation to Submit

NOMINATIONS FOR 2024 INTERNATIONAL AWARDS

With a membership of over 7,300 members, numerous fields of aviation, and many areas of service, please consider nominating that someone whom your chapter, section, or trust knows that deserves one of these awards for Ninety-Nines and non-Ninety-Nines.

Please read the who, what, where, when, and how below in the official invitation to nominate.

Parade Of Winners From The Past Five Years

Year	Contributions to The Ninety-Nines	Contributions to Aviation	Humanitarian Efforts
2023	Joy Parker Blackwood	Mary Build	JoAnn Prater
2022	Jean "Sunny" Schiffman (posthumously)	Ursula Davidson	No nominations
2021	Myra Bugbee	Dr. Rebecca K. Lutte	Stephanie Wells
2020	Marion Jayne (posthumously)	Jacueline Boyd	No nominations
2019	Madeleine Monaco	Gretchen Jahn	Kelli Kuntz

Year	Award of Merit	George Putnam Palmer
2023	Francois Leh	No nominations
2022	Jim Riviere, Jr.	No nominations
2021	Indiana Women Pilot's Association	Harry Pride
2020	Captain Barry Schiff	Rod Machado
2019	No nominations	David Oreck

View the complete list of past winners at ninety-nines.org/past-award-winners.htm

Invitation to Submit

NOMINATIONS FOR 2024 INTERNATIONAL AWARDS

The International Awards Committee is soliciting nominations for five prestigious awards to be presented by The Ninety-Nines, Inc. at the 2024 International Conference in Vancouver, British Columbia. The deadline for submitting nominations is **January 31, 2024**.

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, Wednesday, January 31, 2024.

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



NEXT YEAR IN ORLANDO, FLORIDA

Orlando World
Center Marriott
Orlando, Florida

**35th Annual
Women in Aviation
International Conference**
March 21–23, 2024



***WAI is headed to Orlando, Florida, and
we want you to join us for WAI2024!***

The 35th Annual Women in Aviation International Conference will be held at the Orlando World Center Marriott, March 21-23, 2024 in Orlando, Florida. Come experience our trademark positive energy found at our annual conference. You will network with aviation industry professionals in the exhibit hall 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 at www.WAI.org/2024-conference.



Reports



2024 Election

– Virginie Rollin,
*Chairman International
Nominating Committee*

The International Nominating Committee is seeking candidates for the following positions to serve for the 2024-2026 term:

- President
- Vice President
- Secretary
- Treasurer
- Directors (two positions)
- Nominating Committee (three positions)

All four of our trusts are also looking for candidates for their 2024-2027 term.

- Amelia Earhart Memorial Scholarship Fund
- Museum of Women Pilots
- Amelia Earhart Birthplace Museum
- Endowment Fund

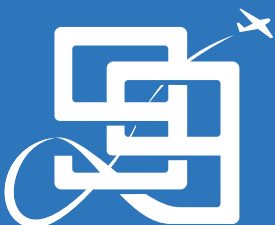
Please contact the Trust Chairs for more information (found in the member's area of The 99s website).

The Intent to Seek Election form is available in the Library in the members' area of The 99s website.

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

Virginie Rollin, Chair
Lin Caywood
Karissa Davan
Mae Marquet
Margaret Wint

The deadline to submit your packet to the committee is **December 31, 2023**.



JOIN THE BOARD OF DIRECTORS OR A TRUST

Are you a passionate and dedicated member of The Ninety-Nines?

Consider running in our Board of Directors election and make a lasting impact!

Shape the Future: As a board member, you'll will help to influence the direction and policies of our organization. Your ideas can help us grow and thrive.

Lead with Purpose: Your vision and dedication will inspire others to follow in your footsteps.

Expand Your Network: Connect with like-minded individuals who share your passion and ambition. The Board is a hub for networking and collaboration.

Develop New Skills: Gain valuable experience in leadership, decision-making, and governance. These skills are not only beneficial within our organization but in your professional life as well.

Give Back: Your service on the Board is a meaningful way to give back to the community that has given you so much. Be part of something bigger than yourself.

Make a Difference: Your voice and actions will help drive positive change.



See the list of open positions this election cycle.

ARE YOU READY TO VOTE IN THE NEXT NINETY-NINES ELECTIONS?

– Kathy Fox, *Chairman, Election Procedures Committee*

The next election for Officers, Directors, Committee members, and Trustees will be held from March 15 - May 1, 2024.



VOTING ONLINE

is easy, efficient, secure,
and cost effective.

Make sure that you have opted in for **online voting** (which is much less expensive than voting by mail).

