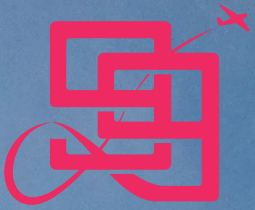


July/August 2021



# Ninety-Nines

*Inspiring Women Pilots Since 1929*

## WING WALKING

*p. 16*

***plus***

FLYING ADVENTURES,  
NORTHERN STYLE

WASP HOMECOMING

LET'S FLY NOW!



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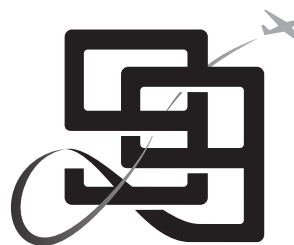


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By Dea "Cooper" Payette  
Photos courtesy of Mason Wing Walking



## MISSION STATEMENT

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

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Friends of The 99s

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Wing walking with Dea "Cooper" Payette,  
Bakersfield Chapter

Photo courtesy of Mason Wing Walking

Let's Get Social  



**JUL**

10 **2021 International Conference Annual Meeting, virtual**

26 **EAA AirVenture Oshkosh**  
AUG 1 Oshkosh, Wisconsin

31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI)** Application for mentoring Autumn Session  
For more information, go to [www.ninety-nines.org/resources.htm](http://www.ninety-nines.org/resources.htm) or email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org)

**AUG**

14 **42nd Annual Okie Derby Proficiency Air Rally**  
Sundance Airport  
Oklahoma City, Oklahoma

**SEP**

9-12 **Southwest Section Fall Joint Meeting with Northwest Section, hybrid**  
(online and in person)

16-19 **East Canada Gold Cup Air Rally**  
CPE6 near South River  
Sundridge and Lake Bernard

17-18 **International Forest of Friendship Celebration**  
Atchison, Kansas

24-26 **North Central Section Fall Meeting**  
Tomahawk, Wisconsin

24-26 **99s Fly-in: A fun-filled flying weekend packed with flying and friendship!**  
McKeller-Sipes Airport (KMKL)  
Jackson, Tennessee

**OCT**

1-3 **Southeast Section Fall Meeting**  
North Myrtle Beach, South Carolina

15-17 **South Central Section Fall Meeting**  
McKinney, Texas

**NOV**

5-6 **Fall International Board of Directors Meeting**  
Oklahoma City, Oklahoma

**DEC**

4-9 **India Section Annual Meeting**  
New Delhi, Agra and Jaipur

2022

**JAN**

31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI)** Application for mentoring Spring Session  
For more information, go to [www.ninety-nines.org/resources.htm](http://www.ninety-nines.org/resources.htm) or email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org)

**MAR**

4-6 **Spring International Board of Directors Meeting**  
Oklahoma City, Oklahoma

**APR**

22-24 **North Central Section Spring Meeting**  
Earth City, Missouri

**JUL**

6-10 **2022 International Conference and Career Expo**  
Charleston, South Carolina

Check the online calendar for current information. | [ninety-nines.org/calendar.htm](http://ninety-nines.org/calendar.htm)

# The President's Message

**T**here's no denying it: Lists have become an integral part of our everyday lives. We've got grocery lists, checklists, honey-do lists, holiday lists, mailing lists, and shopping lists.

Many of you may remember late-night television host David Letterman's Top Ten Lists, which centered around silly topics such as "Top Ten Signs Your Kid Had a Bad First Day at School," and "Top Ten Least Inspiring Campaign Slogans." For many viewers, this was the highlight of the late-night show.

If I had to make a list of the "Top Ten Things I Hate to Do," in the top two spots would be the medical "checkups" that we as women must tolerate each year. Somewhere near the top of the list would also be dental exams. You may also have these items somewhere on your own "Top Ten Things I Hate to Do" list.

I've got another item to add to my list: I hate walking into a room full of strangers.

I can't or shouldn't avoid those first three items, but that's exactly what I can do about the fourth item. The problem is that if I avoid these situations, I'll miss out on a lot of great opportunities. Besides, I usually have a wonderful time after I get to know those "strangers."

How about you? Do you also hate walking into a room full of strangers? Have you avoided our 99s meetings because you didn't know anyone? During my first several years as a 99, that's what kept me away. Finally, I decided to face my apprehensiveness ... and ever since, I've had a terrific time getting to know some terrific women pilots! And I've had lots of fun!

Now that we're starting to reappear from the isolation and quarantines we endured during the COVID-19 pandemic, many chapters and sections are beginning to hold in-person meetings again. As we emerge from our cocoons, many of us will have opportunities to gather with 99s that we haven't seen in a long time, if ever.

Don't let any uneasiness about walking into a room full of strangers keep you away from our meetings and activities. We don't bite, I promise! Mark your calendar to attend your next chapter and section meetings—and join in our fun.

And while I'm at it, there are two other lists that I'd like to mention.

The first is the list of the 99 charter members, the women who founded our organization in 1929. At a time when women were supposed to be quiet, demur, well-behaved ladies, these women broke the mold and became pilots. Then, they chartered our organization. They didn't have email, cell phones, or very reliable transportation, but they recognized the need for an organization to provide support and opportunities for women pilots. To them, we owe a debt of gratitude.

The second list is our directory—a listing of every member of The 99s, over 6,200 of us. I am enriched by knowing that these "strangers" from around the world are not really strangers, but are just like me—women pilots!

So don't be a stranger. Get involved. You'll discover that as your participation in The 99s increases, you'll start another list—a list of lifelong friends! My list grows every day, and for that I'm extremely grateful.



Corbi Bulluck  
*International President*

# *Lists, Lists, Lists!*

## Ninety-Nines Magazine

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# Touch & Go

## ACHIEVEMENTS

### 99 NOMINATED TO SERVE AS DEPUTY ADMINISTRATOR OF NASA



**Pam Melroy** is an aerospace executive with government and industry experience across civil, commercial, and national security space. She is a retired Air Force Test Pilot and former NASA Astronaut, and one of only two women to command the Space Shuttle.

Colonel Melroy received a Bachelor's degree from Wellesley College and a Master of Science degree from the Massachusetts Institute of Technology. She was a United States Air Force Pilot and Test Pilot with more than 6,000 hours flight time in over 50 different aircraft. She served at Edwards AFB and is still a member of the Antelope Valley 99s.

Colonel Melroy was selected as an Astronaut Candidate by NASA in March 1995. She flew three missions in space: as Space Shuttle Pilot during STS-92 in 2000 and STS-112 in 2002, and as Space Shuttle Commander during STS-120 in 2007. All three missions were assembly missions to build the International Space Station. She has logged more than 38 days in space.

After NASA, Colonel Melroy served in a variety of executive positions with Lockheed Martin, the FAA's Office of Commercial Space Transportation, and DARPA. She is now an independent consultant, an advisor to the National Space Council. She was recently nominated to serve as the Deputy Administrator of NASA.

## AWARDS

### THE 99S WOMEN'S ACHIEVEMENT AWARD WINNERS

By Marilyn Shafer

In May 2019, these three young women took top honors to receive The 99s Women's Achievement Award during the last NIFA (National Intercollegiate Flying Association) National Safety and Flight Evaluation Competition (SAFECON) hosted by the University of Wisconsin—Madison.

Through their submission of an extensive application, resume of accomplishments in aviation, community service, and academic achievement, and a letter of recommendation from either their instructor or a member of their school's faculty, they were judged by a panel of 99s to merit receiving this annual recognition.



First place  
**Heather Atkinson**  
from Oklahoma State University didn't get involved in The 99s, even though she had heard about the organization early in her aviation pursuit, because she "wasn't exposed much to

The 99s before NIFA." Competing in five NIFA competitions, her favorite was CFI in which she took 1st place at Nationals. Being one of only two females on the flight team, Heather was chosen by her team to apply for The 99s Women's Achievement Award due to her experience and additional years in the industry. Only one woman from each flight team can apply.



Second place  
**Rachel Chaput**  
from Jacksonville University "learned about The 99s on the day of my very first flight. The woman working at the desk of the flight school brought it up to me the second that I

walked through the door for my discovery flight. She was so excited and encouraging that after a couple more lessons I began researching it myself." Competing in all NIFA landings, message drop, Navigation, SCAN (Simulated Comprehensive Aircraft Navigation), E6B (Computer Accuracy), and taking 2nd place at Nationals in the CFI event, she was chosen to apply for The 99s Women's Achievement Award by her coach due to her seniority and being the Flight Team Captain.



Third place **Madison “Madi” Haney** from Auburn University was only 16 when she learned about The 99s. After deciding that “I wanted to have a career in aviation and looking online

for information on female pilots, an article on The 99s appeared in my search. My freshman year of college I became a member, my junior year I co-founded Auburn University’s first 99 chapter... called The Aviatrices Collegiate Chapter of the Alabama 99s.” Chosen to apply for The 99s award from among the three female flight team members by the Assistant Chief Pilot, she competed in E6B and Ground Trainer.

Asked about challenges in being members of a flight team, all three women said that time management in coordinating practices, flight training, school work, and community involvement was their biggest hurdle. COVID-19 has impacted their current aviation employment and lessened their ability to fly but working as a CFI and CFII instructor or continuing their graduate work keeps them moving forward. All three have a five-year goal to work for a major airline and advice to offer aspiring aviatrices. “Go for it,” says Madi. “Do not let anyone hinder you. It will be hard sometimes to keep going, but if you can envision yourself at the end that will be the best motivation.” Rachel’s encouragement: “Take a flight! I think the easiest way to fall in love with flying is by taking a flight in a small airplane.” She advises shaking off any potential negativity. “It’s through other pilots that I was able to be successful,” she says. Heather touts the importance of getting connected early in the process. “Connections in this industry are invaluable and there are countless organizations that can help you kickstart your career.”

