

Ninety-Nines

Inspiring Women Pilots Since 1929

March/April 2020

**Nour Utayim —
Chasing Her Dreams
From Syria to Canada**



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Elisabeth Maria Heilmeyer of Madrid, Spain, enjoys flying once again after losing her ability to walk after a winch caused a spinal injury.



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Julie Clark, the acclaimed aerobatic pilot and Placer Gold 99, recently retired from her 41-year aerobatic career. She flew her Beechcraft T-34A Mentor in a final show on October 18 at the Julie Clark Homecoming Air Show at Rancho Murieta, California.



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Due to the Covid-19 virus, for the first time in decades the 2020 Air Race Classic will not be held. The last time the annual event was put on hold was in 1974 when the oil crisis hit. Prior to that, World War II brought the Air Race Classic to a halt.

On The Cover

Nour Utayim on a flight in a Cessna 152 over downtown Montreal. She was finishing up her CPL hours in May 2019, in the same plane she took her intro in, which was the first time she'd ever been in an airplane. The photo was taken by Rachel Bracker while filming a 360 VE docuseries, "With the Wind and the Stars."



The British Columbia Coast Chapter participated in the 2020 Fly it Forward event at the Squamish Airport in British Columbia. Right, pilot Amy Crider with passenger signs a certificate of participation in the event.



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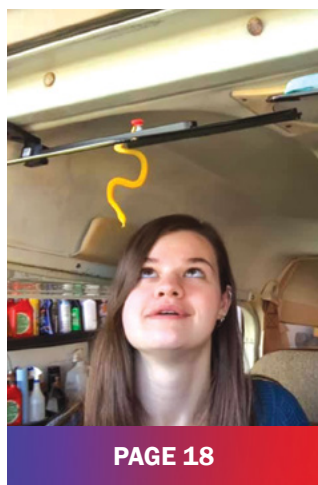
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The British Columbia Coast Chapter held their first selfie fly-out contest. Contestants gathered points as they checked off activity items, such as re-enacting their favorite aviation-theme movie scenes. Left, Jenna Forseth shows her “something beginning with the letter Z” challenge — zinc sun protection.

When Janice Blackburn was only five or six, she was excited to hear the Powder Puff Derby was coming to town. Little did she realize it would start her on a journey to become a pilot and author. Although now retired, she is flight instructing and involved in youth education.



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The 99s 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.

CALENDAR — 2020

JULY

- 11 **Online 2020 Annual International Business Meeting**, 8:30 a.m. PDT, 15:30 UTC.
- 31 **PPLI Deadline** — Autumn Session.

AUGUST

- 14-16 **Palms to Pines Air Race**, sponsored by the Los Angeles 99s with support from their sister Chapters in California and Oregon. For more information and registration, visit www.palmstopinesairrace.com.
- 15 **Okie Derby**, Sundance Airport, Oklahoma City, Oklahoma.

SEPTEMBER

- 9-12 **Northwest Section Annual Meeting**, Billings, Montana. Wild West event sponsored by the Montana, Big Sky and Wyoming Chapters.
- 18-19 **International Forest of Friendship** — Cancelled for 2020. See page 17 for updated information.

NOVEMBER

- 6-7 **Fall International Board of Directors Meeting**, Oklahoma City, Oklahoma.

DECEMBER

- 5-10 **India Section Conference**, New Delhi, Agra and Jaipur.

2021

JANUARY

- 31 **PPLI Deadline** — Spring Session.

JULY

- 7-11 **99s International Conference and Career Expo, Long Beach**, California, hosted by the Southwest Section. aboard the Queen Mary.

The International Conference Is Rescheduled to July 7-11, 2021



- The Queen Mary remains our Conference location.
 - Group room rates will apply from July 5 to July 14, 2021.
- We are confirming our current speakers and adding more to the list.
- The same Tours will be offered.
- The Post-Conference Cruise is being renegotiated.
- 99s who have registered for the 2020 Conference are encouraged to retain their registration at 2020 prices. The 2021 Conference will have slightly higher fees, which will not apply to 2020 registrants. If you get a refund now and re-register later, it will cost more.

The Southwest Section 99s, who have been working hard to make this Conference one to remember, are sad that it will not take place as scheduled. However, we continue to be excited about the Conference and the opportunities for learning and camaraderie to be found there.

Southwest Section 99s are not known for sitting about, and this little hiccup allows us to put more polish on an already excellent conference.

**Put us on your calendar!
Circle those dates — in red!**



Ninety-Nines 2020 International Conference and Career Expo Rescheduled

By Jan McKenzie, 99s International President

The Ninety-Nines International Board of Directors consider the safety of our members of utmost importance.

With that in mind, we have made the decision to reschedule the 2020 Long Beach Conference to July 2021 due to the COVID-19 pandemic. This decision was made after much research and discussion. Your Long Beach Conference Committee will also provide more information to all members who have already registered for the Conference. Please watch for those communications.

Per our bylaws, the Annual Meeting will take place on the previously announced date and time, July 11, 2020, 8:30 a.m. PDT, 3:30 p.m. (15:30) UTC, but it will be held in an online format.

Details concerning the online Annual Meeting will be provided to all members. Continue to watch for new emails with updates.

Thank you for your membership and support during these difficult times.

PRESIDENT'S MESSAGE

I have never been prouder to be a 99...

...than standing in the room listening to our members talk about their Captain Phase, Captains' Circle, and Navigator Phase experiences in the Professional Pilot Leadership Initiative (PPLI) program held recently in Orlando, Florida. Just in case you do not know about PPLI, it is one-of-a-kind in the aviation industry. The program provides one-on-one mentoring for women charting/working on their future paths toward an aviation career.

Taking from our online information, PPLI aims to accelerate the advancement of women in all pilot professions, facilitate dynamic mentoring, and enhance our leadership role in the aviation community. The program provides highly motivated 99s with the tools to develop their careers and leadership abilities. Through guided activities and formal mentoring partnerships, it strengthens and expands the network of women pilots.

This highly structured, formal leadership and mentoring program is unique. The mentor and mentee will communicate on a weekly basis to discuss the mentoring prompts and guided activities. Participants must commit to meeting the program expectations for the entire duration of the 18-24-month program.

The program consists of three phases:

- ***Captain Phase***

In the first five-month session, you are the Captain setting your own course. You will create a formal Flight Plan. This is your plan for achieving short term career goals and developing leadership and career skills.

- ***The Captains Circle***

The Captains Circle provides peer mentoring in a Google+ communities-based discussion group. You also continue making progress on your Flight Plan and your Leadership Activities while in the Captains Circle.

- ***Navigator Phase***

Now you can help steer another woman pilot along her path. You will give guidance, support, and encouragement as your Captain develops a plan to pursue her goals. You will also continue progressing on your Flight Plan and complete your Leadership Activities in this last session of the PPLI.

Thank you, Camille Griffin and Connie Batuhan, for your leadership and time in heading this outstanding program. Thank you, Jenny Beatty, for creating this program. And thank you to every Captain and Navigator currently and in the past for making a difference in other women's lives.



Jan McKenzie
International President

Choose to Soar!
Choose to Fly
Your Dreams!

Below, current and potential 99s members attend the Professional Pilot Leadership Initiative (PPLI) program held recently in Orlando, Florida.



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TOUCH & GO

Santa Barbara Chapter Member Karen Kahn Awarded Wright Brothers Master Pilot Award



Santa Barbara Chapter member Karen Kahn receives the coveted Wright Brothers Master Pilot Award from Santa Barbara Airport Director Henry Thompson.

Santa Barbara Chapter member Karen M. Kahn received the esteemed Wright Brothers Master Pilot Award on March 3 in the Historic Terminal of the Santa Barbara Airport. The Federal Aviation Administration's most prestigious award is presented to federally certificated pilots who have exhibited professionalism, skill, and aviation expertise for at least 50 years while piloting aircraft as a Master Pilot.

"It is with great honor that we celebrate Captain Kahn's landmark achievement," said Santa Barbara Airport Director Henry Thompson. "Captain Kahn has reached the highest level of honor for a U.S. pilot. She is truly a leader, and we are proud to call her one of our own."

"Captain Kahn spent more than 35 years at 30,000 feet with her passengers' lives safely in her hands. She embodies confidence, determination, and professionalism."

Karen was one of the very first female pilots to be hired by a U.S. commercial airline, Continental Airlines at that time. Since her retirement from commercial aviation, she has been working as a youth activist with a local non-profit, A Different Point of View (ADPOV), helping to advance the lives of young men and women through exposure to the field of aviation.

