

# 99 News

*The Official Magazine of the International Organization of Women Pilots*

July/August 2016



**Congratulations to the 75th Anniversary  
Winners of the Amelia Earhart Memorial  
Scholarships! (see more recipients on the back)**



99 News

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**The 99 News**

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**On The Cover**

Celebrating its 75th Anniversary, the Amelia Earhart Memorial Scholarship fund awarded 19 AE scholarships this year.

The very first scholarship, presented to Patricia Gladney, was for \$150. Seventy-five years later, the Fund has awarded scholarships to 704 Ninety-Nines from the United States, Canada, Nepal, Australia, Russia, Italy, New Zealand, Israel, England, Brazil and South Africa.

As of December 31, 2015, the amount awarded has climbed to over \$10.8 million.

*Background photo: Amelia with her Lockheed Electra. ©Everett Historical Society.*

**PERPETUAL CALENDAR**

**2016**

**AUGUST**

- 1 **Due date for submissions to the 99 News** for the September/October issue.
- 20 **Okie Derby Proficiency Air Rally**, Sundance Airport, Yukon, Oklahoma. Register online, get rally packet at [www.okiederby.com](http://www.okiederby.com). Contact Chairman Heather Dirksen, [hsterzick@gmail.com](mailto:hsterzick@gmail.com); registration, Phyl Howard, [okiephy@flash.net](mailto:okiephy@flash.net).

**SEPTEMBER**

- 10 **Colorado Poker Run**, terminus at Front Range Airport (FTG), visit [Colorado99s.org](http://Colorado99s.org) for more information.
- 15 **Fly Now applications due for Fall awards.** Applicants must demonstrate financial need and be officially registered as Student Pilot Members by August 15, 2016, to be eligible to apply for the Fall Fly Now Award. For more information, see [ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf](http://ninety-nines.org/userfiles/file/FlyNowInstructions2015-2.pdf)
- 15-17 **Northwest Section 2016 Fall Section Meeting**, Hilton Garden Inn Seattle, North/Everett, Washington. Contact Andrea Chay, [andrea40@juno.com](mailto:andrea40@juno.com), for more information.

- 17 **70th anniversary Celebration**, San Diego Chapter, Speer Hangars, 2053 N. Marshall Ave., El Cajon, CA. Silent auction fundraiser for the San Diego 99s scholarship fund. Contact Eline Kok-Vermeulen, [eline.kok@hotmail.com](mailto:eline.kok@hotmail.com).

- 16-18 **South Central Fall Section Meeting**, Oklahoma City, Oklahoma. Hosted by the Oklahoma Chapter. Contact Charlene Davis, 580-821-6731 or [cduvs2fly@hotmail.com](mailto:cduvs2fly@hotmail.com).

- 23-25 **North Central Fall Section Meeting**, Dubuque, Iowa. Contact Elaine Fitch, [eblyes@aol.com](mailto:eblyes@aol.com).

- 29-Oct. 2 **Southwest Section Fall Section Meeting**, hosted by the Antelope Valley Chapter.

**OCTOBER**

- 1 **Due date for submissions to the 99 News** for the November/December issue.
- 7-8 **Southeast Section Fall Meeting**, Fall Creek Falls State Park, Spencer, Tennessee.
- 10 **Webinar: When the Engine Goes Quiet**, John Townsley. All webinars are on a Monday at 6 p.m. PST. Go to [ninety-nines.org/index.cfm/webinars.htm](http://ninety-nines.org/index.cfm/webinars.htm). to sign up.

- 15 **New York/New Jersey Section Fall Meeting**, Binghamton, New York.

- 23 **First annual Bakersfield 99s and Bakersfield Flying Club Poker Run and BBQ**, Porterville, California. Proceeds go to a scholarship fund to promote aviation in the community. Contact Susan Peck, [susan@gillespieag.com](mailto:susan@gillespieag.com), 559-539-3606; or Dea 'Cooper' Payette at [cooperthepilot@yahoo.com](mailto:cooperthepilot@yahoo.com), 310-729-0425.