In speaking about The 99s Women’s Achievement Award process, these women agree that it was very professional, efficient, and the requirements along with the interview by a panel of 99s judges prepared them for a future job interview. They had no idea that a cash award accompanied the recognition but all agree that this financial assistance is invaluable and should be advertised while also including a one-year membership into The 99s.

**What do you see as the most valuable aspect of your membership in The 99s?** Rachel sees her Sister 99s as pilots helping to bring up other pilots. “I believe The 99s,

as a collective organization, do that in every way possible with opportunities, financial help, education, experience, and mentorship.” Heather is a new 99 but would agree with Madi that friendships are a valuable aspect of membership. Madi reflects that she has “made so many new connections and friends through this organization, and they are all so supportive of me. I definitely recommend to any woman, young or old, to join!”



*USAFA Teammates Durkin Ross, Kat Kowar, Dylan Drummer*

## 2021 WINNER - THE 99S WOMEN’S ACHIEVEMENT AWARD

Congratulations, **Katarina Kowar** from the United States Air Force Academy (USAFA) in Colorado! Kat first learned about The 99s and this award when she attended the NIFA National SAFECON in 2019. Her team chose her to apply in 2021 due to her past recognition for work above and beyond the normal academic and flying responsibilities and her eagerness to volunteer in the community.

For Katarina, the spark for aviation began in first grade and caught flame after attending ground school classes in high school. Eventually, she connected with an instructor at a local flight school. She had no interest in a military career until she discovered the airmanship programs that were offered at USAFA. She was convinced when the Academy offered classes in STEM (Science, Technology, Engineering, Math) with a focus on aviation research.

Like other women before her, Katarina says “a significant time commitment requires a high level of organization to balance school and training.” Her particular reward came in the form of learning effective peer-to-peer leadership. “Being the commander of our team was a humbling role to fill and I have a deeper understanding of the necessary mutual respect that is required to create a successful team environment.”

Katarina’s favorite NIFA events are the precision landings. She competed in

the power-off landings and, as part of team practice, created an intra-team competition to infuse camaraderie and fun.

She will be posted in Texas for the next two years in a training program “that focuses on navigation, mission coordination, and the weapons systems in an aircraft,” while at the same time completing her instrument rating. In five years, “I hope to transition to a career in the health sciences that places an emphasis on serving the aviation community. The individuals working in these abnormal environments require a unique perspective on medical care due to the stressors they experience and I hope to have a role in providing that care.”

Any woman interested in aeronautics should “prioritize what she is passionate about because there are so many different fields in aviation — not just flying — and each requires people that appreciate the aviation community and the innovative perspective that drives them.” Katarina is excited to become a 99 since she has witnessed the close-knit community and willingness to mentor each other exhibited at NIFA National SAFECONs. She likes to quote former USAF captain, fighter pilot and author, Richard Bach (*Jonathan Livingston Seagull*, 1973) as saying, “You are never given a dream without also being given the power to make it true. You may have to work for it, however.” Work she did! And she will continue to achieve her dreams!

## SCHOLARSHIPS

### YOU FLY GAL ANNOUNCES SPRING 2021 SCHOLARSHIP RECIPIENTS

In 2019, at the age of 69, Maria Harrison-Dooley was honored to win The 99s International Organization of Women Pilots’ Amelia Earhart Memorial Scholarship Fund’s FLY NOW Award.

That same year, while attending the Women Venture at EAA’s Oshkosh Airshow, she learned that only 7 percent of U.S. pilots are women; furthermore, she was amazed to hear only 20 percent of student pilots ever complete their flight training. The reason for this high dropout rate has been contributed to lack of an aviation community.

Being a member of The 99s, Maria was well aware of the importance of an aviation community. It was then that she decided it was her turn to “give back” and founded You Fly Gal Inc. (YouFlyGal.org).



# Touch & Go

## SCHOLARSHIPS (CONT.)

The mission of You Fly Gal is best summed up in Maria's own words, "I'm incredibly honored and grateful to be a recipient of The 99s Amelia Earhart Memorial Scholarship Spring 2019 Fly Now Award. Getting my Private Pilot Certificate has been a dream for decades. It finally 'took wings' at the age of 68. Yes, I'm a 'late bloomer,' but then age is just a number. Flying IS my Passion, Inspiration IS my Mission. My goal is to lead by example, sharing my story, while being a 'loud' voice to inspire young girls and women of ALL ages, to follow their dream of Flight."

"Thus, I've decided to establish You Fly Gal Inc. and 'give back' through scholarships aimed at women student pilots, their sense of community and their continued training and education in aviation."

This Spring, the recipients of the You Fly Gal Scholarships are:

**Madelynn Crosby**, Sangerville, Maine – A graduate of the University of Maine's Private Pilot Ground School course. Madelynn has been recognized for her ability to adapt to changing situations and easily grasp important ideas and concepts in aviation.

**Elizabeth Demag**, Enosburg Falls, Vermont – Elizabeth is a member of EAA Chapter 613 in Vermont. There she is not only very active, she is also an inspiration to other Young Eagles.

**Kaylie Flannigan**, Castleton, Vermont – Kaylie is a flight attendant who has been described as self-motivated, creative and responsible. She is also a volunteer at a local warplane museum.

**Cassie Bates**, Gardiner, Maine – Another graduate of the U Maine Private Pilot Ground School course Cassie has been described as a go-getter – she was often first in her class to answer complex aviation questions and was the first to successfully complete the FAA Private Pilot written exam.

**Karla Marlene Perales**, Redondo Beach, California – A flight attendant who brings a high level of professionalism, leadership and inspiration to colleagues and fellow student pilots.

Through the generous support of: FBN Integrated, King Schools and Pilot Workshops, each "You Fly Gal" Scholarship recipient will receive:

- First-year Student Pilot Membership in The 99s.
- Initial donation to their local 99s Chapter.
- Choice of King Schools courses that will most benefit the winner at this point in their piloting journey.
- Pilot Workshop's "Private Pilot – The Missing Lessons" course.
- Upon successful completion of their Private Pilot (or higher) Check-Ride, "You Fly Gal" Scholarship recipients will also receive a custom embroidered Flight Outfitters "Lift Flight Bag" in recognition of their accomplishment.

For more information on You Fly Gal Inc., visit: [YouFlyGal.org](http://YouFlyGal.org)

## ANTELOPE VALLEY 99S' SCHOLARSHIP

The Antelope Valley 99s' scholarship (\$1,000) for Antelope Valley College, Spring 2021, has been awarded to **Dianne Castro**. She is in the A&P aviation program.

## FUTURE WOMEN PILOT SCHOLARSHIPS

The Colorado Chapter is proud to announce **Jillian Warren** and **Amanda Willson** as winners of the two 2021 Future Women Pilot Scholarships. In addition, Amanda Willson received the Spring First Wings Award. Congratulations to Jillian Warren and Amanda Willson.

## NANCY STRATFORD STUDENT PILOT FLIGHT TRAINING SCHOLARSHIP

**Lucy Torres**, San Diego 99 Student Pilot Member – winner of the 2021 Nancy Stratford Student Pilot Flight Training Scholarship.

The Nancy Stratford Student Pilot Flight Training Scholarship is a local chapter award in the San Diego area, awarded to a woman pursuing her private pilot certificate. The scholarship amounts to \$2,000.

## SEAL YOUR FUTURE IN FLIGHT SCHOLARSHIP

**Madeline Ungurain** of the British Columbia Coast 99s was awarded the I Heart Flying Foundation's "Seal Your Future in Flight" 2021 Scholarship towards her Flight Instructor Rating in April of 2021.

## VICKI CRUSE MEMORIAL SCHOLARSHIP

**Rebecca Jean Peric** of the British Columbia Coast 99s was awarded the Vicki Cruse Memorial Scholarship for Emergency Maneuver and Aerobatic Training in May 2021.

## AOPA SCHOLARSHIP

Lynn Meadows from the Reno High Sierra Chapter Scholarship Committee is so happy to announce that our chapter member, **Syd Whisler**, has been awarded a \$10,000 scholarship from AOPA. She will use it to attain her ASEL certificate. Syd soloed a glider last summer and will wrap up that certificate shortly. This high school student is very deserving of this great award!

## Special Thank You

to the 2020 & 2021 NIFA donors

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Northwest  
South Central  
Southeast  
Southwest

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Thornton, Lisa  
Waters, Naia G  
Wiese, Lew Jane

## A THIRD GENERATION PILOT GETS HER WINGS

By Mary Latimer

It was a proud moment for me and my husband when Isabella Jordao earned her private pilot certificate on January 26. A member of the Wichita Falls Chapter of The 99s, Isabella is a 3rd generation pilot. Her grandfather was a pilot for Varig airlines in Brazil. In the late 1980s, he sent Isabella's aunt, Simone, to live with us as an exchange student. We trained Simone for her private pilot certificate, but her passion was always medicine.

Isabella's uncle, Renato, came to stay with us the year after Simone, and Isabella's mother, Sandra, came shortly afterwards. Sandra and Renato continued their training and both became airline pilots in Brazil. Sandra was one of the first women to become an airline pilot in the country.

Isabella and her siblings were born in the U.S. so they hold dual citizenship and we consider them our grandchildren. They have spent many of their vacations with us, which allowed Isabella to take flying lessons. Sandra was furloughed in the fall of 2020 due to

the pandemic, and brought Isabella and her two younger siblings to spend Christmas and most of January with us. Isabella finished up the requirements for her certificate and we scheduled her checkride for January 23. The oral portion went well, however but the weather did not cooperate for her to complete the flight portion. The examiner had another opening three days later but Isabella needed to meet him in Arlington, Texas at an unfamiliar airport with a control tower below the class B airspace. She was up for the challenge and we flew down that morning, made a few laps in the pattern and then she was ready to test. The checkride went very well. The next day, Isabella took her younger sister, Daniela, up as her first passenger.