"When youth see Captain Kahn in her captain's uniform and she engages with them, they receive the lasting message that the sky really is the limit," says Ali Cortes, ADPOV executive director. "At each step of her career, she blazed trails for aviators of all kinds to achieve their goals. She continues doing this with every young person who meets her."

Prior to beginning her commercial airline career in 1977, Karen gave flight instruction at Sierra Academy in Northern California and operated her own weekend ground school instructing private, commercial and instrument courses. She previously held ratings as an Airline Transport Pilot, including type ratings on the Boeing 757/767 and McDonnell-Douglas MD-80. She was the first woman to be type-rated in a Lockheed JetStar.

Other ratings include Certificated Flight Instructor for Single Engine and Multi-Engine aircraft, Flight Engineer, Turbojet, Seaplane, Helicopter, and the coveted Master Certificated Flight Instructor (MCFI) designation from the National Association of Flight Instructors.

— Cassandra Anne Ilich Reed

Harriet Bregman Honored with Wright Brothers Master Pilot Award

New York Capitol Region Chairman Harriet Anne Bregman was presented with the Wright Brothers Master Pilot Award during our meeting on January 21 held at Scarborough's Restaurant, Latham, New York.

The Award recognizes pilots who have demonstrated professionalism, skill and aviation expertise by maintaining safe operations for 50 or more years. Of the over 5,900 Wright Brothers Master Pilot Award certificates given since 2003, only about two percent have been women, and only a handful of those have also been a Ninety-Nine.

Harriet started flying in 1969 and has owned/ flown many different airplanes over the years. She keeps current and proficient with her private pilot certificate, instrument rating and her high performance and complex endorsements.

Harriet joined The Ninety-Nines in September 1974. In the 45 years since then, she has been very active within the local Chapter of The Ninety-Nines, including serving as Vice Chairman and Chairman. She also served as Treasurer, Secretary and Governor for the NY-NJ Section during the 1980s and 1990s. A life member of The Ninety-Nines, Harriet has flown herself to many of The Ninety-Nines annual conferences, both in the U.S. and internationally, often with her 49½ Ken Haefner. She now has over 1,600 hours.

Harriet continues to be a constant source of knowledge and inspiration to us all.

— Linda M. Cioffi



Harriet Bregman was presented the Wright Brothers Master Pilot Award by Mike Bush, left, and Jeff Wasileski, right, FAA FSDO Albany, New York.



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International
Organization
of Women Pilots**

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All businesses and Chapters selling articles at meetings or conferences need to have their Trademark Permission Certificate available for review. If you have questions regarding use, please contact me at canokie99@aol.com.

— Frances Luckhart

HOLDING SHORT



Nivedita's Surprise Visit

Governor of the India Section, Captain Nivedita Bhasin, surprised me when she landed in Israel and asked me, as the Governor of the Israeli Section Ninety-Nines, to arrange a spontaneous meeting with the members of the Israel Section. The result was an exciting and inspiring evening. More to come at the India Conference in December 2020.

— Ruth Assis

Above from left, guest Eva Oster, India Section Governor Nivedita Bhasin, Israeli Section Governor Ruth Assis, Israeli Section member Israeli Gilad and guest Merav Shvartz.

Left: India Governor Nivedita Bhasin with Israeli Governor Ruth Assis.

Aerobatic Pilot Julie Clark Retires

Julie Clark, well known aerobatic pilot and Placer Gold 99, retired from her after 41-year aerobatic show career on October 19, 2019. Julie had several wonderful aircraft as part of her show. First up was a very fast and very loud A4 flown by Jerod Flohr. Jerod has been a good friend in the airshow business and likes to call her “Aunt Julie.” He played in the skies over the airport and shook the ground with several low passes.

Next up was Dennis Sanders of Sanders Aeronautics from Ione, California, with a gorgeous British WWII Hawker Sea Fury. Dennis impressed the crowd with his talent, showing off how beautifully the Sea Fury flies, finishing with a great example of wing vortices.

Last but not least was Julie in her T-34 presenting a heart-warming patriotic airshow to the touching song “Proud to be an American.” Red, white and blue smoke filled the skies. The moment brought tears to my eyes.

Once on the ground, we all joined Julie and Mike in Kimberley Smith's hangar to celebrate appropriately. We Placer Gold 99s were proud to be a part of the celebration. Members from the Sacramento Valley Chapter also joined the party.

Julie told me the event turned into a family reunion with cousins and other family members coming together for the first time in over 50 years.

It was a great day to be a 99!

— Tammy Meredith



Pilots Jump for Joy!

Petra Janney Passes Private Pilot Checkride

On January 25, 2020, Petra, a San Fernando Valley Chapter member, completed her long cross-country — Whiteman to Santa Maria, then to Camarillo, where there was a coyote on the runway (!), then back to Whiteman for a total of 239 nm. The weather was beautiful, perfect for cross-country coastal fun!

On Thursday, February 6, less than two weeks after her long cross-country, Petra passed her Private Pilot checkride — she's officially a pilot! She said, "It is the best feeling in the world to accomplish a lifelong dream."

On her first flight as a certificated pilot, she took her mom and boyfriend (also a pilot) to Catalina.

Congratulations, Petra, on your achievement — our Chapter is so proud of you!

— Nina Yates

Petra Janney leaps for joy after passing her Private Pilot checkride.



Tanya Rames Passes Her Commercial Checkride

by Tanya Rames, Aloha Chapter

Iam still in shock and have been floating on cloud nine all week! Wednesday, December 11, 2019 at noon, I had my commercial single-engine checkride. Going into it was perhaps the most nervous I have been for anything in my life. I had studied like none other for weeks prior but still felt unprepared. I felt like I had to know EVERYTHING, and no matter how much I studied, I still felt like there was more to know. Now looking back on the whole exam, I feel like this was probably the easiest of the three checkrides I have completed thus far. Not because the information was any easier, but because I was the most prepared.

The oral was smooth and the flying was challenging, but I was very proud of my performance. Weather conditions were not ideal. I had an 11-knot direct crosswind on all of my landings, including short field, soft field and precision power off 180s.

I was landing on opposite runways than normal which makes for completely different sight pictures than what I had practiced for. In fact, I hadn't landed on those runways since my private pilot training over a year and a half ago. As far as my maneuvers, I felt like I had flown them better than ever before. I definitely spent more time than needed in the practice area rehearsing them, but I sure am glad I did.

What's next? I would love to start flying for Mokulele or Kamaka in Hawaii, but I am also considering getting my CFI. I am not sure where my path leads next, but I am flexible to whatever opportunity presents itself. I feel like all the time and effort I put into my training has been to get me here, and it has been worth it! I cannot express how happy I am. I feel on top of the world! Going into my checkride, I knew what passing would mean: I would be a certificated commercial pilot. What I didn't know is I would feel like a completely different person once that happened.

Tanya Rames, Aloha Chapter, takes her leap after passing the Commercial Pilot checkride.



Nour Utayim

The Courage to Inspire



Photo above: Nour on her way back from Toronto to Montreal-St-Hubert.

Nour, about 5 years old, in a B727 cockpit with her father in command. They were on the way back from vacation in Tunisi in 1999. It was the last time she flew with her father

Refugee turned flight instructor hopes to encourage other young women to chase their dreams.

By Lauren Nagel, Montreal Chapter

Nour Utayim has always dreamed of being a pilot, following in the footsteps of her late father who was a captain for Syrian Air. After facing obstacle after obstacle, she now finds herself flying right seat as an instructor, teaching other young women that anything is possible if you believe in yourself.

Nour's love of flight began at a young age, passed on by her father and grandfather who were both pilots. One of her earliest memories of flying was sitting in the jump seat during one of her father's commercial flights and being sternly told, "Put on your seatbelt or go sit in the back." Her father tragically passed away when she was just five years old, but his legacy was shared with her through photos, family members, and his colleagues in the airlines. From the first time she was seriously asked what she wanted to do when she grew up, she answered, "I want to be a pilot like my Dad."

As far as role models went, female pilots to look up to were few and far between, with less than one percent of Syrian pilots being female at the time, now zero percent. Of those she did know, she particularly looked up to Wedad

Shujaa, who was also a legacy pilot from Syria and the only woman working for Syrian Air.

The other challenges facing Nour began early, as there were no flight schools in Syria when she was finishing high school. "I called flight schools all over the world, but my family could not afford the fees." She therefore made the decision to enroll in a university to pursue a career in architecture, with the plan that after working and saving money, she would then put herself through flight school.