If you aren't sure of your status, please log in to The Ninety-Nines website and go to "Update Information." Look for this section (below) and select yes, then make sure that you've listed your most current email address.

Online Voting

Online Voting: *Would you like to vote online (versus physical mail)?

☐ Yes

☐ No

Voting online, rather than requesting a paper ballot, can really lower the voting costs to The Ninety-Nines.

Should you still wish to receive a paper ballot, please make sure that we have your correct mailing address on file.

The choice is yours, thank you!



International Forest of Friendship 2023 inductees. First row (kneeling): Mae Marquet, Merileigh Furr, (sitting cross-leg): Marla Partimbene, Cheryl Kraemer, Margaret Jones, Carol Knight, Lizzie Domingue. Second row (seated): Tammy Willits, Dorothy Berthelet, Pat Schroeder, Rick Koehle, Peggy Doyle, (standing): Frances Englund, Joy Parker Blackwood, Amelia Earhart (Sydney Schumsky-Nicholas). Third row: Tania J. Shaun, Karen Weldon, Janet Gonzalez, Jacque Boyd, Alice Fanto, Julie Jones, Alice Furr, Janet Patton, JoAnn Dawson, Lisa Cotham, Billy Ray Blackwood, Madeleine Monaco. Fourth row: Susan Passmore, Shelley Ventura, Liz Waguespack, Jan Oreck, Mary Donohue, Ellen Nobles-Harris, Jaime Gonzalez, Melissa Holley, Rosanne Isom, Eva Thierry, Jessica Twiddy. Back row: Shannon Osborne, Lois Horne, Mary Wunder, Corbi Bulluck, Nancy Miller-Borg, Margaret Wint, Janice Pelletti.



NOLA Challenge 2023

International Forest of Friendship 2023

– Shannon Osborne,
Greater New York Chapter

I first learned of the NOLA Chapter in 2018 at the International Forest of Friendship Induction Ceremony when they inducted multiple members. Since then, I personally strive to be like the NOLA Chapter and hope every chapter and section in The 99s will do the same.

One of the nicest things anyone has ever said to me, “Love you like I do NOLA, a whole bunch!” Yes, I strive to be like the NOLAs and we should all do the same, support each other through flight!



Top: 99s visiting the Amelia Earhart Hangar Museum during the IFOF induction weekend. | Left: The NOLA Chapter's membership stretches across New Orleans and Louisiana: We have airplanes! We have Zoom! We have section meetings, chapter meetings, and we are there for each other! | Center: Nancy Miller-Borg, accepting for Ramona Banks | Right: New Jersey 99s are proud to announce the induction of their friend Rosanne Isom into the Forest of Friendship.



Left: Chapter members including some instructors, and graduates – front row: Estrella Hernandez, Angela Weaver Baucom, Mary Wich (Chair), Lorin Ponton, and Daniel Hanes. Back row: Aminah Khawaja, Esmerelda Guzman, Judi Gordon, Beki Parks, Jiya Kaur, Vanessa Helder, Andrea Horton.

SUTTER BUTTES CHAPTER: INSPIRING FLIGHT FROM THE GROUND UP!

– By Angela Baucom, Sutter Buttes Chapter

Following the Sutter Buttes Chapter Grass Roots report in the May/June 2023 issue of the *Ninety-Nines* magazine on providing private pilot ground school, we have an exciting update:

Our 10-week course started with 35 students who were very eager to get started. They bought their books, and as the classes were held, it was inspiring to see that they actually studied those books and used the offline chat tools for questions. They even met in small study groups when they could. In some businesses, having a free course can sometimes mean that people do not value the learning, but this was far from the case here. The hard-to-describe very positive, supportive can-do spirit surrounding all students truly helped with their learning. One topic that can lose a lot of students is weather, so special emphasis was given to convey the scope of weather knowledge needed for the written test. All of this and more resulted in a 90% retention to the end!

Graduation was a true celebration, with families attending (many bringing delicious potluck dishes) and sharing in the achievements and what was to come. Our 2023 Spring Ground School was a great success on many levels: We gained eight new chapter members and

had 30 graduates! Out of those, several have taken their written test and begun flight training and are planning and passing private pilot practical tests. One student even won the Ray Scholarship from EAA after showing her dedication to the ground school.

CFI and Sutter Buttes Chapter Chair Mary Wich remarked, “On a personal level, this was proof of concept that we could acquire and sustain an airport hangar for education, fun chapter activities, and community outreach. Encouraging students, pilots, and instructors to teach various subjects, raffling off great aviation prizes, and raising over \$3,000 for our chapter was truly a blast, and we will be doing it again this fall! We are so much more when we come together! All are welcome in our fall session ground school. We are actively looking for instructors, students, and guest speakers – come see what all the fun is about!”