Isabella returned to Brazil to finish high school and will be returning to us upon graduation in November, ready to complete the instrument, commercial and flight instructor ratings. This young lady is fluent in English, Portuguese and German and is an accomplished violinist—but flying is her passion.



## SISTERS OF THE SKIES

By Naraline Coak - Long Island Chapter

In April, the French borders were still closed, but French citizens could enter the country. Luckily, I'm a French citizen and my sister, Sandra Gamby, works for United Airlines. I was able to fly to Paris with her to visit our two other sisters, Shealia, who lives in Lille, and Shannon, who lives in Nantes. It was a great time to travel because the airplane was practically empty.

With our masks firmly in place, we left on April 24, from Newark, New Jersey aboard a Boeing 787-10. I was excited to see that one of the pilots of the airplane was a Black woman, and as the crew was doing pre-flight safety checks I asked a flight attendant if I could introduce myself. I met Captain Theresa Claiborne and the First Officer as they were finishing up their checklist; I said I was a pilot and joked that if they needed any help I was in the back!

The First Officer offered me his seat and Capt. Claiborne and I posed for a photo. She asked me if I was a member of the organization called Sisters of the Skies, which she co-founded along with two other Black women pilots. She proceeded to tell me that Sisters of the Skies—SOS for short—is a non-profit for professional Black women pilots, who represent less than one-tenth of a percent of all commercial pilots in the United States. The goal of SOS is to grow that number exponentially through mentorship, scholarships, and professional development.

For more information visit [sistersoftheskies.org](https://sistersoftheskies.org)



# *Flying Adventures, Northern Style*

By Rebecca Burghy, *Intermountain Chapter*

## Adventurous (adj): Willing to try new, unusual and exciting things

**Y**ou may have seen Air Canada 777 Captain Judy Cameron's jaunty smile and captain's cap on a Canadian 99s postage stamp, or had the pleasure of meeting her in person at an aviation event. Her love of flying, good humor, and brimming enthusiasm for all things aviation uplift everyone she meets. Her remarkable 23,000 hour, 40-year global flying career inspires us all to pursue big dreams, and to wonder how she embarked on such an adventurous life.

A native of Vancouver, British Columbia, Judy was raised by her single mother, Betty Evans, who served as a homefront secretary in the Royal Canadian Air Force in World War II. Evans was a very positive, determined lady, who had endured the hardships of the Great Depression and the war. While they didn't have much materially, Cameron says, "Mum is a primary reason I became a pilot. She never discouraged me, never told me I couldn't do that. She offered unstinting support and encouragement to try new things and pursue my dreams." (One exception was the motorcycle 17-year-old Cameron brought home. Evans did not approve, but after the initial shock, she was a good sport and hopped on the back for a ride.)

In 1973, Cameron finished her first year of Arts at the University of British Columbia and found a summer job working for Transport Canada, who hired her to survey pilots at local airports about "Itinerant Aircraft Movements." The agency had discovered that the (mostly) male pilots were much more cooperative answering questions from a young woman, rather than a young man, and Judy's outgoing demeanor was ideal for the job. Hanging around airports naturally led to offers to fly, and Cameron took her first flight with a flight instructor candidate she had known in high school. "I had no idea how I should act as he took us through stalls, spins and weightlessness, so I treated it like a ride: screaming 'Waahoo!' at the top of my lungs," she recalls with a grin. "It was a blast. And I knew I wanted to fly as it was more fun than going fast on the motorcycle!"

Cameron began to explore opportunities for learning to fly. "Knowing nothing about being a pilot, I asked around about training and flying careers, learning that crucial difference between bush pilots and airline pilots—airline pilots have nicer uniforms," she says. She decided to pursue training at the Selkirk College in Castlegar, with an eye towards an airline career. Cameron rode her motorcycle the eight hours to the college, impressing the motorcycle-riding chief flight instructor and earning her place as the only woman among 30 men in the two-year course of study. The tough curriculum required intense study, and she had no money, but Cameron persevered, selling her motorcycle and taking on student loans to cover the expense. That determination paid off she became the first woman to graduate from Selkirk's Aviation Technology Program in 1975.



*“I never thought of myself as a pioneer. I just discovered flying, loved it and wanted to pursue it as my career.”*

Ratings in hand, Cameron worked for a few small aviation operations in British Columbia, doing whatever routine jobs were needed and earning her way into the cockpit. She flew co-pilot on charters before hearing of a job opening with Bayview Air Service in Slave Lake, Alberta. After meeting her, Bayview’s eccentric chief pilot took a gamble on Cameron, hiring her to fly the Douglas DC-3. She earned her endorsement on the classic aircraft shortly before Bayview went bankrupt. She moved on to Gateway Aviation, whose staid chief pilot thought Cameron was a safe bet as a long-term employee because “the airlines would never hire a woman.” She was soon piloting their DC-3s in Inuvik, Northwest Territories, gaining invaluable northern flying experience, learning firsthand about the rough and tumble of rolling fuel drums in frigid temperatures, and coping with harsh, fast-changing weather. After a year of northern duty, she moved to Edmonton to fly Gateway’s Hawker-Siddeley HS748 turboprops, accumulating more hours and experience while applying for airline jobs.

A few months later, Air Canada called Cameron for an interview. With her DC-3 “heavy” experience and almost 2,000 flight hours, she became Air Canada’s first female pilot in 1978. Over the years with Air Canada, she would fly the L1011, DC-9, A320, 727, 767, and 777, achieving her first captaincy in 1997 on the DC-9, and later on the A320, 767, and 777.

In the early days, Cameron recalls, the captain flying the aircraft would often say to her, “I’ve never flown with a female pilot before.” Her standard response soon became, “Neither have I.” As Air Canada hired more women pilots and Judy upgraded to captain, more women entered the field, and she could say, “Now I have flown with female pilots.”

Being the first woman at the airline brought extra pressure for the then-23-year old, as she endured a great deal of publicity, often dealing with insensitive reporters both male and female. Later, Cameron coped with the challenges of pregnancy at a time when maternity leave was very limiting, and potentially harmful to her career trajectory. She credits the pilots’ union with assisting her, defending her seniority and earnings ability during those rocky days. Becoming

a single parent herself when her two daughters were quite young, she flew mostly “morning milk runs” so she could be home with her girls each night. While she may have missed out on some exciting trips in those early years, she made up for it when her daughters were older, flying to Rome, London or Shanghai, staying over on winter trips to Barbados, and packing her trusty running shoes to get out and explore each new place.

Cameron retired in 2015 as an Air Canada Boeing 777 Captain, with 37 years of flying adventures and memorable moments. “I have had the best career in the world, and worked with so many wonderful pilots and crew,” she says. In recognition of her outstanding career, she was awarded the 2015 Elsie MacGill Northern Lights Award for Flight Operations. The Northern Lights Aero Foundation (NLAF) encourages young women to embark on aviation and aerospace careers, an effort Judy now wholeheartedly supports as a NLAF Director. She is a key fundraiser, who enjoys educating young women about the myriad opportunities offered in aviation careers, and donates any speaker fees she earns to the foundation.

In September 2019, Air Canada announced the establishment of the Captain Judy Cameron Scholarship, committing to award \$20,000 per year for three years. Cameron says she loves being able to call each recipient to share the good news of the awards, helping the next generation of women follow in her trailblazing footsteps. “We want to assist women who might not be able to afford their flight training or aircraft maintenance training achieve their careers in aviation and aerospace,” she says, adding “I never thought of myself as a pioneer. I just discovered flying, loved it, and wanted to pursue it as my career.”

Today Cameron lives in Oakville, Ontario, with her retired airline pilot husband, enjoying hikes, being outdoors, and spending winters in warmer climates. She has another motorcycle and still likes going fast on two wheels. (Her sharp and independent 97-year-old Mum, living with them during the pandemic, decided against another motorcycle ride.) Cameron took some aerobatic training upon retirement and plans to spend more time upside down soon, the latest in her lifetime of flying adventures.



# Let's Fly Now!

## First Flight Program – Soaring Again

By Myra Bugbee, *Florida Goldcoast Chapter*

**A**fter more than a year, The 99s flagship Let's Fly Now! First Flight Program is soaring again. Approximately 20 events in the U.S. and Canada were planned for 2020. Then COVID-19 grounded them all.

What is the Let's Fly Now! First Flight Program? It is an initiative in which 99s, Friends of The 99s, and other certificated pilots share their passion by taking passengers on a first flight. By targeting women of flying age, we are able to make an immediate contribution to the pilot deficit that is predicted during the next decade. Focusing on women separates our program from the EAA Young Eagles Flights, whose purpose is to fly children. However, we are also happy to invite men and youth into our airplanes. The program helps passengers explore dreams and ideas for their futures that they may have never thought of, or that no role model ever helped them explore.

Although COVID-19 stopped our flights, your Let's Fly Now! First Flight Program Team has been hard at work. We developed an online registration program, which enables 99s chapters and sections to create an event AND for pilots and passengers to register for events. The Let's Fly Now! First Flight Program is one strategy in our arsenal of marketing tools. The online registration program also helps achieve one of our early goals—tracking the value of the program by identifying how many of our passengers become pilots and 99s.