Not wasting any time, she moved to Lebanon to attend the university and studied architecture before being forced to drop out because she couldn't afford tuition. She persisted and began working full time in a restaurant in order to earn the tuition, planning to return to her studies eventually.

Nour's first passenger was her mother, who wanted to show Nour that she believed in her even though she's a nervous flyer. At the end of their first flight together, she hugged Nour and cried tears of pride and joy.

It was during this time that the conflict in Syria grew increasingly precarious, and it was too dangerous for Nour to return home to visit her family. In 2017, the family decided it was no longer safe to live in Syria due to the constant threat of violence and limited opportunities, so they decided to flee to Canada. It was a difficult decision and journey to make, but ultimately the right one for the family.

Once settled, Nour revisited her dream of becoming a pilot. Soon after voicing her aspiration, she was discouraged and incorrectly informed that there were no Muslim pilots in North America and was unfortunately convinced to forget her goal.

After spending more time in Canada, Nour began to rethink this. When she told her mother that she wanted to try again, her mother responded, "why not?" This brought Nour to the doors of Montreal's Cargair flight school, where she found that no such bans existed, and she was able to take her first discovery flight.

"I was immediately hooked," she said. "I went home to start planning my trajectory. Money was the biggest problem, so I started looking into loans and how to earn and save to pay for training."

Since that first flight, Nour has glided through the training process, getting her PPL, night rating, CPL, IFR rating, and finally instructor rating. At present she is working as an instructor at ALM par Avion, saving money and applying for scholarships in order to get her multi-engine rating.

Nour has been told by family and friends alike that when she steps into the cockpit she becomes an entirely new person, focused and in command.

Nour's first passenger was her mother, who wanted to show Nour that she believed in her even though she's a nervous flyer.

At the end of their first flight together, she hugged Nour and cried tears of pride and joy. "I've never seen Nour like that before," she said. "The moment she put her headset on she was a new person."

Her goal is to eventually work in the airlines like her father, but she's not in a rush. "I want to take my time and enjoy each phase of the process." Nour says that she is newly motivated every time she sees a woman flying who is more advanced than she is, making her want to press on and inspire fellow female pilots as well.

She is proud to be part of something where women aren't yet well represented, saying, "Let's fix that 5 percent, let's be a part of it."

A major source of inspiration are her sister 99s in the Montreal Chapter where she is Membership Chair for the group. There she has successfully recruited many female pilots to the group and has been instrumental in planning inspiring events like a gliding day, plane spotting, and the East Canada Section 99s Annual Meeting in 2020.

Looking back on her journey so far, Nour is nothing but grateful, "It's unfortunate that we had the war in Syria, but it's what brought me to where I am today." Going forward, she is thankful for her role models and mentors and hopes to be able to give back to those who may also look up to her.

Despite many hurdles and the need for great courage, it seems Nour was destined to fly and inspire.



Nour with fellow 99 Maud Leroy in the summer of 2019 at the Montreal Soaring Council.



Flying Again

Paraplegic pilot Elisabeth Maria Heilmeyer of Madrid, Spain, overcame many challenges after losing her ability to walk when an incident with a winch caused a complete spinal cord injury.



Juan F. Ibáñez, Elisabeth's "best pilot friend," has been a helper and encourager of her piloting. Juan also made the appointment with his aeronautical doctor for her medical exam.

By Sue Mead, Connecticut Chapter

Many pilots began their dream of learning to fly with the childlike wonder of watching birds on the wing and longing to travel the skies in airplanes. For some, the dream came true and it was easy. Others persevered and turned that vision into a reality despite challenges and adversity.

Elisabeth Maria Heilmeyer of Madrid, Spain, is one member who overcame seemingly insurmountable challenges.

"Since I was a child, I liked to cast my eyes up to the sky and watch the birds flying and, whenever I saw an airplane, I wished to be in it," explained Elisabeth, an Arabian Section member. "But in my family, flying, or learning how to fly, was something I

couldn't even propose because a cousin of mine had been killed in a Cessna accident when I was 16," said Elisabeth, who grew up in Munich, Germany. "So, when I went gliding with friends, I did it without telling my parents." She was 21 at the time.

In a quest to finish her studies to become a Spanish translator and interpreter, Elisabeth moved to Spain in 1975. It was nearly 20 years later when she heard about a gliding club south of Madrid. Her passion was rekindled, and within a few days, she had signed up for a medical check and started gliding classes. It was serendipity that in 2000, while at the glider airfield in Ocaña, Elisabeth observed some young people in wheelchairs looking at a glider.

"I hadn't seen that before. One of the flying instructors was explaining to them how the steering worked." She also learned that there was a signed agreement between the Spanish Platform for Physically Disabled Persons (PREDIF) and the Spanish Civil Aviation Authorities (DGAC), with the Flying School SENASA and VODAFONE as the sponsor. A double-seated glider ASK-21 had been adapted in Germany and brought to Spain.

"At that time, I still walked and couldn't imagine that this glider would help me three years later to learn how to fly with the hand steering."

Life changed dramatically for Elisabeth in 2003 when she lost her ability to walk. "I had my accident during a launch, when an incident with a winch caused a complete spinal cord injury."

Nevertheless, and despite the desperation of the first months, the new situation didn't end her love and passion for flying.

"I decided to continue what I most enjoyed. Exactly three months after my accident, during a weekend permit given by the Rehabilitation Centre, I had my first flight," recalled Elisabeth, now a paraplegic pilot.

Undaunted by the impairment of motor and sensory function in her lower extremities, she began to soar again. "Flying gave me back my joy of life, my energy. While flying, I don't find a too-high curb I cannot jump up on my own or an elevator that doesn't work. I felt and feel free again like a bird. Flying turned from a hobby into therapy."

After getting her emotional legs underneath her, Elisabeth was motivated to get her pilot license again. "After my accident, however, the biggest barrier I came across was with the Spanish Civil Aviation Bureau. The agreement in 2000 had been declared invalid shortly after being signed. The aeronautical medical department considered it an irresponsibility that a disabled person wanted to be a pilot. I had to go to court and fight for this right."

She won the battle after seven years when a Supreme Court decision finally granted Elisabeth and other disabled persons in Spain the right to obtain a pilot license. At first it applied only to gliders.

Determined to make a difference, Elisabeth founded the association, Las Sillas Voladoras (The Flying Chairs), to demonstrate to the authorities that she was not the only "crazy disabled person — that's how they considered me — who wanted to become a pilot." Next, she made history in 2010 to become the first disabled pilot in Spain to be granted a glider pilot license.

"Our fight did not stop, she said. "We wanted to get the same rights as in other countries of the European Community, such as being able to get a licence for motor-engine airplanes."

Although Spain started applying the EASA regulations in April 2015, the Spanish Agency for Air Safety still took its time to adapt them for future disabled pilots. It took three years for the aeronautical engineer who had survived the air crash during a test flight of the Airbus 400M in Seville in May 2015 to succeed in getting back his PPL and PPL instructor license. He is still waiting for his CPL.

"So, finally, I am now about to get my Ultralight pilot license," said Elisabeth.



She retired after a 30-year career as the head of the Department of International Relations of the Spanish Association Aldeas Infantiles SOS de España. She is still busy with the association's administrative work, along with the aeroclub, Las Sillas Voladoras, for disabled pilots and disabled flight fans. It has 198 members, with 50 who are actively disabled and 12 who are about to be pilots.

"Plus, in my little spare time, I also help with the Madrid Spinal Cord Injury Association (SCIA) doing peer counselling for individuals who are recently spinal cord-injured. It is so necessary, and I would have wished to have another SCIA member with longer experience guide me a little more during the first months at home after my accident."

Although deeply meaningful, life isn't simple for Elisabeth, who remembers the first moment she suffered what she thought would be loss of independence. "Now, there are challenges to overcome in your everyday life, like architectural barriers that don't allow you easy access to where you want to go or enter."

However, on the positive side of being disabled, she says it guided her to help others. "You feel you are privileged in comparison to other disabled persons who are in a worse situation than you are."

The young girl who watched birds on the wing and airplanes fly the skies has found a love that has changed her life — and maybe even saved her life despite the trials that a glider accident brought to bear. And, thanks to her passion and dedication, she has passed that on and changed the world for many others.

Logo, opposite page and above, is comprised of Flying Chairs member photos. Left, Elisabeth lifts herself into the flight school's ASK-21 glider with hand controls.

COVID-19 Grounds 2020 Air Race

By Bev Weintraub, Greater New York Chapter



This year, for the first time in decades, the Air Race Classic, the all-women cross-country airplane race, is not being held. The last time the annual competition was put on hold, in 1974, the reason was an oil crisis; the time before that, it was World War II.