**NOVEMBER**

- 4-5 **Fall Board of Directors Meeting**, International Headquarters, Oklahoma City, Oklahoma.

**DECEMBER**

- 1 **AE Scholarship applications due.**
- 1 **Application for the next session of the Professional Pilot Leadership Initiative (PPLI)** opens December 1, 2016 and closes January 31, 2017.
- 1 **Due date for submissions to the 99 News** for the November/December issue.

**Congratulations To Our Newly Elected 99s Officers And Trustees**

- President: **Jan McKenzie**
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- Museum of Women Pilots: **Barbara Schultz, Dydia Delyser**
- Amelia Earhart Birthplace Museum: **Carole Sutton**
- Amelia Earhart Memorial Scholarship Fund: **Shelley Ventura**

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### INTERNATIONAL HEADQUARTERS

4300 Amelia Earhart Dr, Suite A  
Oklahoma City, OK 73159-1140 USA  
Mail to: PO Box 950374  
Oklahoma City, OK 73195-0374  
405-685-7969 or toll free 844-994-1929  
FAX: 405-685-7985  
Email: 99s@ninety-nines.org  
Website: www.ninety-nines.org

### PUBLICATIONS COMMITTEE

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### AVIATRIX PUBLISHING, INC.

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### THE 99 NEWS

4300 Amelia Earhart Dr, Suite A  
Oklahoma City, OK 73159-1140  
Fax: (405) 685-7985  
Email: news@ninety-nines.org

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We encourage submissions for publication in the *99 News*. Furnish author's name, email address and phone information. We reserve the right to edit for space and/or clarity. We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi). We cannot use photos from the following sources: newspaper, home printer, photocopies or copied from the Internet. Include caption information with all photos and your contact information. Please email photos as separate attachments.

For additional submission guidelines, log on to [ninety-nines.org](http://ninety-nines.org) and click on *99 News* magazine. Submissions should be emailed to [news@ninety-nines.org](mailto:news@ninety-nines.org). Deadlines for submissions are listed in our calendar on page 2. If you have any questions, please email us at [news@ninety-nines.org](mailto:news@ninety-nines.org).

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Linda Cioffi's grand flying adventure was to Cuba, which until last year had been sealed off since an early '60s trade embargo was imposed by the U.S. According to tower records, she was the first woman private pilot to land at MUVR in Varadero.



Love Field (PRC), the start of this year's Air Race Classic, was hit by an unexpected microburst the day before the race. Several planes were shifted in their tie-down spots. One plane, above, rotated 90 degrees. Despite the dramatic weather, the race took off on time.



The International Forest of Friendship held a Friday evening cocktail party at the Amelia Earhart Birthplace Museum prior to the induction ceremonies at the Forest the next day.

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# President's Page

BY JAN MCKENZIE, International President



**By working together,  
we will continue  
to make a difference  
in the lives of individuals,  
communities and  
the world.**

I am thrilled and deeply honored to have been elected to serve as your next International President. Thank you all for that, and I will do my best. What bonds over 4,900 women in 44 countries together? Our passion for flight. Our passion to let our spirits soar.

*Our opportunity is to Soar our Spirit.  
To see Light and Joy in everything.  
To spread our wings and fly boldly.  
To give thanks for rainbows and butterflies –  
Our symbols of renewal and rebirth.  
To offer daily Thanksgiving – for ourselves, our family,  
Our friends, our community, for the whole world.  
Know the power of choice.  
Fly life on free wings, and sing to its glory.  
Today is your day to Spread Wing and soar.  
Choose to soar. Choose to fly your dreams.*

— Jonathan Lockwood Huie

Every one of us has dreams. We dream of how we can encourage women to become new pilots, of working with young kids to introduce and excite them to the idea of flight, of enabling women to achieve their next level in their aviation career, and of recognizing the incredible achievements of so many of our members who have soared. By working together, we will continue to make a difference in the lives of individuals, communities and the world. We will take the *only* women pilots' organization, The Ninety-Nines, to new heights. Reach out to your sisters and discuss an idea together. Then have fun and work together to achieve your new ideas. Implementing your new ideas will keep our organization fresh, updated and vibrant.