The Paradise Coast 99s held a successful Let's Fly Now! First Flight Program on May 15. The Treasure Coast 99s scheduled an event for May 22 and had to reschedule twice because of COVID-19 and winds gusting to 31 kts. Their event was planned for June 9. The Texas Dogwood 99s had an event scheduled for June 12. Thanks to all for supporting our Let's Fly Now! First Flight Program, and for being the first to use our new online registration platform.



May 15 at Punta Gorda Airport, Florida, started with calm winds and beautiful blue skies. The Paradise Coast 99s arrived by 8 a.m. eager to share their passion for flying. After departing to the northeast, the enthusiastic passengers, ranging in age from 14 to 30, flew a five-mile extended pattern over the city of Punta Gorda and Charlotte Harbor. Those in the front seat were introduced to the “sight picture;” they flew straight and level and tried gentle turns and steep turns, which is easy for those who play video games. They learned that flying is smoother over water than over land. It was nice to have local passengers who could point out points of interest such as the water tower. Many of those participating in the event were from the Fort Myers High School Aviation Program and from the local Aviation Technical Program. As they exited the airplanes, passengers grinned ear to ear and could be heard saying, “That was amazing!” and, “It wasn’t scary at all!”

While four airplanes were expected for the event, one was lost to a mechanical issue and another lost its pilot to a broken leg. The two participating pilots are both CFIs; Terry Carbonell flew a Cessna 172 and Jessica Stearns flew her Piper Cherokee. Having CFIs at the helm sparked interest and imaginations. Of the 18 passengers, seven registered as Student Pilots and three as new 99s—quite a success! Two highly motivated young ladies (twins) found The 99s website and researched the event by themselves. They drove nearly four hours one way from Miami across the state to Punta Gorda, and were the first to register as student pilots and then as 99s. Another participant, a 22-year-old young man, plans to begin a program to become an A & P in the fall. He spent extra time with his pilot and looked over the aircraft from a mechanic’s view, asking questions such as, “How does the aileron help the plane fly?” and, “What does the pitot-static system do?” His pilot explained that he may need to learn to explain information about the airplane and its systems differently when speaking to female aircraft owners than to male aircraft owners, in a way that conveys the information without being condescending.

“This was a great experience for the passengers and even better for those with some aviation experience,” said Ellen Herr, chapter administrator for the Paradise Coast Let’s Fly Now! First Flight Program. “Every passenger exited the planes with a huge smile on his or her face.” She also credited the vital work of the ground crew, who helped in a variety of ways, including registration and making sure paperwork was done properly; static displays; safety briefings; calligraphy on the certificates and logbooks; weight and balance; photography; escorting passengers to and from the airplanes; and finally, registering new student pilots and 99s.

Is your chapter ready to host a Let’s Fly Now! First Flight Program? I encourage you to start planning now. Be sure to record your chapters’ vote to support an event in your minutes. Then go to the members only section at [ninety-nines.org](http://ninety-nines.org), click on Create New Let’s Fly Now Event and follow the directions. Feel free to reach out to me with questions, and look for an upcoming webinar that walks you step-by-step through the online registration process. Share your passion! Whether from the air or on the ground, we have a way that you can help contribute to a successful event.

*Explore* the wonders of aviation!  
*Discover* the magic of flight!  
*Imagine* your possibilities!





By Dea “Cooper” Payette, *Bakersfield Chapter*

**I**t was a crisp, cold morning typical of the Southern California coast. Luckily, the fog had already burned off by the time I arrived at 9 a.m. to the Santa Paula Airport from Bakersfield. The winds were gusting their usual 20 knots, so I placed my hair in a bun knowing that it would be blowing wilder on the open airfield. I was ready to meet the other three adventurers scheduled for today’s activity and my stomach was flipping from nerves and excitement. As I entered the security gate, the familiar sounds of engines throttling up and the cool breeze on my face was calming. Today was different for me because I would not be flying the airplane at all. I would be wing walking on top of the plane. This was to be an experience of a lifetime. After five years, I would finally be able to check this off of my bucket list.

I found the owners of the shiny red 1943 Stearman preparing for the day’s flight. Co-owner Marilyn Mason is very charismatic. Her love for the sport is obvious when she is sharing all of her experiences that led up to her being a wing walker. She informed me that in fact I would be the only participant, which would turn out to be awesome for me at the end of the day. She fitted me for the harness and I was able to find some cool goggles. I did not realize how large the bi-plane would be, having only seen them from a distance at air shows and in books.

Since I was the only one going up for the day, we were able to train at a nice pace. First, Marilyn showed me the ropes—

actually teeny-tiny safety wires—which I would be holding on to while I meticulously placed my feet in the exact spots required during my climb up onto the wings. Some of the foot holdings were small so my feet positioned well, but the climb was a bit of a challenge. I am only 5’3,” so I had to do a very stretched lunge plus pull myself up. Marilyn mentioned that I shouldn’t be surprised to find bruises the next day. Once I got the moves correct for the climb, we progressed to the upper wing movements. This was exciting because I could visualize what it was going to be like when I stood up there during the flight. The third part of training is climbing to the wing. This is actually nerve-racking because you have to bring in your flight-training knowledge and recognize that there will be wind vortices from the propeller affecting your efforts to relocate your body without losing your grip. While waiting for the wind to calm down, I practiced each of the moves at least 25 times; staying active passed the time and built the necessary muscle memory.

Mike, the pilot and co-owner of Mason Wing Walking, came around to complete a last-minute check of equipment and set up the GoPro cameras along the wing, front and back of the airplane. It was quite amusing to me that he and I are both reserved with a quiet disposition. We didn’t speak much but we didn’t need to, since we would communicate only with hand signals and eye contact during the flight. It was 3 p.m. now and sunset was expected to be around 6:30 p.m. The winds were finally calm enough that it was time to take off. We lifted off the runway and suddenly the thought, “Oh my—can I

remember what to do?” burst into my mind. It was a moment in which I truly had to be confident in my abilities. I love being a pilot because I have full control of my aircraft, but as we were climbing to altitude, I had the realization that I would not have control of the plane and had to put my full trust into this pilot that I had just met.

We crossed over toward the mountains, which appeared blue from the winter sky. I was enjoying seeing everything up there, being in an open cockpit, and for a moment I forgot that I had a greater feat to achieve. I felt Mike rock the wings and my heart skipped a beat. That was my signal to unbuckle and start my steady climb out of my seat. I had to remember to continue to breathe without allowing too much air into my chest. If I opened my mouth too much, I could get dry mouth and even have it stuck open for the duration! (Apparently it is common for people to hold their breath from excitement, too.) When I stood up, the wind hit me and I had to take a moment to adjust my breathing technique, as well as a brief second to evaluate my next move. A single safety cable connected me to the plane. My life was in my hands—and Mike’s.

Thank goodness I had worn exactly what Marilyn had recommended. I did not have to worry about my clothing getting caught in the harness, wires, or flapping annoyingly. I gradually climbed up onto the wing and stepped onto the platform where I buckled in. This was the only time I was truly fastened to the plane. I looked back at Mike to signal that I was ready for the aerobatics. Each time he began the rolls, loops, and hammerheads I felt my body forced back against the restraint. During the first roll, I tried to lift my arms up to wave to the cameras, but the wind kept them pressed against

my body. As we came out of the loops, I felt weightless and everything floated outward. My feet lifted off of the platform and I imagined this is what it must feel like to be in space. It was an unexpected optical illusion to see the earth whirl around me although I was doing the rotating. Mike then flew me through the mountains and ravines. It was absolutely the most phenomenal view. I forgot that I was on top of a plane and it felt like I was flying like a bird. I could have gone on for hours.

I was awakened from my daydream with the rock of the wings. It was time to release my safety belt to climb down and venture out onto the lower wing. As I took my first step onto the delicate frame of the lower wing, I was quickly reminded to concentrate on my steps. I had to make sure that I kept my body at an angle that I didn’t get whooshed off the wing. The wind from the propeller thrust my foot about wildly. I kept repeating the rules in my head to keep a good grip of the wires with at least one foot and one hand at all times. Whew, I made it onto the wing mount. I secured myself by folding my legs around the javelin and then relaxed to enjoy the scenery.

It was a blessing that the other participants did not show up. I was able to get more wing-walking time and flight time and enjoyed the sunset with the Mason family as they downloaded all of the photos and videos. It was interesting to learn that their children help train and are involved in many areas of the business. Their daughter gave me an exclusive challenge coin for successfully completing this experience of a lifetime. I have been on many extreme excursions, like skydiving, and nothing compares to the thrilling and daring journey of wing walking. The bruises I got were a badge that I was a true warrior. It was empowering. It was the perfect day.





## *Wings of Gold*

Interview with

### **Royce Clifford**

By Helen Case, *Western New York Chapter*

**R**oyce Clifford has led an impressive life. From 1981 to 1997, she served as an Ear, Nose, and Throat surgeon in private practice. While doing so, Royce found time for her passion to fly and in 1989, she became a private pilot at age 49. In 1997, she went on to become a reservist in the Navy. Entering as a Lieutenant Commander, she was promoted to Commander just a few years later. She went on to receive her “wings of gold” flight surgeon wings in October 2000. Calling it the best thing she ever did, she cherishes those wings even more than her medical degree.

Her first squadron as a flight surgeon was in 2000. They flew a two-seater F/A 18; Royce says jokingly that she coerced them into letting her fly with them. In 2004, she became a flight surgeon for the Marines, and served as Senior Medical Officer aboard an aircraft carrier from 2007 to 2009. Far from retired, she is currently researching a cure for tinnitus. When she isn't, she enjoys walking, playing the piano and, of course, flying.

Royce's vast array of experiences has prompted her to begin writing a book about her life. In the meantime, we asked her a few questions to get to know this remarkable woman.