We even have the interest of the Glenn County Office of Continuing Education wanting to potentially provide their students with a transfer opportunity. This ground school is being recognized in the area, and people are talking about it, wanting to come see what is taking place in our Ninety-Nines hangar – such a supportive environment!

WOMEN AVIATORS UNITE TO AID MAUI WILDFIRE RELIEF

– By Kali Retzler, Aloha Chapter

In times of crisis, it's often the indomitable spirit of individuals that shines through, bringing hope and relief to those in need. Such is the case with Shealin Johnson and Kali Retzler. Their dedication and efforts in response to the devastating wildfire in Lahaina, Hawaii, on the island of Maui, have transformed them into a team fueled with compassion and determination.

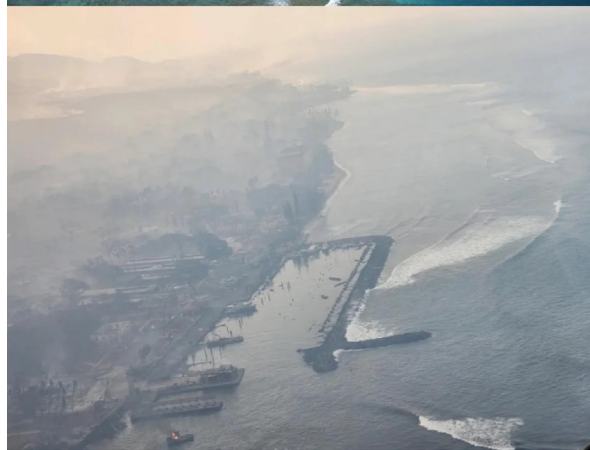
The Lahaina wildfire's rampage through the landscape brought unimaginable devastation, leaving homes, lives, and livelihoods in ruins. The toll on human life is heart wrenching. With several hundred people still missing, their absence is a haunting reminder of the ferocity of the blaze. The once-thriving neighborhoods now stand as a stark testament to the destructive power of nature. In the face of such devastation, the scarcity of resources exacerbates the tragedy, leaving survivors grappling not only with the loss of their homes but also with the desperate lack of basic necessities like food, clean water, and medical supplies.

When locals heard of the immense devastation and lack of communication due to cellular and electrical outage, general aviation immediately stepped in to deliver the much-needed supplies to Kapalua and Kahului. It is common that when islands suffer from disasters the supply chain is slow to recover due to their already isolated nature. With roads now closed to Lahaina, general aviation wasted no time collecting as many supplies as they could. Having a shared passion for aviation and heart for serving their community, Kali and Shealin embarked on a mission that would see them making countless flights between Honolulu and Maui, delivering essential supplies and much-needed support to the affected families.

Flying Cessna 172s, the duo would load their aircraft with life-saving equipment, clothing, food, and medication. The planes, often packed to capacity, became flying symbols of hope as they made their way between the islands. Their dedication to this cause is exemplified by their around-the-clock commitment. Regardless of the time of day or night, they took to the skies, defying the limits of their small aircraft and working hard to ensure timely deliveries. Crawling over packed supplies to reach their seats, Shealin and Kali soared above the azure waters of the Pacific, witnessing a powerful synergy emerging within the aviation community.

Shealin, Kali, and their fellow aviators showcased the essence of unity as they joined forces with firemen, medical personnel, and numerous volunteers all transcending individual pursuits to collectively work towards a greater cause. In the words of Shealin and Kali, "We extend our heartfelt gratitude to every pilot who is flying with us, to every firefighter who braved the flames, to every medical professional who offered care, and to every donor who made this mission possible." It has been the combined effort of many individuals that transformed their mission into a resounding success.

In a world where challenges can seem insurmountable, Shealin and Kali remember that through unity and unwavering determination, even the darkest clouds can be pierced by rays of hope. As the Aloha Chapter continues to inspire and uplift, let the story of these two young aviators demonstrate what strong women can achieve when we take to the skies with purpose and aloha.



Top: The town of Lahaina, Maui, before and after the devastating fires. Bottom: Shealin Johnson (right) and Kali Retzler (left) have been collaborating on a relief mission that involves flying between Honolulu and Maui to provide aid to the families affected by the devastating wildfire. Their small Cessna 172s have become lifelines, carrying essential supplies and much-needed support to those who have been impacted by this tragedy.