This year, it is a global pandemic that has shuttered much of the country, put millions out of work and devastated the economy. Initially, the ARC Board of Directors extended the registration deadline to give prospective racers additional time to decide whether to commit to the 2020 race and to gauge the trajectory of the disease.

It soon became clear, though, that canceling was the only thing to do.

That decision was not an easy one. The ARC is steeped in history and tradition, tracing its lineage to the original 1929 Women's Air Derby. Every year, more than 100 female pilots, from teenage students to veteran racers in their 80s, test their aviation skills as they fly a challenging 2,500-mile course over four days. Navigating unfamiliar terrain and weather, they meet, network and form lifelong friendships with accomplished, like-minded women from around the country and the world. They help support the ARC's mission of educating the public about aviation and raising awareness of women pilots by participating in youth events and engaging with race fans. And, in recent years, they've had the opportunity to advance their careers at job fairs that draw representatives from major regional airlines.



Planning for the race Start and Terminus begins years in advance; organizers arrange for hotel rooms, conference space, banquet facilities, rental cars, food, water, swag and transportation. They set up meet-the-racers events and educational programs for young people, reach out to local media and ensure airport accommodations for 50-plus airplanes.

Each intermediate stop needs event chairs, timers, greeters and mechanics on site in case something goes wrong with a race plane. Airport managers purchase hundreds of gallons of extra fuel to ensure a quick turnaround for the competitors. Volunteers provide water, meals and snacks and help racers obtain overnight transportation and lodging. Local chambers of commerce seize the opportunity to show off what makes their airport, town and region of the country unique, welcoming and appealing.

Flying in the face of this tradition, so to speak, was not something the Board did lightly. But safety is the ARC's first priority, and the Board felt a responsibility to the racers, as well as to the hundreds of volunteers who make the ARC possible.

Before any race plane leaves home for the Start, a legion of handicap pilots fan out to perform checkrides in each aircraft to determine the speed that the team must beat in order to win. During the race, judges interpret the rules and weigh in on racers' questions; analysts work day and night to process teams' times for each leg of the race; and designated race officials make sure everything is proceeding smoothly — and leap into action if unexpected circumstances arise.

The race could not happen each year without the efforts of these committed volunteers. But continuing with plans to bring all of them and 100-plus racers together in June would have meant potential exposure to communicable disease as well as significant financial risk. Amid all the uncertainty, the safest course of action was to cancel the 2020 race even before the extended registration deadline had passed.

This is hugely disappointing for the 84 racers who had already formed their teams and registered; for the Start and Terminus organizers who have worked so hard for so long; for the colleges and universities eager to bring home bragging rights; for pilots and fans across the country who eagerly follow the racers and flock to the stops to meet them, and maybe dream of someday racing themselves.

All we can do is pray everyone stays safe and healthy, keep looking to the skies and hope we'll see everyone at the 2021 Air Race Classic.

Photos courtesy Air Race Classic



British Columbia Coast's 2020 Fly It Forward Supports Women of Aviation Worldwide Week

By Jennifer Zadorozniak
British Columbia Coast Chapter

On March 7, Colette Morin, owner and Chief Pilot of Glacier Air, along with the British Columbia Coast Chapter, hosted a 2020 Fly It Forward event at Glacier Air at the Squamish Airport, British Columbia, Canada. They have been hosting the event for the last nine years in support of Women of Aviation Worldwide Week. The goals are to encourage young women to learn about aviation and to provide an opportunity to fly in a small aircraft for the first time.

Altogether we had 27 volunteers consisting mainly of BC Coast Ninety-Nines members, Squamish Flying Club members, and Glacier Air staff.

With the help of local pilots also donating their time, aircraft and fuel, we were able to take 101 girls and women safely on their first flight using just five small aircraft and seven pilots — despite a mid-day snow squall!



Nearly 100 guests crowded around inside Glacier Air Hangar during the day's events.

Throughout the day we had four incredible guest speakers, all members of the BC Coast 99s Chapter, who made presentations and answered questions on their backgrounds and unique paths in aviation. Caroline Kolasa-Scott is Air Canada's newest Captain on the A-320, Clare Brooks-Higgins is a private pilot and retired schoolteacher, Erissa Yong-Wilson is an aerobatic, tailwheel and bush pilot, and Alexis Thind is a local commercial student pilot and recent volunteer pilot for Hope Air's 2019 Give Hope Wings Alaskan Expedition.

In addition to flying and speakers, the activities included a paper airplane toss, word search, colouring sheets, a Ninety-Nines booth and bake sale. The baked goods were all hand-prepared



Pilot Amy Crider with passenger signing certificate of participation in Fly It Forward event.

by 99s members and raised over \$60 towards Ninety-Nines scholarship funds.

In the afternoon, Squamish Councillor Jenna Stoner joined us for a cake-cutting ceremony.

Of the seven pilots flying for the event, three are local BC Coast members and commercial students at Glacier Air: Alexis Thind, Amy Crider and Madeline Ungurain. All three were thrilled to participate in this special event, sharing their love of aviation with interested girls and women and proudly representing women in the aviation industry.

— Photos by Michaela Chroustova



Cake Cutting Ceremony! BC members in order from left: Erissa Yong-Wilson, Caroline Kolasa-Scott, Colette Morin, honorary guest Jenna Stoner, Clare Higgins-Brooks, Alexis Thind, and Jenna Forseth.



Forest of Friendship Ceremonies Postponed Until Next Year

By Ellen Herr, Director, International Forest of Friendship

Since its founding in 1976, the International Forest of Friendship has provided a beautiful, peaceful, and safe place to gather and enjoy the camaraderie of the Forest environment, the city of Atchison, and the aviation community.

Because of the uncertainty surrounding the COVID-19 pandemic, and to respect the safety of our honorees, visitors and members of the Forest family, the Forest's Board of Directors has voted not to hold this year's annual induction ceremonies as planned on September 18-19 in Atchison. This decision was reached after careful research and discussion.

Next year, the 45th anniversary ceremonies will be held on September 17-18, 2021 (Friday-Saturday). The theme is "World Friendship Through Flight," and we hope to use it to strengthen international ties and engage with Ninety-Nines and other colleagues from around the world. With a year and a half to get ready, we will have a wonderful event!

Please take advantage of this year's theme of "Flying and Forests" to participate in events linking aviation and aerospace to the green spaces on the planet. For example:

- Trillion Trees Vision (trilliontrees.org), which seeks to

connect funders with forest conservation ventures and inspire society to protect and restore one trillion trees by 2050.

- Trillion Tree Campaign (trilliontreecampaign.org) will map the location of each new tree planted at the Forest, encouraging members to "plant for the planet" promoting reforestation.

- Green Belt Movement (www.goldmanprize.org/blog/green-belt-movement-wangari-maathai/) was started by Wangari Maathai, the first African woman to win the Nobel Peace Prize. She is a past Forest honoree and a graduate of Benedictine College in Atchison.

Please also remember the smoke jumpers, pilots of fire tankers, and others who use aviation to keep us safe as the summer fire season approaches.

The Forest remains open year-round during daylight hours for guests. We are pleased that people have continued to visit while maintaining "social distancing."

Current information will be posted on our website www.ifof.org. Thank you for your support during these difficult times. Please stay safe.

British Columbia Coast Chapter Selfie Contest

By Jenna Forseth, British Columbia Coast Chapter Chair



BRITISH COLUMBIA COAST

The British Columbia Coast Chapter held their first selfie fly-out contest this year organized by Nicole Wardstrom. The event was open to all aviation enthusiasts. Contestants worked in teams to accomplish their mission safely and gather points as they checked off activity items, such as re-enacting their favorite aviation-theme movie scenes and others. Certificates were given to our finalists, and the grand prize winners, Nicole and Esther, received special recognition and a copy of the book *The Flight Girls*.



4th PLACE FINALIST
Marcia and Gavin Strang – 800 points

3rd PLACE FINALIST
Jenna Forseth – 1,650 points

2nd PLACE FINALIST
Colette Morin – 1,675 points

GRAND PRIZE WINNERS
Nicole Wardstrom and Esther Shutte – 2,750 points

Left, Movie Scene for 200 points, Esther Schutte and Nicole Wardstrom reenact "Snakes on a Plane" 2006 action thriller starring Samuel L. Jackson.



Jesse Schick and Colette Morin with Shadow, the family pet, for 300 points.



Captain Jossue Madrid, Brad Keefe (CYXX control tower), Jenna Forseth (Chapter Chair), Nicole Wardstrom, Esther Schutte.