### **Was this always a dream of yours, to be a pilot, a Commander, and a flight surgeon?**

I liked the operational side of being a flight surgeon and Commander—being a little part of history in Iraq, and being on the largest capital ship in the largest world Navy was pretty awesome. It was certainly never a dream of mine. I had never even considered joining the Navy. I was always going to be a doctor, and I never considered being a pilot until my husband dragged me into it in 1980. I joined the Navy as a Reservist a few years before 9/11. Then 9/11 changed my life, and I just let it happen. I was mobilized to go to Iraq and spent seven months there as a flight surgeon for the Marines. When I got back home, some Navy personnel approached me about doing an Aerospace Medicine Program, which is a prequel to being in charge of the Medical Department on a carrier, and I said, sure, why not. I never planned for it to happen, but I did let it happen.

### **What was life like on the carrier?**

Wow. Life on a carrier. The logistics I guess were like any college dorm—as a Commander, I had my own stateroom and bathroom. There were good parts and bad parts. There was no real down time—I was on call medically for all emergencies, and anything that happened in medical was directly my responsibility, whether I knew about it or not. Our carrier had about 10 percent women—not quite enough to feel at ease, but enough to feel special. We are an elite group: I was the third female to serve as the Senior Medical Officer on a carrier, and I’m not sure how many have done it since then. Being a Department Head on a Carrier is pretty privileged—people stand up when you enter the room—it takes a while to get used to. The women on the ship were very happy to be there and proud of helping to run the ship. We felt like we had invaded a very male world.

### **What are some challenges you faced as Senior Medical officer aboard the ship?**

There were a few challenges that I can remember. First and foremost, everybody knew me from the first day. When I first came aboard, I remember trying to find the Medical Department. It takes about three weeks to figure out fore and aft and where you are in the ship. Someone came up to me and started talking about a patient I would be seeing. I asked her, “How did you know who I was?” She laughed and said, “Everybody knows who you are. You’re the new Senior Medical Officer!” It was somewhat disconcerting, but after a while, I realized that for better or worse, whatever I did would be public.

The second challenge was talking in public. I am a pretty quiet person, and I always had to write down everything I was going to say in a talk or lecture. But I was in charge now, and we had daily meetings first thing in the morning in the Medical Department and in the evening when I reported to the Executive Officer and all the Department Heads. There was no time to practice a speech. I looked around the first day and said, “Well, I’m going to have to do this.” At first, I would still plan out the things I wanted to talk about: issues, encouragement, admonishment, etc. After a while, those lists got shorter, and I found that if I was spontaneous, that was the best course.

The other challenge was trying to find the time to go flying. I felt guilty leaving the Medical Department to “go have fun” in whatever jet I could find. It’s such a unique experience on the carrier: catapult shots, flying upside down almost touching the ocean, flying in tight formation, and landing on a postage-stamp-sized deck. I wouldn’t have missed it.

### **What would you hope your legacy would be?**

I hope that I left the Medical Department a happier and more productive place than when I joined it. I hope that I was a bit of a role model for women who came after me.

### **Can you talk about your current research on tinnitus? What are you hoping to accomplish/why? What are you working on currently?**

I am part of a Veteran’s Administration research grant to identify genes that are associated with ringing in the ears. It’s called Million Veteran Program, and so far, about 750,000 veterans have signed up, filled out forms answering questions about their health in general, and have had their genomes run. We are comparing their answers about tinnitus and hearing loss to their DNA, and analyzing the data that emerges. It’s fascinating. We hope with this identification of the relevant genes to someday be able to find the right medication or treatment to actually cure it.

### **Are there things that you have learned about life in general that you feel have helped you be so successful?**

I’ve always thought, “Well, if that guy can do it, certainly I can.” I learned this in medical school: It doesn’t really matter what you are learning, but it’s important to be studying something all the time. It all comes together in the end. Studying challenging things, like medicine and flying, keeps me feeling young. And, I’m doing what I enjoy. I love discovering new things in this world.

# WASP

## *Homecoming*

By Rebecca Burghy, *Intermountain Chapter*



## MAY 8TH, AVENGER FIELD, SWEETWATER, TEXAS

The gusty West Texas wind welcomed WASP family, friends, and pilots to Avenger Field in Sweetwater, Texas in early May for the WASP Homecoming. It was a sharp reminder of the challenges those determined young women faced when arriving at Avenger in the early 1940s for their flight training as WASP (Women Airforce Service Pilots). The constant crosswinds honed their piloting skills as they overcame the obstacles of being some of the first American women to fly military aircraft, serving their country on the homefront to free male pilots to fly and fight overseas. Among other flying duties, these capable ladies flew every airplane in our military arsenal, from fighters to heavy bombers, testing and delivering them to bases all around the country.

This year the WASP Homecoming celebrated the festive grand opening of the new WASP Museum hangar, with activities for youngsters and interesting exhibits showcasing the WASP story. It was also bittersweet, marking the first time that none of the approximately 23 living WASP were able to travel and attend. There was, however, a sizable turnout of family, friends and fans to honor them, share their stories and enjoy the wishing well, memorial wall, and the vintage aircraft fly-in. Pilots from several states brought 11 BT-13s Vultee Valiants (the primary trainer for the WASP), a P-51 Mustang, a Beech 18, and vintage T-6 Texans including one flown by Katie March, granddaughter of WASP Marie Barrett Marsh. From Laughlin AFB, 47th Flying Training Wing Vice Wing Commander Carey "Mamba" Jones led a group of U.S. Air Force women pilots in their modern T-6A Texan II Trainers, and spoke movingly of the continuing impact of the WASP. Three WWII male veterans of different services were able to attend, along with Mercury 13 pi-



lot Wally Funk, and Southwest Airlines/U.S. Navy pilot Tammie Jo Shultz.

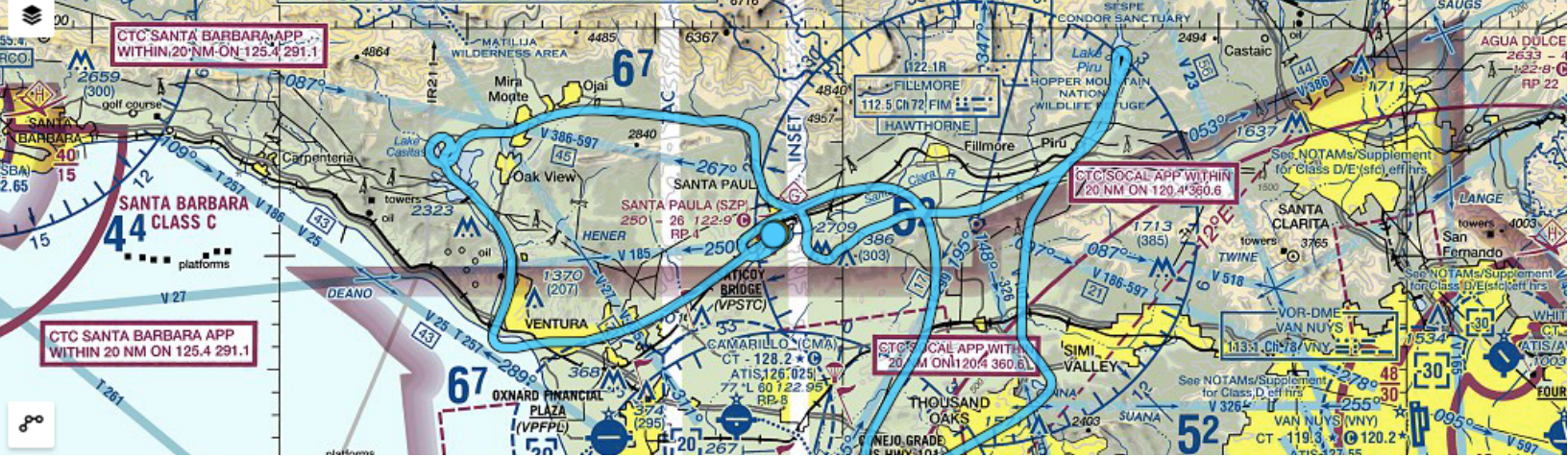
The town and people of Sweetwater have been tremendous supporters of the WASP from the beginning, and continue to be wonderful and welcoming hosts. Guests enjoyed a special evening celebration, "Sunset on the Square," with live music, food trucks and fun downtown.

It has been a longstanding tradition for WASP to return to Sweetwater each year to renew friendships, reminisce, and share their stories of service to our country. They fought for decades to receive official status and recognition of their military service. That recognition was finally granted in 1977, and honored with the Congressional Gold Medal in 2010. The impact of their service, sacrifice, and determination resonates to this day as women pilots now serve in every military branch.



Wally Funk and Tammie Jo Shultz





# Geocaching in the Air

## How the VC99s Overcame 2020

By Barb Filkins

It's a Tuesday night in August 2020. The Ventura County 99s (VC99s) Board was struggling to define a fun event that could bring the chapter together, help challenge and sharpen our flying and navigation skills, and meet COVID-19 protocols. And then a plan came together ...

Diane Grizard brought up the idea of a "flying rally: where teams could navigate to different latitude/longitude points and identify the feature at that point." A local geology professor helped the chapter come up with the creative name for the event.

Geocaching is a real-world, outdoor treasure-hunting game using a GPS-enabled device. Land-based participants navigate to a specific set of lat/long coordinates and attempt to find a container—the "geocache" or "cache"—hidden at that location. Adapting the concept to aviation required modification; rather than finding a "cache," the goal was to take a picture of the landmark at a designated lat/long and assigned altitude.

The event committee chose seven landmarks around the Ventura County area that participants could hunt for using the coordinates and altitude provided.