Please share these new ideas with me. I would love to hear from you. My email is [president@ninety-nines.org](mailto:president@ninety-nines.org).

Let's work together these next two years to elevate the awareness of and knowledge about our amazing organization in our communities. We have so much to offer women pilots, and yet so few people know about us, including many women pilots. I would like to increase our communication through social media and improve our technology infrastructure.

And I would like to extend a very special thanks to outgoing President Martha Phillips. She has taken our organization forward by developing and leading a more professional presence at multiple trade shows every year. This presence and all of her hard work has paid off by recruiting large numbers of new members at each event. Martha, we thank you for your business and financial leadership taking The 99s forward over the last four years.

This organization has given me so much. I look forward to giving back the next two years.



Jan and her Mooney 231.

# Flying Into Cuba: My “First”



*Linda flies over Mantanzas, Cuba, during her approach to Juan Gualberto Gómez Airport (MUVR) in Varadero.*

BY LINDA M. CIOFFI  
New York Capital Region Chapter



*Linda enjoys a tropical taste of Cuba.*

Thinking the dream of flight was unobtainable, I never imagined, as a starry-eyed seven-year-old who yearned to be a pilot, that I would actually be flying and exploring the world in my own aircraft.

While I've flown in the U.S. (including Alaska) and Canada, and toured throughout Australia, England and France in rented aircraft, my latest trip was surprising even to me. I became the first woman pilot to land at MUVR in Varadero, Cuba, according to the tower's controllers.

Cuba had been sealed off since an early '60s trade embargo was imposed by the U.S. It wasn't until December 2014 that President Obama announced that diplomatic relations would ease between the United States and Cuba. By July 2015, Cuba was removed from the United States' list of State Sponsors of Terrorism, and burdensome license requirements to travel from the U.S. to Cuba were eliminated.

This set the stage for private pilots to start considering a flight to Cuba. It wouldn't be easy, but it became possible,

as I was soon to find out.

Enjoying the camaraderie of flying in small groups, I flew to Cuba last year in November at the invitation of Jim Parker of Caribbean Flying Adventures. An experienced Caribbean pilot, Jim arranged this six-day, self-flying tour that included permits, visas, lodging, meals and side-trips. My preparations included obtaining insurance, updating charts and stowing the required survival gear.

The morning before our flight, after a breathtakingly beautiful Key West sunset, I headed off for our flight briefing. There were 13 airplanes carrying 26 people. My reliable flying partner of many years, Stud, was packed, fueled and ready to venture out over more than 100 nm of open water. Stud is my handsome 1967 Cessna 182 Skylane. It's amazingly wonderful how much of the world Stud and I have enjoyed together.

The morning of November 5 dawned clear and bright. As the white-hot sun made a quick rise above the horizon, I was already awake and on my way to the airport. Today was the day I would embark on a

journey beyond my wildest dreams. I was more than just a bit nervous when I arrived at Key West International Airport, Florida (KEYW). A whole host of emotions ran through me, from fear to disbelief to sheer joy. Trying to calm down, I told myself to think, "This is just another adventure." But it wasn't until days later that I would realize just how different this trip would be.

My departure time was slated for 9:30 a.m. I would be carrying one passenger, the wife of one of the group's members. With the Customs calls made, I filed my eApis manifest and international flight plan from KEYW to Juan Gualberto Gómez International Airport (MUVR) at Varadero, Cuba. We were landing at MUVR because Havana didn't have hotel rooms for all of us.

With gear stowed aboard, I cranked Stud up. He sprang to life with the excitement of another adventure. Cuba required 10-minute separation between aircraft in order of speed. Being the last plane to depart didn't concern me (I'm usually last), but maybe it should have – this time I was Number13 for takeoff!