Front row, left to right: Terri Donner, Kalina Milani, Mariko Doskow, Natalie Berman, Chrissy Beattie, Suzie James, Nicole Malherbe, Patty Barrera, Denise VanGrunsven, Tina Hartlaub. | Back row: McKenzie Emerenciana, Ashlynn Higdon, Nell Justice, Valerie Scott, Shannon Jipsen, Karen Nathan, Kim Bentler, Liana Hart, Suzanne Skeeters, Tracy Leonard, Karen Kahn, Lynn Austin, Thyra Blaom, Jennifer Davis, Judy Lee, Kira Vitale, Heidi Theile, Stefanie Sun, Brooke Rogers, Therese Paul. Not pictured: Laura Savino, Tiana Dougherty, Becky Howell, Felicity Bush, and Kathleen Malone.

WOMEN AIRLINE PILOTS HOLD ANNUAL CONFERENCE IN ANCHORAGE, ALASKA

– By Terri Donner, *Kentucky Bluegrass Chapter*

Every year, members of the International Society of Women Airline Pilots (ISA+21) from around the world get together to celebrate being an airline pilot and to encourage women to progress in their aviation careers by offering scholarships. This year they held their annual conference in Anchorage, Alaska, September 12 - 14. In attendance were 107 female airline pilots from 22 airlines and six countries. The welcome night was held at the Alaska Aviation Museum on the south shore of Lake Hood, the busiest seaplane base in the world. The museum presents one of the finest displays of Alaskan aviation history.

The next morning at the annual business meeting, every member arrived decked out in their respective company uniform and roll call was taken; the microphone traveled down every row as they introduced themselves. Their name, airline, aircraft type, flight deck position, domicile, and where they live were shared. This year, three charter members from the 1978 formation of the organization, from 21 original members, were present: Karen Kahn, Jean Harper, and Mary Shipko, all retired. It's so exciting to see the growth in membership and the influx of younger members. I'll never forget my first ISA+21 conference in 1990 in Washington, D.C., (while pregnant with my daughter, Amelia) and thinking to myself that all these women fly big airplanes.

After the annual meeting the group enjoyed a nice luncheon where the Captain's Club Induction is held. Each recipient received an engraved plaque with the date of her first signed flight release as pilot in command of an FAA Part 121 flight by a presenter of her choice. This year there were 17 inductees, of which five are Ninety-Nines members. Then the group walked down the block to a park for the official group photo with the Alaskan mountainous terrain in the background. We split off into other subgroups to document the individual airlines, charter members, life

members, Captain's Club, cargo pilots, etc. This year, The Ninety-Nines photo was taken at the traditional dressy cocktail party that evening. As always, I arrive, glance around the room with goose bumps forming, in awe, as I say to myself, "I can't believe all these gorgeous ladies fly big airplanes." The highlight of the night was the announcement that our auction had raised over \$22,000 for scholarships for female pilots. The final day included a tour of Anchorage, including a stop at the Native Heritage Center and Earthquake Park, which commemorates the 9.2 quake that rocked the area in 1964, last century's most powerful earthquake.

The post-conference side trip had the remaining attendees and guests suited up in wet gear and riding UTVs 25 miles from Palmer, Alaska, to the Knik Glacier and back in beautiful, sunny conditions. The grand finale was a cruise into Prince William Sound from the little town of Whittier in the pouring rain to view as many of the 26 glacier as we could. Who knew Alaska has a rainforest and Whittier experiences rain 360 days a year? In all, there were 36 Ninety-Nines who sought the fellowship of their ISA+21 sisters this year, some cherishing decades of friendship and many brand new acquaintances. The invitation was extended for the 2024 ISA+21 conference to be convened in beautiful Cartagena, Colombia, in South America next September.

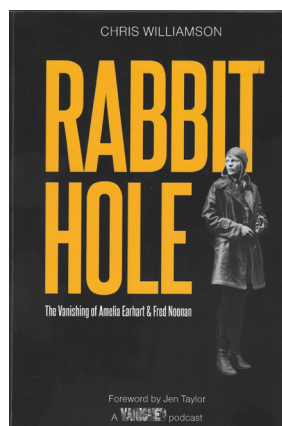
Visit ISWAP.org to check out membership information.



Seventeen ISA+21 members were inducted into Captain's Club. The following are 99s: Morgen Reeb (American Airlines), Mariko Doskow (Spirit Airlines), Kristina Huffman (Alaska Airlines) Stefanie Sun (United Airlines), Liana Hart (Allegiant Air).