Categories included:

Selfie with non-home airport/tower. 100 points.

Selfie reenacting famous airplane movie scene. 200 points.

Selfie with any ATC/FSS. 300 points.

Selfie of oddest item you carry in your flight bag. 50 points.

Selfie of flying with family pet. 300 points.

Selfie in flight with something that begins with the letter Z. 200 points.

Take pictures of five windsocks (land or air). 200 points.

Selfie with an aviation tattoo (yours or a friend). 200 points.



Penny Forseth with her pet guinea pig.



Nadia Dodd (graphic artist for Chapter), Jenna Forseth (Chapter Chair), Penny, and Captain Jossue Madrid reenact a famous airplane movie scene for 200 points.



Nadia Dodd and Jenna Forseth reenact a famous airplane movie scene for 200 points.



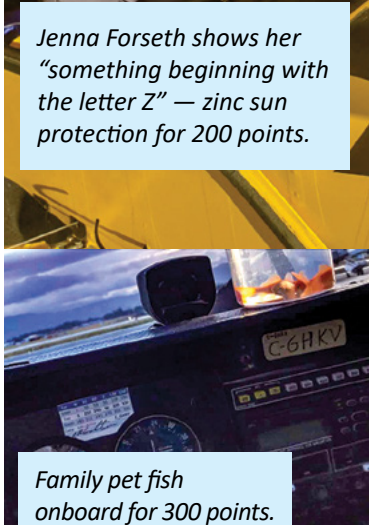
Jenna Forseth shows her "something beginning with the letter Z" — zinc sun protection for 200 points.



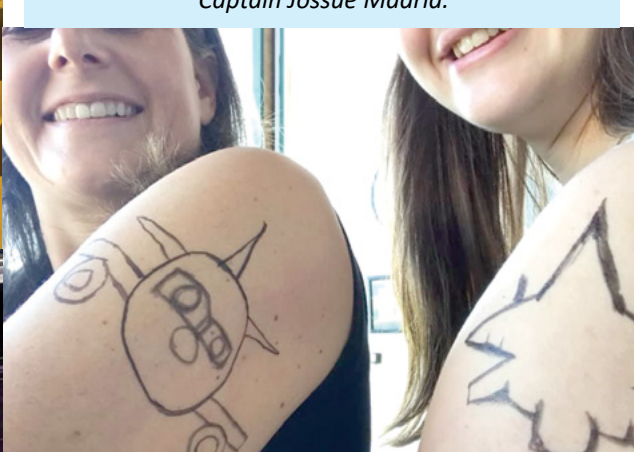
Jenna Forseth and 99s supporter Captain Jossue Madrid.



Above, Scholarship Chair Marcia Strang. Below the San Diego Air & Space Museum.

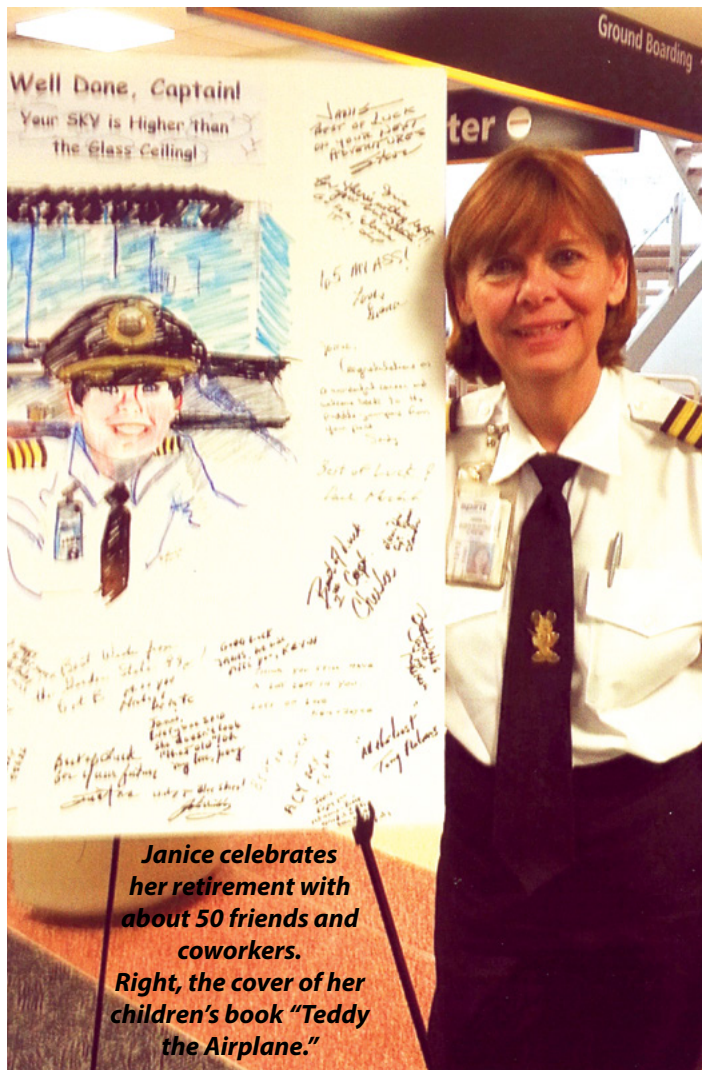


Family pet fish onboard for 300 points.



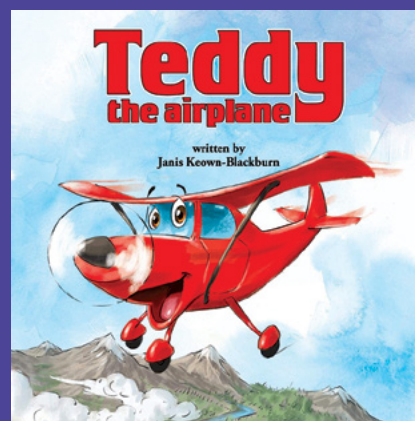
Nicole Wardstrom, Esther Schutte show off their airplane tattoos for 200 points.





Janis Keown-Blackburn

Dreaming of the Powder Puff Derby Since She Was Six.



By Melissa Markham, Florida Goldcoast Chapter, and Janice Pelletti, Applachian Aviatrixes Chapter

I was just five or six when I heard on the radio that the Powder Puff Derby was coming to town. I knew right away I wanted to do that. I didn't know you had to be a pilot!" exclaimed Janis. After that, she dreamed of flying in the Powder Puff Derby.

"As a child I was thrilled by airplanes and stopped to look every time I saw one. I would wonder who was in the plane and where they were going. I wanted to be up there. My second dream was to fly with Eastern Airlines." In a career spanning over four decades, Janis was able to accomplish both her childhood dreams.

Janis started flying in the 1960s, before the airlines hired women pilots. "At 14, as a Civil Air Patrol cadet, I got my first plane ride. I fell in love!"

After high school graduation, Janis started working in a bank, took flying lessons and went to college at night. "However, my career choice from the time I was in grade school was to be a stewardess for Eastern airlines.

As a Child, Janis Stopped To Look Every Time She Saw An Airplane.

I interviewed at Eastern in 1968 for a stewardess position, and I was turned down!"

Janis moved on and began a flying career teaching at the Marlboro Airport in New Jersey. "It was a tough little airport," she remembers. "The runway was 2,200 feet with a hill and high-tension wires at one end."

She worked on obtaining certificates and ratings, was married and raised a daughter. In 1976 she fulfilled one of her childhood dreams by flying in the Powder Puff Derby.

She continued to pursue her flying career. Although there were no guarantees on how far she could go, Janis continued to fly based on her love of aviation. Eventually she was hired as a charter pilot. "Flying charters was fun. In truth, I would have been happy if that was all there was as a career for me."

Finally, in 1980 she was hired as the first female pilot at Princeton Airways, a small commuter airline flying out of Princeton, New Jersey.

Her next step was to fly for Summit Freight out of Philadelphia in a Convair 580.

In October 1984, she became the first and only female pilot at Sun Country Airlines, flying out of Minneapolis in a B727. "I was only there five months when I received a job offer from Eastern." Her second childhood dream had now come true, except that instead of being hired as a stewardess, she was a second officer.

"I was the first female Airbus A300 flight crewmember in the U.S."

She was just getting ready to upgrade to the right seat when the mechanics, pilots and flight attendants went on strike at Eastern. During the strike, Janis ran the Newark Metropolitan Airport strike center for the pilots. She was elected to the Master Executive Council for the New York Pilot's Union.

"I was out of flying work for awhile because of my involvement on the Master Executive Council. Some of us were basically black-balled."