With 'hot' restricted airspace just south of KEYW, Clearance Delivery directed me east before heading south to Cuba. Having already been handed off to Key West Departure, I was climbing through 2,000 feet heading east when I heard a sound – not normal, maybe not good. Did something fall? I looked all around the floor, afraid something would lodge itself under a rudder. All seemed secure.

Trained to not panic, I instead went into heightened alert mode. A flashing warning light caught my eye. The engine analyzer told me the battery was not charging. No worries! It's a bit finicky, and a quick reset should correct it. Flip the switch to OFF, then back to ON. Right? Wrong!

The warning light returned. Now, my eyes went straight to the ammeter, which they should have done before any reset. It confirmed that the battery was not charging. To be honest, I did not have time to be concerned with my passenger. I hoped she would continue to be okay as she remained calm, quiet.

My first priority was to FLY THE PLANE. Next was to determine my course of action as I tried to identify what happened and if I could fix it. In a nano-second I ran through my limited choices. If I continued on to Varadero with my

remaining estimated 30 minutes of battery power, could whatever malfunctioned be repaired or replaced in Cuba? Or do I make a 180-degree U-turn and return to Key West and worry the rest of the group with my whereabouts?

Not one of our group was on that frequency to know what was happening with us. As a flight instructor, I took note how easy it can be to make a bad choice. My training and good judgment prevailed, and I radioed Key West Departure that I was returning.

"Do you want to declare an emergency?" I was asked. "No," I told them. Then added a cautious, "Not yet..." While our landing at Key West was uneventful, electrical equipment was already shutting down a few miles out due to low battery voltage.

The mechanics at Landmark Aviation were amazing. They understood our need to join up with the rest of our group and quickly diagnosed the problem: Stud's alternator belt had fallen off. Thankfully, it was an easy fix. Within two hours we were airborne again.

Relaxing after we reached altitude, I replayed my decision to return to KEYW. It had been a sound choice. I took note



*Linda's passport that was stamped on her last day in Cuba.*

***I told myself to think, "This is just another adventure." But it wasn't until days later that I would realize just how different this trip would be.***



*Juan Gualberto Gómez Airport (MUVR) in Varadero.*

that with all the avionics in the cockpit, I really had only about 15 minutes of power. All my electrical systems would have shut down just as I needed them most – to communicate with a foreign air traffic controller and to shoot an instrument approach down to minimums, as I later learned all the others had done.

Flying over the open water, I was struck by how much land was visible just under the water. While they were not landing spots, the shallow depth highlighted the aquamarine water, more beautiful than anything I'd ever seen. I later learned the required altitude is 10,000, but they let me file and fly 7,000. How did they know I'd much prefer to fly lower?

Before we reached our first waypoint, U.S.A.'s ATC amended our flight plan again to a more direct routing. However, with a violent thunderstorm sitting just west of MUVR's runway, Cuba's ATC gave vectors around it and onto the ILS 06 into Varadero.

While I had studied the charts, airport and weather, I was still caught off guard a couple of times. First, in the U.S.A., the winds generally flow west to east, but in the subtropics, they are from the northeast. Thankfully that thunderstorm stayed southwest of the runway.

Second, I had reviewed the airport



*Linda's reliable flying partner of many years, Stud, on the MUVR ramp.*

and was comfortable with the 3,500-foot runway. But breaking out of the clouds, I was momentarily confused until I realized it was meters, not feet! That runway was almost 12,000 feet long! After landing, I remembered we were to overnight on the northeast end of the ramp and taxied in that direction. I was confident that our guide would have a vehicle waiting for us, and I smiled with relief when I saw the full-sized bus as I turned from the taxiway onto the ramp.

Our reception was more than I could ever have expected! After the engine shutdown, we were quickly surrounded by more than a dozen people, including a woman who stood at my passenger's door

beaming at us. Two men stood at attention at my wing, explaining they were there to assist with my luggage when I was ready. Several others walked all around us taking tons of pictures and videos. Yikes! The cockpit was a mess. Patiently they waited as I bedded Stud down for the next few nights. Finally, all was secured, and we were loaded on the bus with our baggage. As we were transported to the terminal, I looked back to see a guard standing at attention among all our aircraft. It was comforting to know my Stud would be safe.