Book Reviews

Jacque Boyd, *Rio Grande Norte Chapter*



Based on the Vanished podcast and the Chasing Earhart interview show
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ISBN: 9798986 373904
Available on Amazon

RABBIT HOLE: The Vanishing of Amelia Earhart & Fred Noonan

Author: Chris Williamson with Foreword by Jen Taylo

I picked up this book while visiting the Amelia Earhart Hangar Museum, in Atchison, Kansas, when I was there for the recent annual celebration at the International Forest of Friendship. Then I was fortunate enough to meet the author, Chris Williamson while at the AE Birthplace Museum. I hadn't even begun to read the book at that point, but Chris told me that I wasn't going to get what I thought I was going to get if I'd ever read any of the other "what happened to Amelia" books. I have shelves and shelves of those books, and he was completely right. When you read this, it will absolutely NOT be what you're expecting. It's not a fast read. For me I ended up going back and forth to read and re-read passages. I thought I knew most of the information – I was wrong. There are surprises in store.

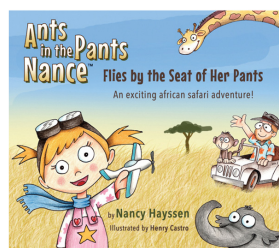
This book is based on the "Vanishing" podcast, treats the reader as "the jury" in the trial of evidence for how Amelia and Fred Noonan might have ended that world flight on July 2, 1937. Evidence is presented and a cross-examination follows for the four largely accepted theories – these are the book's categories: crash and sink, castaway theory (Nikumaroro), turning around (Buka), and Japanese capture.

However, there's so much more presented than the information surrounding the end of her flying. Williamson also delves into her childhood and the associations with Atchison, Kansas. The Ninety-Nines and their development play a huge part into who she really was, as a pilot and as a self-confident woman. You'll read about her activities as a "visiting lecturer" at Purdue. She was an extraordinary personality who served as a role model for young people. Her belief system on why she did what she did was firmly in place.

By the time the book starts "the trial" you will have a much better vision as to who Amelia Earhart was and why she did some of the things she did.

The evidence is presented and as "the jury" you'll be the one to make your own decision as to what really happened. Granted, there is evidence that's still outstanding, so keep your mind open enough to accept new information.

After all the books I've read about Earhart and the "final flight" this is absolutely the most extraordinary and unexpected. Thanks to both the staff at the Amelia Earhart Hangar Museum and the bookstore staff at the AE Birthplace Museum who made certain I didn't walk away without the book in my possession.



Produced by Make Me Over Productions
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ISBN: 0979383161
Available on Amazon – Kindle Edition

ANTS IN THE PANTS NANCE Flies by the Seat of Her Pants

Author: Nancy Hayssen | Illustrator: Henry Castro

This children's book also came as a recommendation from the bookstore at the AE Birthplace Museum. It's a rhyming story of an African safari based on a real-life adventure of a seven-year-old and her pilot dad flying into South Africa. As the author puts it: "Ants in the Pants Nance instills hope and courage in children's hearts to act upon their dreams." The writing is entertaining and the illustrations are superb.

It's simply fun!



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HALFWAY HOME

Author: Erin Mariah Murphy | Illustrator: Anthony Richichi

I have several friends who fly "rescue" missions for pets and this book came to me through their recommendations.

The book follows Zeke, a rescue dog through the ups-and-downs inherent in being a rescue dog. It doesn't have an immediate "happy ending" and that's one of the things that made me like it a lot. Sometimes pet adoptions and rescues don't work like we all wish they would, and Zeke has several placements that don't work – until the one that does.

The illustrations are wonderful. Zeke is portrayed as a snaggle-toothed little piece of work and not particularly a beautiful puppy. One more reason I liked this book a lot. Even better – the "real" Zeke is pictured on the back of the book.

Included in the back of the book is a list of rescue operations with donation instructions.

Ask a DPE



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!

What are some weak areas you have seen on Certificated Flight Instructor Instrument (CFII) airplane add-on check rides?

Most people complete the Certificated Flight Instructor (CFI) check ride and then add their Instrument to their CFI Certificate. Because this check ride is an add on, not all the areas of the Practical Test Standards (PTS) must be completed. There is a chart at the front of the PTS that lists the required tasks depending on what initial CFI Certificate you hold.

The CFII check ride can be more difficult than most applicants realize. When I was working toward my CFII Certificate, I was working as a CFI already, finishing up my degree, and participating on my college track and soccer teams. It felt as though I didn't prepare as much for this certificate as I had for all my previous check rides. It's important to take the time you need and not rush through checking boxes just trying to get it done.