By 1994 she was flying again, this time in the left seat of the B727 as the first woman captain with Kiwi Airlines. In 2013, she was the first and only female pilot to retire from Spirit Airlines, after flying the DC9, MD80 and the A320.

Janis may now be retired from the airlines, but she is not retired from aviation. "I'm flight instructing at an aero club that I belong to in Lakewood, New Jersey. I'm doing the same thing I did way back in the 1970s. I'm back in a Cessna 152. Occasionally I do some simulator work at the FAA Tech Center at the Atlantic City Airport."

She also currently serves as the Executive Director for the New Jersey Aviation Education Council. "We try to encourage kids and teens to get excited about aviation. I attend career days, do aviation events with hands-on activities and go into schools to talk to JROTC classes." She recently conducted an all-day Girl Scout aviation event.

Janis has always been passionate about aviation education. "As a captain, as soon as I would finish my pre-flight duties, I would stand and say hello to any little kid who would look into the cockpit. I would invite them to sit in my seat."

As mother and pilot, she wrote a children's picture book, *Teddy, the Airplane*.

"It's the story of a little Cessna plane who listens to the adventures of his friends. They travel around and see lots of sights. He's excited when he finds out he's the most important airplane of all, a training airplane."

Janis remembers when the book was read at Asbury Park in Asbury, New Jersey. "There was one little girl who told me she didn't know girls could fly."

Right, a strong proponent of involving kids and teens in aviation activities, Janis would invite young travelers into the cockpit during boarding. Here she does a hat switch with a young visitor. Co-pilot Larry Mastney enjoys the fun.



One of Janis' last flights to St. Thomas, Bogota, before she retired from Spirit.

Janis also continues to give back to the Civil Air Patrol, the organization where she took her first airplane ride. She has served as instructor, encampment commander and squadron commander. She is currently involved with the Wing aerospace department.

In 2015 she was inducted into the New Jersey Aviation Hall of Fame. In 2017 she became a trustee. January 2020 marked Janis' 50th anniversary as a Ninety-Nine. She joined in Colorado in 1970. Today she serves on the Board of Directors for the New York-New Jersey Section.

When asked what is most rewarding Janis, replies, "I'm always excited when a student of mine gets a certificate. A 2014 student now has a class date with an airline."





BY DONNA
MILLER

*International
Careers
Committee*

Taking Advantage of Adversity

I remember reading a book about an ultramarathoner who waited until the heat of the day to train. I had always planned to run when the temperature was a perfect 68 degrees. What I learned from that book is we gain so much by taking advantage of adversity. I spent the better part of a year training for the Antarctica marathon. When it snowed, I bundled up and headed out, feeling what I might feel on the hilly, muddy and icy course at the bottom of the world.

When airline pilots go to training every year, the simulator is never set to clear-and-a-million VFR conditions. And the “jet” experiences all kinds of malfunctions. Engine fire, engine failure, hydraulic failure, windshear and a million possibilities that could force you to divert to an alternate destination. The wind is set to the maximum crosswind limit, and after two days, you feel like you’ve been through the wringer. You look forward to getting back on the line where life is bound to be more normal (and the food is better!)

What I learned from running and from airline training is that we need the adversity to test us. Captain Tammy Jo Shultz brought SWA flight 1380 to a safe landing after losing a fan blade into the engine and fuselage, smashing a window which depressurized the plane. With calm professionalism, she relied on years of training

and the confidence she gained to handle the situation amazingly well. Her years of flying F/A-18 Hornets and EA-6B Prowlers in the Navy no doubt played a role in her stellar handling of the emergency situation. We can use adversity to succeed, to push us to perform our best. We learn how to manage stress and can use stress to motivate us to be better pilots.

We are in uncertain times. There will be furloughs and downgrades, our career aspirations stalled. Your strategic career plan may need to be reworked, and I can tell you, it’s amazing how creative you can get once you throw all your expectations out the window.

So... What are you doing with your time? This is an amazing opportunity to catch up and get ahead. You could be studying for the exam that has been delayed, chair flying to be ready, and taking free online aviation courses. I think of aspiring pilots who began training before the whisper of a pilot shortage became a roar. When the shortage finally came, they were ready to jump into the jobs that were available, while others were still working on getting the requisite flight time. Be grateful for this time to organize your lesson plans and study material. Make flashcards and use them. Update your resume and consider “alternate destinations” to your career flight plan.

MILESTONES

Mary Allen, Boeing 777 Type Rating, Hampton Roads
Sue Brownfield, MEL, Carolinas
Rusty Carbaugh, Instrument, Kansas
Leslie Cauble, Commercial SEL, Maui
DeeAnn Cox, Private, Georgia Flying Belles
Sharon Dhillon, Instrument, Spaceport
Chelsea Frazar, Private, Treasure Coast
Andrea Garcia, Tailwheel Endorsement, BFR, Long Beach
Sanjal Gavande, Instrument, Orange County
Leonia Hunt, CFII, Spaceport
Petra Janney, Private, San Fernando Valley
Teresa (Tess) Karich, Private, Orange County
Colleen Koenig, CFI Glider, Rio Grande Norte
Megan Kojima, Private, San Fernando Valley
Elizabeth L’Heureux, AMEL Commercial, Maui
Kristina Leng, Private, Chicago Area
Chantal Mathieu, CPL, Montreal

*Rusty Carbaugh,
Kansas Chapter,
receives congratulations
from her instructor
upon obtaining her
instrument rating.*



Shokoufeh Mirzaei, CFI, San Fernando Valley
Colleen Murphy, Sport, Chicago Area
Leah Murphy, CFI, Southwest Section
Christine Oksas, MEC and CFI, Bay Cities
Annelise Overturf, Commercial, Hampton Roads
Zoe Pittman, Solo Glider, Antelope Valley
Yuko Query, CFI, Spaceport
Tiphani Sach, Commercial, Orange County
Jennifer Zadorozniak, Commercial, British Columbia
Sandra Zimmerman, Private, Orange County

British Columbia Coast

On February 29, the British Columbia Coast Chapter flew into Victoria, BC (CYYJ) for our first fly-out social of the year. Pilots from Abbotsford and Boundary Bay met at the nearby BC Aviation Museum (BCAM). The majority of the BC Coast 99 membership reside in the lower mainland, greater Vancouver, so it was extra special to have The 99s visit Vancouver Island.

The BCAM sits at the end of Runway 32 and covers over five acres of land, with aircraft both inside and outside of two huge hangars.

The museum opened in 1985 and has over 25 aircraft and three helicopters, with an ongoing restoration of the Lancaster LM104. The museum is run by volunteers and funded by donations for the purpose of collecting, restoring and displaying aircraft, as well as educating the public about all things aviation.

Doug Rollins, a skilled librarian and aviation historian, showed us around the museum, sharing insider secrets and fun facts about Canadian and BC aviation history. We were impressed by the museum's variety of aircraft, volunteers, unique artifacts, demonstrations and kids' area. A fun fact: where the current Victoria International Terminal sits there was once a munitions depot during wartime.

Of all the displays, the earliest versions were the most intriguing, especially because now electric airplanes are in flight. These Early Birds included a replica of DaVinci's Ornithopter, as well as Canada's first designed and built gas powered aeroplane, the Twin Plane by W.W. Gibson. Its inaugural flight occurred on September 12, 1910 just down the road at Dean's farm. The brief flight was



Museum guide Doug Rollins shows British Columbia 99s and their guests around the BC Aviation Museum.

described as a hop. After modifications it flew more successfully in Calgary, where there weren't any trees.

The BCAM also has one of only three prototypes ever made and flown of the Trident TR-1 Trigull, a Canadian amphibious aircraft. Sadly, the company struggled financially, and the aircraft did not go into production.

After our in-depth BCAM tour, we had lunch across the street at Mary's Bleue Moon Café.

February weather is unpredictable, and during lunch we witnessed TCU clouds, rain, hail and sunny weather!

— Jennifer Zadorozniak



Florida Suncoast members celebrate the induction of Jessie Wood into the Florida Aviation Hall of Fame.

Florida Suncoast

Florida Suncoast 99s recently celebrated the induction of Jessie Wood into the Florida Aviation Hall of Fame. Jessie and three other inductees were honored at the St. Petersburg Yacht Club.

It is planned that photos of the four winners will have their photos hung in the Florida Aviation Hall of Fame corner in the Lakeland Museum.

The Florida Aviation Hall of Fame was started in 1977 by the Florida Aviation Historical Society. It has honored aviators such as Amelia Earhart, Eddie Rickenbacker, and Nicole Stott.