At the terminal, we were taken to a VIP lounge and reunited with our tour guide and my passenger's husband. Explanations fired back and forth as we waited for our luggage to clear customs and appear at baggage claim. My passenger and I were even given white roses. Most of the airport staff were women, leading the two of us to the front of lines as if we were celebrities. But it was the way each woman looked at me specifically, almost in awe. Strange.

Soon we were on our way to our all-inclusive resort, Iberostar in Varadero, on the northern coast about 70 nm east of Havana. I got my first look at this long forbidden island. It was lush with tropical flowers and plants. People were outside enjoying life with each other.

Being on a "people to people – education" visa, our days were full. Two dedicated guides showed us historic, cultural and community sites. We snorkeled the Bay of Pigs, visited a sugar museum, saw where the Cuban flag was first flown, drove past the recently re-opened U.S.A. Embassy in Havana, shopped a local farmers' market, saw fabulous beaches, purchased rum and cigars. I learned so much!

Cuba is a clean country, green and



*Linda enjoyed discovering Cuba, with its many historic, cultural and community sites, along with shopping at local farmers' markets.*

expansive. Homes were mostly concrete, one or two stories, perhaps to withstand hurricanes or maybe just to stay cooler. Using the sun's free energy, clean clothing hung on outside lines drying in the warmth. Palm and other native trees dotted the countryside among fields of banana, sugar cane and other crops.

All vehicles were converted to diesel – no gasoline. A few small businesses struggled with only word of mouth advertising. Billboards are used for government propaganda. There was no business advertising. Soldiers practiced in a field next to the road – no fences either.

People told me Cubans are extremely poor, but I saw a richness of culture and community. Are a people poor just because they may not have all the trappings of our Western culture? All Cubans have food, clothing and shelter. All Cubans have universal health care from birth to senior needs including a nursing home if needed. All Cubans are schooled through college. Communities are clean. People have time to be outside enjoying neighbors and family. Homes are clean, many with TVs. Like our 1950s, theirs is a simpler living.

As always, the time comes to return home. No one could have prepared us for our departure! Leaving was going to be worth the price of admission.

Without a frequency for Clearance Delivery, pilots were loaded on a full-size bus and driven to the tower controllers' facility to get our clearances. In person. One at a time!

Finally, Sandra, the tower controller issuing clearances, called Stud's tail number. I walked up to the counter to receive our documents and clearance. As I approached the counter, Sandra looked up at me, smiled broadly, and said, "I want to be like you when I grow up!"

As she gave me my instructions for runway, taxiway and engine start, I knew I would never get another chance, so I interrupted her. "I just have to ask, am I the first?"

She looked up at me, smiled broadly knowing I was the first woman to fly there, and answered with a loud, "Hell, Yes!" And gave me a double high-five!

The room erupted in shouts of joy. I was the first woman to land at Varadero's airport. I finally knew why they regarded me with such awe. My flying there was a



*Cuban ingenuity: a water bottle serves as a makeshift fuel funnel.*

historic victory for all of us women. Truth be told, I very well could be the first American GA woman pilot actually flying herself to Cuba in the last 55-60 years. Reflecting back, I noticed a difference with how some regard my 'first.' Women celebrated it as an accomplishment by all women. While some men were excited, others seemed a bit indifferent.

From there we went through security. Our tour guide had to explain that it was okay if we had water in our bottles. After security, we were again loaded into a bus and brought to our aircraft. Our checked bags had already been placed next to each plane. We all prepared our aircraft for our flight out. One of our group's aircraft needed fuel to make it to their next destination, the Bahamas.

Yes, there was 100 low lead, but the

fuel nozzle was the larger one for jets. With pure Cuban ingenuity, the bottom of a water bottle was cut to form a funnel and fuel was slowly pumped through it into each tank.