On the oral exam, the biggest weakness I've seen is when examinees skip over and aren't prepared to teach the full tasks in the PTS. One of the required tasks is under Area of Operation II, Task A: Aircraft Flight Instruments and Navigation Equipment. This task has a ton of information. Often examinees will skip FMS, autopilot, and NDB. While their aircraft may not have this type equipment, they still must have instructional knowledge on this equipment. In addition, under regulations and publications related to IFR operations, there are some regulations that are

listed that are often skipped over such as 14 CFR parts 71, 95, and 97. Again, just make sure to read the PTS and spend the appropriate amount of time preparing.

On the flight tasks, the two major weak areas are automation management and holding. With the complex capability of the GPS, often ATC may give us instructions that force us to amend our route or approach in some way. Being quick enough to make those changes in the GPS and teach a student at the same time can be challenging. If ATC vectors you closer than you were anticipating on the approach, it's important to know how to then activate vectors to final or activate an intermediate leg so that the GPS is tracking properly. Another example is making sure the GPS is armed to GPS and not VLOC. Depending on your GPS, if the previous approach you flew was an ILS, the GPS may not be armed to GPS mode. Lastly, I will often have the applicant create, give clearance for, and teach how to enter a random hold at a fix. Make sure to simulate giving the student the clearance and having the proper phraseology. This can be challenging so make sure to practice and feel confident.

Make sure to spend time preparing for your check rides and don't rush! Good luck to those of you working towards your check rides and be confident. You can do it!



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– Old Dominion



Ana Adona
Private
– Chicago Area

Holly Benson
High performance,
Complex Aircraft
Endorsements
– Columbia Cascades

**Amanda “Mandy”
Boyd**
CFI
– Bay Cities



Samy-Rae Brain
Multi-engine Instrument
– Alabama

Ashley Campbell
Instrument
– Wisconsin



Lindsey Chen
Multi-engine Commercial and Commercial
Multi-engine
– Orange County



**Leah Christine
Knight-Samman**
Private
– Sugarloaf



Abbey Cross
ATP, Embraer E-145
Type Rating
– Santa Maria Valley

Ursula De La Riva
Private
– Columbia Cascade

Kyra Duncan
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– Orange County



Katrina Emery
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Mesa Airlines
– Old Dominion

Emma Farrington
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– Connecticut



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– Orange County



Bria Hale
Private
– Tennessee

Lynzie Hudson
ATP Rating
– Bay Cities



Kelly Keane
Rotorcraft CFI
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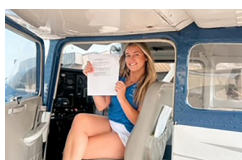
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Sidney Martin
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– Arkansas

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– Columbia Cascade



Sydney Shouse
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– Kentucky Bluegrass

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Smolinska**
Instrument
– Bay Cities



Samantha Stahl
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– Old Dominion

Jacqueline Stokes
Instrument
– Orange County



Jamie Swanson
Private
– Chicago Area



Georgia Torres
Private
– Orange County



Maddie Whalen
FO Airbus 220-300,
Breeze Airlines
– Kentucky Bluegrass



Jacqueline Wiles
Private
– Columbia Cascade

Gina Wilke
Solo
– Columbia Cascade



Eden Witt
Private
– Wisconsin



We never did get everybody on the steps, and we didn't get any pictures of all the guys or kids, but we did get Larisa's two dogs in the photo!

CHICAGO AREA CHAPTER

It's been a while since we met at someone's home, but when plans for an expected airport venue fell through, Larisa and Yosh Kano offered their lovely home in Barrington for a delightful indoor/outdoor picnic. We had a great turnout (with guys and kids invited) and four new members attending for the first time: Hannah Barnett, Bella Doles, Corie Wild, and Erin Young. We spent time planning some of next year's events: January Expo, Girls Aviation Day, Air Race Classic Stop, and a compass rose at Lansing. After all the hard work we celebrated several birthdays (even one over a phone call to member Ellen Herring, who is currently in Colorado, with all of us singing loudly and we posted happy birthday wishes to a local pilot influencer on TikTok). It was such wonderful company and lots of amazing food that everyone brought to share! Thank you, Larisa, our Vice Chair, and Karen Ballard, our Membership Chair, for hosting. We all enjoyed it immensely!

Also, a new scholarship has been funded! We received a donation from the Chicago Executive Airport that will go towards a chapter scholarship. Sharon Ann Schorsch, Hannah Barnett, and Lisa Mitchell will be creating the application and announcing the deadline date to apply. Financial need will be the main consideration – a boost to a chapter member's funding for a new rating.

Congratulations to Jessica Best, now flying for Air Wisconsin; Tina Willman-Hammar, now flying for United; and Lora Yowell, now also flying for United.