Jessie was special and so deserving of this honor. Our members Barbara Sierchio and Mary Fletcher were close to her. Mary did an oral history on Jessie, including many photos of her. We went back into time as if it were yesterday.

Jessie was a member of the Florida Suncoast 99s, and when she died in 2001, her niece, Marge Phillips, left the rest of Jessie's estate, \$8,000, to the Chapter for scholarships, which we offer to this day in Jessie's name to young girls for aviation education.

— Jungyeun Maria Choi

GRASS ROOTS



Thirty-four Girls Scouts attended Treasure Coast Chapter's Girls Scout Aviation Day hosted by Aviator College.

Treasure Coast Chapter

Aviator College in Fort Pierce, Florida, hosted our Girl Scout Aviation Day at the Treasure Coast International Airport. Thirty-four Girl Scouts attended six class sessions to earn their Girl Scout Aviation Badges and Certificates and received their goodie bags.

Female instructors from Aviator College joined several Treasure Coast 99s to teach, influence and be examples to the girls. Summer Cunningham taught them about what makes an airplane fly on the flight line with one of the college airplanes. They were able to sit in the plane and work the controls and see the results of moving them.

Adva Amir, Anisa Imtiaz and Nicky Goyvaerts trained the girls on three simulators to get the feel of flying the airplane.

Ofri Harel with Sam Fritschle gave the girls lessons on reading aviation charts and locating familiar sites. Becky Fruehling gave them lessons on 4 forces/3 axis. Pam Torell taught them about airplane instruments. Marcy Lannon escorted the girls to the tower to learn about air traffic control and see the airplanes landing and taking off.

Harriet Quimby stand-in, in her purple jumpsuit, gave the girls



"Harriet Quimby" stand-in visited the Girls Scouts.

information about the historical aviatrix. They learned about her airplane and took a handmade Bleriot home with them.

Special guest Cynthia Putnam, granddaughter of George Putnam, shared information about the Amelia Earhart Museum and how Amelia is associated with our area.

Fort Pierce EAA Chapter 908 members Tom Simms and June Beers made a presentation and offered to give the girls flights. They also supported the event with a nice donation.

We appreciate all who donated to make the event a success.

— Ruth Jacobs

Grounded by Covid-19 Restrictions? No Chapter Meetings?

Let us know how you and/or your Chapters are staying connected and safely involved with aviation despite the pandemic and the restrictions to help contain the virus.

Spaceport Chapter

Members of the Spaceport Chapter were welcomed to the Indian River County Sheriff's Aviation Unit for a tour on March 14. We were greeted by Chief Pilot Mark Cannon and Deputy Bryan Klassen, who showed us around and patiently answered all our questions. We were also joined by Deputy Klassen's daughter and future pilot, Isla.

In the hangar we were able to get up close and personal with one of the helicopters. We learned about the FLIR (Forward Looking Infrared) camera, which sees heat signatures, allowing the deputies to "see" the suspects even when they are hiding in the trees and bushes. In other words, "They can run, but they can't hide."

— Bobbi Lasher

Above, Spaceport members Yuko Query, Ellie Hoffman, Karen Brun, Bobbi Lasher, Donna Wilt and guest Isla Klassen.

Right, Isla Klassen practicing for the day she is old enough to fly.



Appalachian Aviatrixes visit the greenhouses at Bristol Gardens & Grill, the caterer selected for the Fall SES Meeting. One greenhouse, converted into a dining area, adds to the unique flavor of the restaurant. From left, seated, Pam Phillips and Mary Dwyer; standing Meagan Harr and Janice Pelletti.

Appalachian Aviatrixes Chapter

The Appalachian Aviatrixes are disappointed to have to cancel the Chapter's first air marking originally scheduled for April at the Greeneville, Tennessee (KGCY) airport. We are hoping to move it to sometime late this spring or the fall.

Depending on the status of Covid-19, the Chapter will host the fall 2020 SES Meeting. This is another first for the Chapter, and members have dived in to get all the plans in place. The meeting is set for October 16-18, 2020, in Kingsport, Tennessee (KTRI).

A Saturday tour will showcase the newly constructed building for the aviation degree program at Northeast State Community College. The college has generously opened their doors for the Saturday evening dinner. Other tours include Jonesborough, the oldest city in Tennessee. Said to be haunted, Jonesborough is home to many historic sites as well as the International Storytelling Center.

After exploring many catering options, the Chapter selected Bristol Gardens & Grill. This unique restaurant features their own greenhouses where they grow a wide variety of vegetables and herbs, resulting in an everchanging menu of fresh ingredients.

— Janice Pelletti

GRASS ROOTS



Above: Volunteers from the Colorado and Pike's Peak Chapters helped with the Let's Fly Now! event.

Left, Christine Chang conducting a flight planning exercise with the Girl Scouts.

Colorado and Pikes Peak Chapters

The Colorado Ninety-Nines, in conjunction with the Pikes Peak Chapter, hosted a Let's Fly Now! event at the Colorado Springs Municipal Airport. This event offered free introductory flights for young women to familiarize them with the joys of flying.

Volunteers provided pre-flight safety briefings, safely escorted passengers to and from the planes, and provided logbooks and participation certificates. This event successfully introduced 35 young women to flying!

During the same day, the Chapters also hosted a Girl Scout Aviation Patch Day event, where 35 Girl Scouts earned their aviation patches. The Scouts rotated between a handful of different stations, including a static display of various aircraft, a presentation on the history of aviation, an introduction to helicopter flying, a flight simulator activity, an airfield design presentation, and a tour of the SkyWest Airlines maintenance hangar. One of the Scouts in this group has decided to take this experience a step further and use aviation education as the topic for her Silver Award Girl Scout Project.

The Colorado Ninety-Nines are looking forward to hosting more Let's Fly Now! and Girl Scouts Aviation Patch Day events this spring at Colorado Air and Space Port (formerly known as the Front Range Airport) in Watkins, Colorado.

— Casey Adamson

San Fernando Valley Chapter

The San Fernando Valley Chapter recently recognized two members.

Dana Lee Rodehaver, the Chapter's newest Future Woman Pilot, is a flight attendant at Skywest Airlines. Her dream is to work for FedEx.

She's flying at Active Pilots, Van Nuys Airport, and has 37 hours. Bertie Duffy is her mentor.

Petra Janney received a Scholarship Financial Award. On January 25, she completed her long cross-country – Whiteman to Santa Maria, then to Camarillo (where there was a coyote on the runway), and then back to Whiteman for a total of 239 nm. On February 6, less than two weeks after her long cross-country, Petra passed her Private checkride. "It is the best feeling in the world to accomplish a lifelong dream."

— Nina Yates

Right, Dana Lee Rodehaver, our newest Future Woman Pilot, is being pinned by Membership Chair Nina Yates.



Left, Petra Janney receives her Scholarship Financial Award from Treasurer Kim Jenks.

Alabama Chapter

The 24th Annual Amelia Earhart Luncheon hosted by the Alabama 99s and the Zonta of Birmingham was held on January 25. We raised \$3,417.50 for the Amelia Earhart Birthplace Museum.

There were 72 attendees for the event held at the Southern Museum of Flight. The guest speaker was Nelda Lee, who worked for Boeing for 45 years as a flight test engineer. Thank you to the Southern Museum of Flight for allowing The 99s and the Zontas to use their wonderful venue. The Alabama 99s could not have this event without AE Luncheon Chairman Nancy Miller-Borg, who is both a 99 and a Zonta.

— Ramona Banks

Alabama Chapter Ninety-Nines attend the 24th Annual Amelia Earhart Luncheon hosted by the Alabama 99s and the Zonta of Birmingham.



Minnesota Chapter

Minnesota celebrated the 70th birthday of the Chapter in 2019. On the 90th birthday of International 99s, we heard Joelle Petersen tell the story of flying her grandfather's logbook flights in Alaska. Then we had lunch together and shared a birthday cake!

We continued the celebration in December with our meeting and Holiday Party. Chapter Chair Cheryl Daml prepared a slide show recognizing our Charter Members and included photos and documents of the Chapter throughout the years. It was later uploaded to YouTube, and Cheryl plans to update it as we add

more memories. Awards were given to Jan Moll for most Chapter activities attended and to Ellen Quist for landing at the most Minnesota airports in 2019.