Without a Ground frequency, I had to call Varadero Tower for permission to start Stud's engine. So, I used a bit of battery to power up Stud's avionics to make that call. Following the controller's previous instructions, I taxied to runway 06 after starting. Run-up completed, I checked to be sure final was clear. Then before entering the runway, I announced ready to depart.

Tower told me I had already been cleared to depart when I received my Clearance. So I taxied onto the runway and took off. On climb out, I called tower to let them know I was in the air. Sandra bid me fair skies to KEYW and to come back to Cuba.

Yes, I'll be back!

I still find it hard to believe that I have done something special – historic even. So, maybe I won't show up in any history books. And yes, many other women have achieved much loftier firsts. But this one is mine! I like it and remain thrilled to have accomplished it.

*Linda M. Cioffi has been a member of The Ninety-Nines for 20 years. She received an AEMSF scholarship to obtain her CFI-Airplane in 2000. She has a commercial certificate with instrument rating (ASEL, ASES).*



*Linda's view of the coastline as she and Stud depart Cuba.*



## Amelia Earhart Memorial Scholarship Fund Marks Its 75th Anniversary, Awarding Over \$10.8 Million to 704 Ninety-Nines Since 1939

BY JACQUELINE BOYD, AEMSF Trustee

2016 marks the 75th anniversary of the awarding of the first Amelia Earhart Memorial Scholarship. That first scholarship, a \$150 award toward an instrument rating, was presented to Patricia Gladney. Seventy-five years later, the Fund has been fortunate enough to award scholarships to 704 members of The Ninety-Nines from the United States, Canada, Nepal, Australia, Russia, Italy, New Zealand, Israel, England, Brazil and South Africa.

The discussion about how best to memorialize Amelia Earhart began in 1939 when Ruth Nichols was named Chair of the Amelia Earhart Memorial Fund Committee. In the December, 1939 issue of the *99 News Letter*, Nichols says, "Since Amelia Earhart always championed the cause of women pilots and their equality with men, it seems most fitting that the 99ers, for whom she gave so much time and who elected her as first National President, should work for a memorial that would help bring this about. One of the best methods of assisting women to attain equal opportunity with men is to furnish them with, as far as possible, equal flight training and experience."

After a great deal of discussion concerning just what that memorial would be, the membership took a vote on the idea of a scholarship. It did not pass. Some members wanted to purchase an oil painting of Earhart and have it hung in the new Washington National Airport. Other Chapters suggested a loan program. Discussion continued.

The Committee developed an investment plan during a time when the country was at war and financial stability of the organization was in question. That plan, which is still largely intact today, would help convince the membership that the Fund would be self-sustaining and perpetual. Another vote was taken and the membership chose to support the establishment of the Amelia Earhart Advanced Flight Training Scholarship.

The Committee went through the process of developing an application with a great deal of input from the membership. When the application was deemed appropriate for initial introduction, Nichols went to the National Aeronautic Association, a close partner of The Ninety-Nines. At an NAA meeting on January 10, 1940, she used an example compiled from a number of inquiries to show how women felt about the need to support the funding of the scholarship: "I am a woman pilot. I have to earn my own living. How can I train myself for a job in Aviation? I'll do anything to start, including some starving, if only I can establish myself in the profession. I want to Fly!" She went on to say that inquiries such as this were being received from all sections of the country. Inquiries to the Scholarship Trustees today are eerily similar.

Today, those 75 years later, the scholarship has grown from the initial \$2,000 to a robust \$5,104,762.65 as of December 31, 2015. Contributions to the Fund have come largely from our membership, and that's one of the things that makes it wholly unique to the Organization. There are 27 Perpetual Scholarships set up to honor or memorialize members of the Organization. Through the years, the Fund has also received industry support from the Maule family, American Flyers, United Parcel Service, United Airlines, Lightspeed and American Airlines. Another unique quality is that no specific scholarship is offered, but members are able to apply for the ratings and certifications that are necessary to their career advancement at the time.