After finishing an internship in April at Salt Lake City International Airport (KSLC), Nicoletta Salvatore transitioned into an airport management internship at Wittman Regional Airport (KOSH). Now, she has just accepted a job at Burlington International Airport (KBTV) in Vermont, where she hopes to get involved with The 99s chapter there.

– Diane M. Cozzi



Colorado Chapter member Ina Schneider and Chapter Chair Jane Link.

Visiting 99 Valerie Scott, Austin Hill Country Chapter, with Colorado members Donna Miller and Bev Sinclair.



COLORADO CHAPTER

A highlight at the annual summer picnic was the presentation of the Wright Brothers Master Pilot Award to Jan McKenzie. Family members and many 99s attended the celebration with Jan to commemorate her 50-plus-year legacy as an aviator. Nelson Wolfmeier, FAA Team Program Manager, and Joe Chavez, FAA Front Line Manager, acknowledged Jan's excellence in safety and pilot achievements. In addition to Colorado Chapter members, visiting 99s in attendance included Valerie Scott from the Austin Hill Country Chapter and Debi Dreyfuss from the Washington, D.C. Chapter.

Colorado Chapter's student pilot meet-up group enjoyed a fun and informative tour of the tower at Rocky Mountain Metropolitan Airport (KBJC). The camaraderie and collective spirit of learning were a wonderful feature for the group.

This is the inaugural year of the Ruehle Advanced Ratings Awards. The two 2023 awards went to Claire Ylitalo, who will be pursuing her CFI Rating, and to Amanda Willson, who will be earning her Instrument Rating. Congratulations to Claire and Amanda!

– Lydia H. Baldwin

KENTUCKY BLUEGRASS CHAPTER



Kentucky Bluegrass Chapter met at Big Sandy Regional Airport (KSJS) in DeBord, Kentucky, on August 12, 2023. Thanks to Lindsey Case for arranging our meeting at the Cloud Nine Café on the field. Several members made a weekend of it visiting Jenny Wiley State Park, Highway 23 Country Music Museum, and Loretta Lynn's Homeplace in the beautiful eastern Kentucky area.



Kentucky Bluegrass 99s had a sectional scavenger hunt booth at the Women in Aviation Girls Aviation Day on September 23, 2023. Our members reported a busy day with many girls stopping by our booth to learn about sectional charts.

– Sue Glisson



FINGER LAKES CHAPTER NEW YORK-NEW JERSEY SECTION

On Saturday, September 23, 2023, Jill Browning, Vice Chair of Finger Lakes Chapter, joined the Soaring Capital Eagles Chapter of Women in Aviation International to host a Girls in Aviation Day 2023 event at the Wings of Eagles Discovery Center in Horseheads, New York. The event is designed to expose girls to STEM opportunities with a focus on aviation. Several local organizations participated including the Wings of Eagles Discovery Center (event host), FAA FSDO of Rochester, New York, Elmira Airport (KELM), QiCode, East Hill Flying Club, FTC Robotics, Society of Women Engineers, and others. Numerous activities were coordinated for the girls such as a sectional chart scavenger hunt, learning ATC radio calls, drone flying, coloring, rocket launches, and engineering experiments. Each girl received a passport on arrival. They worked through various stations, receiving stamps for completing each activity or talking to the various organizations on site. The girls presented their stamped passports at the end of the event and received fun prizes. About 50 local girls took part in the event. There is hope this will become a regular, annual event.

www.weny.com/story/49715809/girls-in-aviation-day-guides-girls-towards-a-career-in-aviationstem

– Frances Englund



Left to right: Chloe Clarke, Brenda Robinette, Megan Armstrong, Janice Pelletti, Pam Phillips, Mary Woody.

APPALACHIAN AVIATRIXES CHAPTER

September 9, 2023, was recognition day for the Appalachian Aviatrixes Chapter. After a business meeting and a potluck and grill lunch, three members of the chapter were recognized.

Pam Phillips, owner of Tri-Cities Aviation, has been a corporate sponsor of the chapter since it was formed. Every year she donates aviation themed T-shirts to the chapter. All proceeds from the T-shirt sales go to the chapter scholarship fund. The chapter awarded her a plaque in memory of her father, Don Carter, the founder of Tri-Cities Aviation.

Megan Armstrong received the Advanced Scholarship Award for 2023. Megan is using the \$1,000 scholarship for her Instrument Rating and Commercial Pilot Certificate. Her goal is a career in aviation. Megan also designed the current T-shirt for the chapter. Each year the Appalachian Aviatrixes award two scholarships to 99s who reside in northeast Tennessee. The chapter voted to expand the scholarship awards starting next year.