The Chapter participated once again in the annual Holiday Tree of Hope in December. The aviation community of Minnesota comes together to collect and donate toys for children who are hospitalized during the holidays. Over 20 airplanes loaded with toys flew in to St. Cloud airport, as well as dozens of cars and vans full of toys. The toys are then tagged with a Tree of Hope label, sorted by age group, and bagged and given to drivers, who then deliver them to the hospitals. Donations were given to 42 hospitals, all the Ronald McDonald Houses, and some women's shelters and an orphanage.

We congratulate Aura Austin for earning her Beech Jet type rating in December! Well done, Aura!

We look forward to a great year in 2020 with plans for another four airmarkings, several fly outs, educational seminars and tours of several museums.

— Cheryl Daml



Minnesota Chapter members gathered in December for their annual meeting and Holiday Party. Chapter Chair Cheryl Daml prepared a slide show recognizing our Charter Members and included photos and documents of the Chapter throughout the years

GRASS ROOTS



Captain Syd Hale, left, and Ninety-Nines Olga Mitchell and Candie Oldham pose with Amelia at the SEMA Aviation Symposium.

Eastern New England Chapter

There was plenty to do in New England this Fall. Eastern New England celebrated Amelia's 90th birthday at the 90th Anniversary Fly In at Cape Cod Airfield. Amelia once judged an Air Carnival aerobatics contest in 1934 at Cape Cod Airfield.

The Chapter had an educational booth and sold foam airplanes, cookies and books to raise scholarship funds and awareness about our organization.

The first Southeastern Massachusetts Aviation Symposium was held at KHYA on October 15, 2019. Eastern New England Chapter 'wommaned' a booth and educated high school men and woman on aviation career options and scholarships available. We had three women in uniform representing aviation careers as pilots with Delta, Southwest and the United States Coast Guard.

Eastern New England members Jann Clark, Candie Oldham and Sue Lin volunteered for the Poker Run and manned two airport locations on October 13, 2019.

On November 9, 2019 Eastern New England Chapter members participated in STEM day at the Museum of Science in Boston. We taught aeronautics by demonstrating how different paper airplane designs flew differently, taught people how to read aeronautical charts and had hands on equipment from various local flight schools.

We look forward to future endeavors at the museum.

— Beth Young

Northeast Kansas

Our Northeast Kansas Chapter kicked off 2020 with several events.

First, Tammy Willits spoke to a Girl Scouts Troop over at KOJC, Johnson County Executive Airport, about aviation on February 4. Tammy is our key Scouting liaison.

Also, on February 9, we finally had our Chapter's traditional post-holidays holiday party, which was rescheduled from January. About 24 members and friends attended. We had a lovely brunch at J. Wilson's in Lawrence and raffled off several items to benefit the Topeka Aviation Explorers Post — a handmade cushion and a handmade iPad cover by our Chair Laura Burnham and an aviator Santa donated by Ann Shaneyfelt.

Explorers member Katie Golder, a student pilot, and Explorers leader and CFII Kermit Crane, flew over to the event, and Katie accepted the funds raised by the raffle.

Right: Topeka Aviation Explorer Katie Golder accepts the funds raised at the post-holiday party to benefit the post.

— Sara Tompson





The 99s Museum is now offering a very limited opportunity to purchase a pair of Wings to be displayed on the Wall of Wings located inside the 99s Museum.



A prestigious gift, the Wings may be inscribed with the name of an individual or group as a memorial or for recognition of dedication and service. Money raised from the donations for the Wings supports the 99s Museum. Through its programs, displays, and research library, the 99s Museum preserves the rich history of women in aviation and aerospace. Donations made to the 99s Museum for the Wings are tax deductible to the extent allowed by law.

99s Museum of Women Pilots

PO Box 950374 Oklahoma City, Ok 73195-0374

Name

Address

City, State, Zip Code

Phone no.

The purchase of a pair of wings is \$500 or more

Total/ Quantity \$ _____/_____

Inscription on the **Wings (4 to 18 Characters Only)**

Payment Information: Please make checks payable to: **99s Museum of Women Pilots**

Or call 405-685-9990 for other payment options.

Books



As The Prop Turns The Soul of an Old Airplane

By John Wood

Book Review by Georgia Pappas

This is an amazing book that chronicles historical biographies and aviation tales.

Experience open cockpit flying with the men and women who flew the antique Waco UPF-7, NC29923, a 1940 biplane still flying today.

What makes this book so engaging are the escapades of the pilots, a freight dog, a tax evader, a missionary dentist, a prominent woman sculptor, and a drug smuggler.



Available from
Amazon

A chapter for pilots describes the Waco's handling and provides operational tips.

With thousands of research hours, 228 pages and more than 130 photographs, drawings, and maps, this airplane's memoir is sure to top the true adventure list.

Editors note: With the Covid-19 virus keeping many of us home with time on our hands, some of you might be reaching for something to read. If you happen to enjoy an aviation-related book that would be interesting to other members, and you would like to write a review, please email me at danclar@comcast.net with a short description of the book. Thank you!

— Danielle Clarneaux, Editor

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Life With the Threat of Covid-19

We never expected this, we weren't prepared for this, and we still aren't quite sure what we're supposed to do about this. What we do know is this virus is scary and causes fear and stress on many levels. Most stressful is the big unknown: Will we and our families contract the virus?

We must also make stressful decisions every day that may affect our fate, questions only we can personally determine: Do we go out and buy groceries or order in? Do we go to work? Should we wear a face mask at all times? Should we walk the dog and let the kids go out and play? Should we hibernate? Questions and decisions, all of which could unknowingly determine our fate — and that of others.

Although this is the reality we live with now, it's also an opportunity to show our strength and compassion both as individuals and as community members. Look around you and see how you can help without endangering your own health.

As an example, we recently received a note from Willa Young, a member of the Sutter Buttes Chapter in northern California. She generously offered to pay membership renewals for two Ninety-Nines who are financially unable to afford the fee at this time. Thank you, Willa. You exemplify the essence of what it means to be a Ninety-Nine.

We know there are many more caring members like Willa in The Ninety-Nines, so we'll be starting a special column in the next issue to share ideas and recognize members for their generosity and creativity in helping other 99s or members of their community. Please let us know. We can do this together.

Danielle Clarneaux, Editor
danclar1@msn.com

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 their contributions to our organization. Our members who recently flew to New Horizons were:

Mary Ann Bellafiore, March 4, 2020

Indiana Dunes Chapter

Josephine Duffy, February 22, 2019

Santa Barbara Chapter

Howard Dunbar, March 27, 2020

49½ of Martha Dunbar, Eastern New England Chapter

Norma Freier, December 3, 2019

Chicago Area Chapter

Tracy Lynette Lambert, October 13, 2019

San Fernando Valley Chapter

Linda Leach, February 19, 2020

Oregon Pines Chapter

Alexis Montague-Fortune, March 14, 2020

Spaceport Chapter

Sarah Gorelick Ratley, March 16, 2020

Greater Kansas City Chapter

Katie O'Reilly Rogers, January 10, 2020

Santa Barbara Chapter

Helen Sailer, November 29, 2019

Chicago Area Chapter

Arax Simsarian, November 12, 2019

Greater New York Chapter

Leo Smith, 49½ of Marge Shaffer, February 13, 2020

Old Dominion Chapter

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Leon Woychuk, Winnipeg, MB, Canada



AMELIA EARHART BIRTHPLACE MUSEUM ANNUAL FUNDRAISER

Due to recent events and the cancellation of The 99s International Conference, it is necessary to incorporate additional means to purchase tickets and complete the drawing for the Amelia Earhart Birthplace Museum (AEBM) Garmin Watch Fundraiser.

In addition, since the Spring Section Meetings have been canceled and many governors planned on providing tickets at this event, the AEBM will process purchases through the Museum office.

The museum is staffed in the afternoons, Monday-Friday, and will process ticket purchases in one of the following ways:

- Via phone, 913-367-4217. Please leave a message if you are unable to reach the staff and they will return your call.
- Through our new website at the following link: <https://checkout.square.site/buy/EW3JUS2ZHS2RRPYQPYER2G35>
- Via check by mail: AEBM, 223 North Terrace Street, Atchison, KS 66002
- Through our email address: aemuseum@att.com

Heather Roesch is the AEBM contact. She will process your request and email you a copy of the completed tickets for your records. The Museum will then submit the ticket stubs to the AEBM treasurer for the drawing.

For each \$10 donation (three entries for a donation of \$25), your name will be entered in a pool for a random drawing to win an Aviators Watch at a live drawing on the Amelia Earhart Facebook page on July 11 at 4 p.m.

The Trustees hope this will provide another avenue to support the fundraiser and keep everyone safe and healthy.

YOUR CONTINUED SUPPORT IS GREATLY APPRECIATED.