The Fund has awarded 102 Instrument ratings, 73 Commercial certifications, 203 Certificated Flight Instructor, 110 Multi-Engine, 43 Type and 63 ATP ratings. There have also been awards from the Maule family to obtain a tailwheel endorsement, the Vicki Cruse Memorial Scholarship in emergency maneuvers, various specialty training courses including mountain flying, agricultural pilot training, aviation fire-fighting certification, and helicopter training courses. Forty-eight Academic training awards have been made for aviation-related Bachelor's Degrees, Master's Degrees and Doctoral studies. We also have been able to make 141 awards to student pilot members of the Organization to help them obtain their Private Pilot certificates. The combined value of all these flight training, research and academic awards exceeds \$10,828,000.



**LAURA ABRAHAM, MULTI-ENGINE ADD-ON  
OLD DOMINION CHAPTER, MID-ATLANTIC SECTION**

I have always loved flying! I loved going to the airport when I was little even if I was not the one taking a trip. My first flight lesson was in college. I began my formal training shortly after I graduated from college. I am currently the Director of Flight Training at Randolph-Macon Academy in Front Royal, Virginia. I have a rather unique job teaching high school students how to fly. I have never taught anyone older than 19. I love it! I am so honored to receive an Amelia Earhart Memorial Scholarship to pursue my commercial multi-engine add-on.



**MICHELLE CARTER, INSTRUMENT  
VENTURA COUNTY CHAPTER, SOUTHWEST SECTION**

When I was young, my dad took me flying on the weekends in a kit plane that I watched him build in our garage. I absolutely fell in love with aviation. At 19, I started training at Santa Barbara Airport, and now I am a private pilot as well as a proud owner of a little Cessna-150. I am based at Santa Paula Airport and work at CP Aviation. With a 99s scholarship, last year I received a tailwheel endorsement in a J-3 Piper Cub. The 99s have continuously been a huge support and mentor. Thank you, and happy flying from your soon-to-be instrument pilot!



**CHLOÉ COLLINS, MULTI-ENGINE INSTRUMENT  
MONTREAL CHAPTER, EAST CANADA SECTION**

I have a PPL-ME and am currently working on my CPL, as well as ongoing aerobatic training in Quebec, Canada. I also fly with my mentor in a Cessna 421 Golden Eagle. I plan to get my ME-IR in 2016 and spend a couple years bush-piloting to become a sharper, smoother pilot.

But my heart belongs to VFR and aerobatics: I want to open a female-friendly flight school down the road with a specialization in aerobatics. I dream of one day owning my own aircraft and flying up the West Coast of Australia.

**CINDY FERREK, CFI  
HAMPTON ROADS CHAPTER, MID-ATLANTIC SECTION**

I am a ball of energy, always on the go and have two speeds – full throttle and sleep! I have been a physical education and driver education teacher at Turner Ashby High for 18 years. In 2006, my husband and I rode our bicycles across the USA, and I look forward to flying a plane around the country someday. I believe in being a good steward of what the Lord has given me, and I look forward to earning my CFI and being a mentor to others as they press on towards the goal of earning a certificate to fly.



**LISA FUSANO, INSTRUMENT RATING  
SAN FERNANDO VALLEY CHAPTER, SOUTHWEST SECTION**

Influenced by my father who worked for Lockheed Aircraft, I had the desire at a young age to fly. The desire was delayed as I raised six wonderful children. I am the fulltime caregiver for my special, disabled daughter, and I have 10 grandchildren. After achieving my private pilot certificate in 2014, I have been flying Young Eagles and kids with disabilities. With the AEMSF Scholarship, I will be able to finish training for my instrument rating and become an Angel flight pilot. I will then work toward my commercial and CFI. Thank you Ninety-Nines for your generous support!