Planning the event had its challenges. Safety was a major concern. Each team had to have at least two people on board, so no one was trying to pilot, do geolocation, and take photos at the same time. Trying to conduct it as a competition did not meet with much enthusiasm. Instead, the chapter successfully shifted the emphasis to education—teams could choose to fly the course any time during a period of several days, and email pictures to the event committee.

The participants consisted of teams of two (or more) pilots per plane. They departed from one of the local airports (KCMA, KOX, or KSZP) to hunt for the landmarks using the coordinates and altitude provided. The teams regaled Chapter members at the VC99s Christmas party where each team presented their "cache," shared stories and received participation awards. All five teams who were bold enough to take on this challenge felt it was rewarding and fun.

### The Teams

- Team 1:** Kevin and Diane Grizard
- Team 2:** Mignon Gery and Janeen Gaul
- Team 3:** Brenda Corby and Susan Ying
- Team 4:** Luz Schaible and Stephanie Corbell
- Team 5:** Wendy Lascher and Art Friedman

The VC99s plan another challenge for 2021, making it an official education event and one that could provide benefits for outreach to the non-flying community as well. Visualizing geological features with lat/long coordinates could be the basis for outreach to STEM programs, and also help communities develop understanding about local watershed issues and the impacts of conservation.

To add to the success of this endeavor, our good friends at Lightspeed Aviation caught wind of our event and interviewed some of the organizers and participants. The VC99s would like to thank Lightspeed for their March 2021 blog-post "Geocaching in the Air: How the Ventura County 99s Beat the COVID Blahs | Lightspeed Aviation" ([www.lightspeedaviation.com/blog-posts/geocaching-in-the-air-how-the-ventura-county-99s-beat-the-covid-blahs/](http://www.lightspeedaviation.com/blog-posts/geocaching-in-the-air-how-the-ventura-county-99s-beat-the-covid-blahs/)) which promotes the creativity and success of the VC99s imaginative and successful geocaching event.





**Julie Paasch**  
*Air Hearts-Utah 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 happens when an item is unsatisfactory on a checkride?***

“That was unsatisfactory” are the dreaded words applicants sometimes hear. I can empathize with the applicant and to be honest, it isn’t fun for us as examiners when a student doesn’t pass. Hopefully, the applicant can treat the setback as a learning experience and use the opportunity to improve during their recheck, as well as their overall skills and knowledge as a pilot.

Applicants and CFIs will often ask if there is a “quota” for how many people examiners are required to fail on a checkride. The answer is a firm no. If someone deserves to pass and meets the standard they should pass and if someone doesn’t meet the standard then they will not pass. All the guidance we follow as examiners are in the public documents Order 8900.1, Order 8900.2 and 8000.95. Nowhere in these documents does it tell examiners they have to fail a certain number of applicants.

If something is unsatisfactory on a checkride, in most cases, the examiner will tell you at the time. For example, if an applicant lands short on a short field landing, the examiner will tell them after the landing is completed that they didn’t meet the standard. At that point, if both the applicant and examiner agree, the applicant can continue with any remaining tasks on the checkride. (If something is unsatisfactory on the oral test, however, the applicant is not allowed to continue on to the flight.) I always recommend that the applicant continue with remaining tasks if they feel up for it. That way if there is something else that is unsatisfactory, it just gets added to the list for the recheck.

If an applicant is preparing for a recheck, technically they can do it the same day, and they are also not required to go with the same examiner. However, I recommend discussing this with the initial examiner. First, the applicant will need some retraining from a CFI, which shouldn’t be rushed. Someone once told me: things we are good at we do well under pressure, things we are not good at we do worse under pressure. I have had applicants come back the next day and fail again on the same task because they were “just trying to get it done.” It makes sense to take time to digest the training and come back strong and confident for the recheck.

The applicant will also need to fill out a new 8710-1. Lastly, there CFI will need to give them a new 61.49 endorsement that states they have been re-trained and prepared to re-take the practical test. This all has to take place within 60 days of the original test date or the practical test has to be started over again. A discontinuance and/or disapproval does not re-set this clock.

Many people will fail a checkride sometime in their career and it’s not the end of the world. I think it’s important to keep it in perspective, take accountability and learn from your mistake. You will be a better pilot at the end of the day.



## Setting the Right Goals

By Donna Miller

**On Goals:** “You’ll know when you’ve hit on the right ones. They’re the ones that will still call you no matter how challenging things get. They’re the ones that make your life better just by chasing them.” - *Meb Keflezighi*

There was a time in my aviation career that I flew professional sports teams. We flew basketball and hockey players in the winter and baseball teams in the summer. We got tickets right behind the dugout to every game. I can’t say that it was completely lost on me; it was fun to banter with the guys that we got to know quite well. “Nice landing—The SECOND time,” one of the San Diego Padres baseball players chided me after we had to go around because of traffic on the runway. “When you strike out, 78 people don’t DIE!” I responded with a grin. “Oooh! Ya got me there,” he responded and we both laughed. But it wasn’t until I returned to American Airlines and a flight attendant said we had a marathon runner whose name she couldn’t pronounce in First Class that I finally felt that starstruck, teenage giddiness and just HAD to meet my hero: Meb Keflezighi.

I’m currently reading Meb’s book *26 Marathons* and I am more in awe of him now because of his wisdom and process than I am of his amazing marathon records. Sure, he’s won the New York Marathon, the Boston Marathon and has an Olympic Marathon

medal. But what he describes in preparing for every race he has run in his career is exactly what it takes to be successful in life. His guidelines can also apply to our aviation careers. Sure, there are setbacks and defeats. But Meb’s attitude and strategy are what keep him going and looking ahead to the next challenge, even if this one didn’t go so well. What keeps us coming back when we feel like we’ll never find the finesse of a perfect landing? Why do we feel it necessary to come back to “finish what we started” if a checkride didn’t go well? Because we’ve hit on the right goals. Our lives are better because we continue to chase them.

I’ve written before about wanting something enough. There are days we have all questioned our choice of an aviation career or vocation. It’s expensive, it can be frustrating and exhausting, and some days are just downright frightening. But how perfect to know that you’re on the right track when you feel that your life is truly better because you are pursuing your heart’s desire. What can we learn from our training flights that didn’t go so well? How can we take those lessons into our future flights and on to our every checkride? When we are successful, do we take time to remember what we did, how we prepared both mentally and physically for the test? We are here. We have set our goals. And we are better because we are chasing them.

## Books

### FLYING WITH A DRAGON ON OUR TAIL

in the Historic 1987 Paris-Pekin-Paris Air Race

Authors: *Judy Lund-Bell & Jim Bell*

Published by LundBell Books LLC | [TheFlyingBells.com](http://TheFlyingBells.com)

ISBN (paperback) 978-1-7356566-1-8 • ISBN (eBook) 978-1-7356566-2-5 • ISBN (audiobook) 978-1-7356566-3-2

The Bells’ book is about an era that anyone who flies wished still existed. It is a rollicking-good narrative of a race where, as Judy put it, “people wondered just how crazy we were.” As stated on the book jacket, “History was made as Judy became the first American female private pilot to land an aircraft in the People’s Republic of China.” The Bells threw caution to the wind (literally!) and undertook an adventure that provides one of the best flying tales I’ve read in a long time.

Judy is now 81 and isn’t a current pilot, but the adventuring spirit still showed in all her emails to me when we connected about her book. I appreciated the opportunity to help her reconnect with some 99s she met along her way. This is really an enjoyable read.

- Jacque Boyd, *Rio Grande Norte Chapter*



# Milestones

## Debby Artman

Instrument - *Treasure Coast*

## Isabel Burton

Private - *Orange County*

## Sonia Bynum

Instrument - *Columbia Cascades*

## JungYeun "Maria" Choi

ATP - *Florida Suncoast*

## Chris Cox

Commercial Helicopter,

Private - *Orange County*

## Meredith Datena

Multi-engine - *Columbia Cascades*

## Amberly Dicey

Private - *Kentucky Bluegrass*

## Dominique Durand

Fixed-wing and CFI - *Lake Charles*

## Rebecca Erb

Commercial - *Bay Cities*

## Shae Erlandson

Solo - *Wisconsin*

## Lora Gallman

Commercial - *Oklahoma*

## Hannah Garner

Tailwheel - *Arkansas*

## Joan Hammel

Solo - *Santa Clara Valley*

## Maki Honda

Private - *Santa Clara Valley*

## Sheila Jessup

Private - *Bay Cities*

## Isabella Jordao

Private - *Wichita Falls*



## Rene Kassie

Solo - *British Columbia Coast*



## Megan Kojima

CFI - *San Fernando Valley*

## Carla Ladner

Private - *Lake Charles*

## Rainbow Li

CFII - *Air Hearts-Utah*

## Kylee Madsen

CFI - *Air Hearts-Utah*



## Sophia Maravilla

Instrument - *Treasure Coast*

## Annie McLaughlin

Private - *Los Angeles*



## Rachel Meitler

Instrument - *Antelope Valley*

## Katie Mullins

CFII and Multi-engine - *Lake Charles*

## Pam Nichols

CFI - *Air Hearts-Utah*



## Chioma Onyedikachi Okoro

Private - *British Columbia Coast*

## Elisabeth Penderghast

Instrument - *Air Hearts-Utah*

## Haley Randel

Commercial - *Bay Cities*

## Anna Rubianes

Solo - *Bay Cities*

## Sherry Saavedra

Private - *Orange County*

## Melissa Sandstrom

Private - *Arkansas*

## Monica Schuster

Solo - *Wisconsin*

## Nancy Sliwa

Cirrus Vision

Jet Type Rating - *Santa Clara Valley*

## Marcie Smith

Cirrus Vision

Jet Type Rating - *Santa Clara Valley*

## Kendall Sinosky

Private - *Orange County*

## Cassi Terry

CFI - *Oklahoma*

## Stacy Uebelhor

Private - *Greater Seattle*

## Madeline Ungurain

Commercial - *British Columbia Coast*

## Nic West

Private - *Los Angeles*

## Tiffany Wijepala

Private - *British Columbia Coast*

## Christina Williams

Commercial - *Hampton Roads*

## Amanda Willson

Solo - *Colorado Chapter*



## AFRICAN SECTION

A Sudanese proverb goes, “Our desire is to bequeath two things to our children. The first one is roots; the other one is wings.”