Janice Pelletti, Southeast Section Immediate Past Governor, was sponsored into the International Forest of Friendship by the Southeast Section as a thank you for her service. In addition to the sponsorship, she received a gift card to cover her expenses at the Forest.

– Janice Pelletti

Grass Roots



ALABAMA CHAPTER

On August 26, several chapter members participated in a Heritage Girls Aviation Badge Day at the Decatur Airport (KDCU). Forty-three girls and several of their parents were introduced to aviation through activities involving weight and balance, aerodynamics of a wing, aeronautical charts, making and flying foam gliders, pre-flying an airplane, and interviewing a pilot/CFI.

Samy-Rae Brain obtained her Multi-Engine Instructor Rating on September 30. She's a previous recipient of our chapter's Minnie Wade Memorial Scholarship.

Chapter member Ramona Banks was nominated and accepted into the International Forest of Friendship. Ramona has served as Chapter Chair, Southeast Section Governor, Chair of the Air Race Classic stop in Pell City, Alabama, and a member of various other committees. She is currently the Minnie Wade Memorial Scholarship Chair, Alabama 99s' webmaster, Aviation and Space Education Chair, and Chair of the fall Southeast Section meeting.

Huntsville Executive Airport (KMDQ) had been requesting that we give them back their compass rose, so on September 8 and 9, six chapter members traced, taped, and painted a new one for them on their newly resurfaced ramp.



Top: Double checking the chalking: Faith Hooper, Eileen Hamby, and Samy-Rae Brain. | Bottom: Alabama 99s at work: Kathy Powell, Abigail Abercrombie, Donna Meyer, Eileen Hamby, and Airmarking Chair Samy-Rae Brain.



Northeast Kansas Chapter members, left to right: Priti Lakhani, Cheri Thompson, and Tammy Willits, share their aviation experiences at Girls in Aviation Day.

NORTHEAST KANSAS CHAPTER

Girls in Aviation Day at Topeka, Kansas, Forbes Field

The Air Guard and Air Combat Museum at Forbes Field (KFOE) in Topeka, Kansas, invited the Northeast Kansas Chapter to speak at Girls in Aviation Day, September 23, 2023. The event organizers like us to represent civilian, hobby aviation. Girl Scout Liaison Tammy Willits and members Cheri Thompson and Priti Lakhani represented our chapter. One hundred and fifty Scouts and chaperones were registered. Several of the girls asked how old our 99s were and were amazed at the ages. "Older than my grandma!" one girl exclaimed! WIBW Topeka TV picked up a snippet of our group speaking – www.wibw.com/2023/09/23/girl-scouts-learn-ins-outs-aviation/

– Sara Tompson

Our newest Life Members

Theresa Bazacos

Emerald Angels of the Gulf Coast Chapter

Marcell Bink

Memphis Chapter

Marcia Greenham

All-Ohio Chapter

Catherine Hanson

Maryland Chapter

Myra Jamison

Scioto Valley Chapter

Judith Johnson

Waterloo on the Grand Chapter

Brenda Tibbs

Mountaineer Chapter

Barbara Ward

Orange County Chapter

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.

June Dugger

Life Member
September 15, 2023
Lake Charles Chapter

Gloria May

Life Member
July 31, 2023
Southwest Section

Beverly Stephens

August 15, 2023
Golden Triangle Chapter

Eileen Kay

August 5, 2023
Washington D.C. Chapter

Elizabeth Diane Stafford

August 6, 2023
Kentucky Bluegrass

Frankie Clemens

Life Member
August 26, 2023
San Diego Chapter

Evelyn A. Amsler

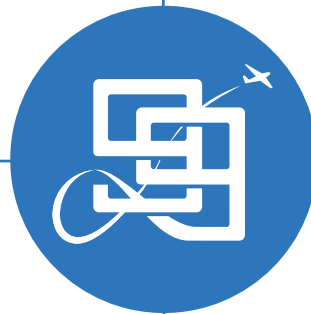
Life Member
September 28, 2023
Western New York Chapter

Gregg Erikson

49 ½ of
Mary Lou Erikson
September 21, 2023
Chicago Area Chapter

Genie Rae O'Kelley

Life Member
September 18, 2023
Eastern Pennsylvania



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British Columbia Canada*

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Ottawa, Kansas

CORRECTIONS:

September/October issue: In the article on page 16, "Air Racing Makes Forever Friendships," by Emmy Dillon about her experience flying in the Air Race Classic with Jeanné Willerth, there should have been an accent on the final "e" in Jeanné's name. It is pronounced "Juh-Nay." The Publication Committee regrets the error.

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