In line with the core mission of The 99s organization to promote the advancement of aviation through education, scholarships and mutual support, the African Section of the organization has undertaken various activities across the continent in the spirit of ensuring African children are bequeathed wings to share in the passion for aviation.

In January this year the African Section 99s partnered with Airbus Foundation to roll out the Airbus Little Engineer (ALE) interactive digital program in Malawi. The aim of the project was to educate youth between ages 10 and 16 years old within the community in Malawi with respect to science, technology, engineering and mathematics through series of interactive online 3D modeling workshops. The students were encouraged to understand and embrace technology and ignite a passion that could grow into an exciting STEM career. The exposure to cutting edge technology has not only equipped the participants with the tools to solve age-old problems with modern approaches but also instilled curiosity about the power of artificial intelligence to provide creative affordable solutions.

The African Section of The 99s maintains close cooperation with the other chapters across the world in order to continue to add value to its members. Thanks to the members of the German Section as well as Elisabeth Helimeyer, who kindly donated funds to us, we were able to pay for the membership for a new member who has plenty of potential and needs assistance towards her pilot license. The admission to the circle of professional aviators has offered her invaluable mentorship, which has since seen her make tremendous progress towards the achievement of her objective of becoming an airline pilot.

We also purchased seven drones where we teach students to assemble and program the drones to fly. As drones are the future of Africa, we believe giving the students the opportunity to build and program the drones gives them many skills, such as motor skills and hand eye coordination; teaches them coding and the laws of physics; develops soft skills and many more via hands-on learning experiences. With Africa’s terrain and poor infrastructure, the skies are the next frontier for the solutions that Africa needs.

The commitment of the organization to spearhead this technological revolution is such that the Governor of the African Section 99s, with her personal funds, invested in robotics and coding kits to embark on the next phase of the grass roots program that the African Section 99s plans to roll out.

The African Section 99s also partnered with Aviation Junction Flying School in South Africa. The school in South Africa provides 99s members exceptional training discounts and packages for Private Pilot License and Commercial Pilot License. If anyone is interested in completing a flying license in South Africa whilst on holiday, they can get in touch with the African Section 99s for facilitation.

However, we realize that a child cannot be single-handedly raised without the help of a larger community even in the bequeathing of roots and wings. As such, the African Section 99s is requesting the assistance of any members or chapters interested in getting involved and partnering regarding the projects of the African Section 99s. Please contact them directly at [africansection99s@gmail.com](mailto:africansection99s@gmail.com).



– Amina Jarso Mokku

## APPALACHIAN AVIATRIXES CHAPTER

The Appalachian Aviatrixes Chapter held their annual jewelry assembly April 10, 2021. Each year the chapter meets to make necklaces and earrings with airplane and helicopter charms. The jewelry is sold at the chapter Ninety-Nines booth during various airport events. The jewelry charms are donated and each year the chapter makes several hundred dollars for its scholarship fund from the sale of the jewelry.

Members of the chapter sold jewelry and other items during the Air Power History Tour May 27-30, 2021. This year, the History Tour brought FiFi the B-29 Flying Fortress, a P-51 Mustang, a T-6 Texan and the PT-13 Stearman.

- Janice Pelletti



Appalachian Aviatrixes L-R Kim Jochl, Trish Love, Pam Phillips, Meagan Harr, Cayden Huggins (Trish Love's granddaughter), Janice Pelletti, Mary Dwyer and Mary Woody.

## LAKE ERIE CHAPTER

On March 28, 2021, many of our Lake Erie 99s and guests attended the 100th Birthday Celebration of one of our Chapter founders, Bernice Barris, at Cuyahoga County Airport (KCGF). Cuyahoga County Executive Armond Budish proclaimed March 28th "Bernice Barris Day" in Cuyahoga County. Mayors from the two surrounding cities read proclamations. Bernice's life of flying and service to others was recognized and honored. The ceremony was capped by Bernice being honored with a KCGF airport firefighters' water cannon salute as she was taxied in a twin engine aircraft by Bob Rose from AOPA. For over 50 years, she has been a loyal, dedicated and highly respected Ninety-Nine! She has sponsored an annual \$1000 scholarship in her name for our regional 99s to support women working toward a new rating. She was also in the Civil Air Patrol and years ago introduced Astronaut John Glenn at a local aviation event.

- Lee Ann Baggott



Above is a picture of the Fall 2020 Lake Erie 99s celebration honoring our Chapter's founders. This photo, from left to right, includes our founders Dodie Jewett, founder Bernice Barris, and members: Treasurer Nancy Wood, Darlene Grant, Sherri Spagnola, Chapter Chair Lori Manthey, and Lee Ann Baggott.

## BAKERSFIELD CHAPTER

Dea Payette, Bakersfield Chapter and Lynn Meadows, Reno High Sierra Chapter worked with Young Eagles to complete over 25 flights with the help of other local pilots.

- Dea Payette



TOP: The young lady on left is a future pilot, the one on the right is a future astronaut. The middle left loves to fly for fun! This is during a Young Eagles flight at Bakersfield Municipal Airport.

BOTTOM LEFT: I was honored to give this young lady her first set of wings. Her dad told her if she was brave enough to take the yoke and fly during our flight then she would get her wings. She did!

BOTTOM RIGHT: Lynn Meadows flying in to help us fly the youth in our community.



## COLORADO CHAPTER

What a delight to have our first in-person meeting! The May chapter meeting included a visit to Wings Over the Rockies Air & Space Museum. Housed at the site of the former Lowry Air Force Base in eastern Denver, the museum displays a variety of static aircraft, amazing Hubble photography and many aviation features. One interesting exhibit in an upper gallery shows photography of all public airfields in the state of Colorado. New and returning chapter members toured the exhibits and afterwards enjoyed connecting for social time on a local patio, as well as completing election of new officers.

Adaptability, inquiry, and encouragement have been common themes for us over recent months. The Colorado Chapter has enjoyed several outstanding programs so far in 2021. One of the fantastic new elements of aviation influence in our community is the development of the academic programs at Aims Community College. Aims has a growing aviation program and flight training center.

At the March meeting, we celebrated Amanda Willson and her solo flight. Also, guest speaker Erika Armstrong inspired chapter attendees with a talk about her career and the importance of sharing knowledge and impacting others in a positive way. In April, corporate pilot Claire Schindler provided an exciting presentation about trans-oceanic flight planning. Thank you to Claire for stepping in at short notice for chapter member Shelby King, who was flying the Falcon across the Atlantic Ocean.

Moving forward we look forward to an upcoming opportunity to connect with the Pikes Peak Chapter for collaboration and camaraderie with an airmarking event at Meadowlake (FLY) airport. The following weekend will be another compass rose painting at Cheyenne Regional Airport. Clear skies and watch out for those Wyoming winds! So many opportunities to enjoy and learn from each other.

– Lydia H Baldwin

## PIKES PEAK CHAPTER



*Zoan and Frank at DCFA's first post-Covid Open House, May 15. Photos by or courtesy of SBR*

### Pikes Peak 99 Inspires Flight Scholarship

Pikes Peak Ninety-Nine Zoan Harclerode's outstanding work at Direct Connect Flight Academy (DCFA), Colorado Springs, has inspired her boss, Frank Schultz, to consider creating a 99s Scholarship. Zoan is Chief Instructor for DCFA.

Frank founded the Flight Academy in 2018. The company's goal is providing flight training to people

whose goal is to become a professional pilot. He serves as Vice President of Operations. Frank also is a high-level Captain with Frontier Airlines and serves as Check Airman and simulator instructor.

He currently is working with Minnetta Gardinier, 99 Director and Liaison to Amelia Earhart Memorial Scholarship Fund (AEMSF), to implement this \$1,000 scholarship to go to a member of The 99s. He plans to announce it this fall at an event to be held at the Direct Connect hangar at Colorado Springs Airport.

– Sarah Byrn Rickman

## RIO GRANDE NORTE CHAPTER



*Susan Larson, Lisa Bentson, Angie Slingsluff, Vicki Sensenig, Elaine Roderick, Barbara Fricke, Connie Brainerd, Nancy Wright, Billy Brainerd, Forest Brainerd.*

Spring 2021 has been the windiest season we can recall in Northern New Mexico, and the morning of May 23rd's air marking at Las Vegas, New Mexico (KLVS), didn't disappoint. Gusting to 37 knots throughout, the only thing flying that day was the paint itself. Although extreme winds and a lack of paint kept us from adding our logo, it will soon be finished. Vice-Chairman Nancy Wright led the team with the help of husband Billy Brainerd and their children. Within the past few years, chapter members have air marked Santa Fe, Los Alamos and Albuquerque (Double Eagle) airports. Santa Rosa (KXSU) is next on our list. Big kudos to Angie Slingsluff for handling the layout once again. Best of all was seeing and hugging each other during our first activity since January 2020.

– Susan Larson

## LONG BEACH CHAPTER

### The Long Beach 99s Take High School STEM Students to Las Vegas

For the second year, three members of the Long Beach 99s were invited to teach the VOR navigation segment of the STEM curriculum at the Torrance, California's South High School. They were Sheena Templo, CFI, Minfei Chen and Anne O'Brien. Due to COVID-19, they utilized Zoom and the SkyVector app. They chose SkyVector so that every student could access it at home regardless of whether they had an Apple device.

After mastering the technologies, the results turned out to be even more fun and effective than doing it in person. There were 20 students, so the STEM lead teacher, Carol Bonn, divided the group into three "classrooms" after a main tent presentation on the basics of aeronautical charts, VORs and using SkyVector. A cross country from KTOA to KLAS was planned.

The very next day, a thank you letter was sent from the teacher with a copy of the thank you note from each student, such a nice gesture. She also copied the entire secondary education hierarchy as well as the School Board, which was a great compliment to the value The Ninety-Nines brought.

If anyone gets the chance to do this for your school district or even an after school group of kids (or adults), here are some best practices the three 99s recommend.

1. Create an agenda with timing, topics and learning goals.
2. Get comfy with Zoom and SkyVector. The 99s had three practice sessions with the teacher. Show how to "rubber band" and put a flight plan into the box.
3. Have knowledgeable 99s pilots with previous teaching experience. Best to compare to something they know like thinking of VORs as "cities" or "destination points" and radials as highways in between.
4. "Breakout rooms" allowed for a hands-on class where each student manipulated their own computer's SkyVector website vs. giving a passive lecture. This got rave reviews! STEM teacher "visited" each classroom to help sort out issues.
5. Allow 1/3 to 1/2 of class time for basics such as what VORs look like. You need to teach magnetic headings of a compass. Majority of students didn't know that N is 360 or 0 degrees, East 90, etc. So VOR radials didn't make sense until this was covered. Add this element to Main Tent.
6. Students were very engaged; they are really smart kids. They were muted to reduce background noise but calling on them increased participation. Other students then chimed in with issues, questions and answers.
7. Reconvene and use ForeFlight 3D to play their flight from KTOA to KLAS. This was a lot of fun for the students and demonstrated the technology available to pilots today.

- Anne O'Brien

## PHOENIX CHAPTER

On March 20th, the Phoenix Ninety-Nines honored the memory of longtime member Marlaette (Molly) Gentry with a flyover. Molly's son, daughter-in-law, family, and friends were in attendance on the ground. As the airplanes flew over the Gentry home, the pilots rocked their wings to give a little wave of appreciation to Molly for her many years of membership and service to the Chapter and International. The family shared video taken from the ground and wrote a lovely letter of appreciation. Molly's family has donated Molly's extensive collection of Ninety-Nines books and access to her personal, historical Phoenix Ninety-Nines photos to the Phoenix Chapter.

- Theresa Farley



TOP: Photo from the family album that has been donated to the Phoenix Ninety-Nines.

BOTTOM: Back row; AJ Thau, Paula Woods, Sam Resop, Katie Strumbo, Karen Haustein, Rachal Marion, and Jackson Marion. Front row; Ellie DeMarchi and Steve Hampton

# Grass Roots

## FLORIDA SUNCOAST CHAPTER

At 2021 Sun 'n Fun, Florida Suncoast Chapter had a meeting with other 99s who visited The 99s house. As usual, we had a silent auction for Jessi Woods Aviation Camp scholarship, also chapter fundraising items were sold. Many first-timers and long-standing members visited and volunteered for The 99 house.

Kelli O'Donnell, the Vice Chair, has been involved with 'Turtles Fly, Too' for Sea Turtle rescue. She gave a presentation at Sun 'n Fun in Lakeland, Florida.

The compass rose at X06 (Arcadia, Florida) was done on March 13-14th! It turned out to be a multiple-chapter event. Arcadia Municipal Airport had worked on survey so The 99s members could come and volunteer for the compass rose painting. It's 30 foot big one, non-navigational. There were 23 volunteers involved.

- Maria Choi

## MONTEREY BAY CHAPTER



*Kay Harmon, Jeanne Sabankaya, Michaele Serasio*

In April 2021, the Monterey Bay 99s took two days to completely replot and repaint the Compass Rose in Hollister (KCVH). Bay Cities Chapter members came over to help.

Hollister Airport Director (Cheryl) treated all to lunch both days. Total paint used: 10 5-gallon buckets of white paint and 4 5-gallon buckets of blue paint.

All 15 volunteers were treated to a free glider ride!

- Paula Gail Johnson

## BRITISH COLUMBIA COAST CHAPTER

The British Columbia Coast Chapter of The 99s in West Canada had a successful annual general meeting on September 26, 2020. The meeting was held at the Vancouver International Airport in one of the boardrooms, with 10 members present in person, and 15 members joining virtually through Zoom. Chapter Chair Jenna Forseth-Madrid and her husband did an excellent job of navigating the challenges of combining both a virtual and in-person meeting, by smoothly handling the technical side of things while leading an exciting meeting, which after several months of a pandemic was a welcomed breath of fresh air!

After greeting attendees, Chapter Chair Jenna began by leading the meeting with our mission statement and chapter news. We congratulated Colette Morin, owner and Chief Pilot of Glacier Air, and host of the annual Fly It Forward Event, along with Madeline Ungurain, British Columbia Coast Chapter News Editor and coordinator of this year's Fly It Forward, on their combined efforts that resulted in another successful event! The 2020 event won Colette Morin "Most Acclaimed Organizer Worldwide" award for the second year in a row from Women of Aviation Worldwide.

Later, members watched a beautifully put together slideshow tribute for Eriisa Yong-Wilson, our sister BC Coast 99 who recently who recently passed away.

Members also had the opportunity to bring forward new ideas, and there were many excellent fundraisings and promoting ideas, which have since been successfully implemented. A few examples of these are the handcrafted 99s-themed masks and tote bags, along with an airplane wash fundraiser.

We held our elections and voted in the new executive board and standing committee positions. We welcomed Renata Niemans as our new Chapter Chair, Tiffany Wijepela as our Treasurer, and Chioma Onyedikachi Okoro as our Secretary.

2021 has been a tough year with our chapter meetings and fundraising events mostly being limited to virtual gatherings or postponed altogether—as in the case of the plane wash our chapter had been planning for some time since the idea was born at our AGM. We have had much success still with our Fly It Forward event, our production, marketing, and distribution of 99s-themed apparel, and many of our members celebrating personal achievements, too!

March 7th of this year marked the 10th anniversary of Colette hosting the annual Fly It Forward event. Together as a chapter, we were able to host a virtual Zoom event, which despite the restrictions of the pandemic was still a huge success! Congratulations, and thank-you to all our amazing volunteers, as we could not have achieved this success without your efforts!

We have also been participating as a chapter in social "cocktail hour" Zoom gatherings on a monthly basis to stay connected during these unprecedented times as we await the hopeful resumption of in person gatherings soon.

To purchase our 99s-themed masks and tote bags, please email [bccoast99s@gmail.com](mailto:bccoast99s@gmail.com). Proceeds go towards supporting women and girls to obtain their wings!

- Madeline Ungurain

*Our most recently enlisted*  
**Life Members**

**Nell Bright**

**Alice Robertson-Perry**

**Kristen Tarabetz**

**Lois Watson**

**Diane Titterington-Machado**

**Laura Goldsberry**

**Patricia Papineau**

**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.*

**Elsie Wahrer Bascomb**

May 26, 2021 | *Chicago Area Chapter, Life Member*

**Patricia Besselmen**

April 12, 2021 | *NOLA Chapter*

**Gerald Sierchio MD** 49½ of Barbara Sierchio

December 1, 2020 | *Florida Suncoast Chapter*

**Marjorie Thayer**

October 30, 2020 | *Southwest Section*



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*Our most recently enlisted*  
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**Robert Martin**, Tampa, FL

**Cynthia Putnam**, Stuart, FL

**Joseph Romito**, Herndon, VA

**Melinda Satterlee**, Medina, WA

**David Tochen**, Bethesda, MD

**CORRECTIONS**

**January/February 2021 issue** - The photo caption under the top left photo in the story on page 18 featuring Maria Ziadie-Haddad incorrectly states that she was the first Jamaican female pilot. Maria was Air Jamaica's first female pilot in 1979, and Air Jamaica's first female captain in 1996.

**March/April 2021 issue** - Due to a technical error, the last sentence of the last paragraph from a story on page 8 was inadvertently omitted. Here is the paragraph from THE SYRINGE ROUTE: Celebration Flight Marks Vaccine Rollout on International Women's Day, by Amanda M. Stahl, M.D., New York Capital Region Chapter, in its entirety:

Moe and I were fortunate to be fully vaccinated by January due to our careers. We are grateful not only for each other, but also for our soon-to-be fully vaccinated Capital Region community! The flight was a great opportunity for us to combine our love of medicine, general aviation, and of course, girl power! Long live the aviatrix.

With apologies to Maria and Amanda, from the crew of *Ninety-Nines Magazine*.

# LET'S HAVE AN AVIATION WEEKEND!



The International  
Forest of Friendship

Sept. 17-18, 2021

Atchison, Kansas

*the birthplace of Amelia Earhart*

Photo by Kaycee Slough

## What happens in Atchison during Aviation Weekend?

- Sept 17** International Forest of Friendship Cocktail Event  
at Amelia Earhart Birthplace Museum  
*- Come early and tour the museum!*
- Sept 18** International Forest of Friendship Induction Ceremony  
Induction Luncheon at Benedictine College  
Tour the new Terminal at Amelia Earhart Airport - K59  
Tour the progress of Amelia Earhart Hangar Museum  
*-> In final phase of capital campaign to build and  
install the exhibits.*  
Dinner and hangar dance at AE Airport

**Join us  
for some  
Sisterhood!**

[ifof.org](http://ifof.org)