**ANDREA GARCIA, MULTI-ENGINE ADD-ON  
FULLERTON CHAPTER, SOUTHWEST SECTION**

Since the first moment I saw the cockpit view, I was hooked on defying gravity. I know the universe has brought me to where I belong. Traveling is the synergistic force from my past performing around the world to my career flying around the world. I have a BM in Opera Performance and am currently completing my Associate in Science Degree as a commercial pilot. Throughout my aviation career, I would like to give back to others through scholarships, encouragement and mentoring future aviators. My sincerest gratitude to the Fullerton Ninety-Nines and all of the Ninety-Nines who graciously support aviators.



**MEAGAN GEARIN, MULTI-ENGINE ADD-ON  
PALOMAR CHAPTER, SOUTHWEST SECTION**

Discovering aviation at the age of 27 years was truly a gift. It was the first time in my life that I'd ever met a female pilot! In 2011, I took my first discovery flight. From that moment on, I knew I'd finally found my passion in life. Thus far, I've obtained my private pilot certificate, instrument rating and commercial certificate. I want to be a role model to future generations by setting an example and showing them that anything is possible. Thank you, Ninety-Nines, for believing in me and supporting me in pursuing my dreams of becoming a professional pilot!



**MELISSA HANTHORN, ACADEMIC  
GREATER ST. LOUIS CHAPTER, NORTH CENTRAL SECTION**

The day I soloed a Robinson R22, I knew without a doubt I was meant to be a pilot. My dream is to be a commercial helicopter pilot and eventually run a flight school where I can help others, especially the underprivileged, become interested in aviation. I am currently a rotorcraft private pilot working toward my instrument rating while working full-time. I am a student in the Bachelor's of Aviation Administration program at Utah Valley University. I am so grateful and humbled to receive an Amelia Earhart academic scholarship. I love sharing my passion for aviation through The Ninety-Nines and other volunteer opportunities.

**VICTORIA HODGES, INSTRUMENT RATING  
HAMPTON ROADS CHAPTER, MID-ATLANTIC SECTION**

I am a senior at Embry-Riddle Aeronautical University-Worldwide. A member of the Mid-Atlantic's Hampton Roads Chapter, I hold a private pilot certificate. My 99s family has enabled me to pursue the next milestone in my journey, an instrument rating. The help and support of my mentors within The 99s reminds me that true aviators are conduits through which the joys of flight are passed from one person to another. Blessed to be an AEMSF scholarship recipient, I will strive to reciprocate the selflessness gracefully exhibited by those who are the "wind beneath my wings."



**SAMANTHA HORNE, INSTRUMENT RATING  
FINGER LAKES CHAPTER, NEW YORK-NEW JERSEY  
SECTION**

I got my start in aviation at 16 years old with a Young Eagles flight. I attended the Air Academy in Oshkosh, Wisconsin, and began training for my private pilot certificate. I knew the obstacles I faced were worth it because I love to fly. My Finger Lakes Chapter is a consistent source of encouragement. I received my certificate in 2014. I plan on finishing my instrument rating and eventually getting my commercial certificate. I am currently a Business Administration major with the hopes of becoming an airport manager. I am grateful to my fellow 99s for this fantastic opportunity to complete my instrument rating.



**EMILY JOHNSON-RAMIREZ, INSTRUMENT RATING  
PHOENIX CHAPTER, SOUTHWEST SECTION**

As a little girl, Hill Air Force Base jets roaring above my head at my grandma's house mark the first intrigue I felt with flying. It wasn't until I became a flight attendant and a 99 that I realized my dream to be an airline pilot was attainable. Encouragement from American Airlines pilots and fellow 99s helped me earn my private pilot certificate. In September of 2015, I became Chapter Chairman. I love my Chapter and am forever grateful that The 99s have helped breathe life into my dream. As I begin my instrument training, I will strive to provide support to other 99s pursuing their aviation dreams.

**DENISE KOWAL, COMMERCIAL CERTIFICATE  
RENO HIGH SIERRA CHAPTER, SOUTHWEST SECTION**

I was born and raised in Northern California and call the mountains around Lake Tahoe my home. Although I was always enamored of flight, I was a late bloomer. I finally started flight training in my late 40s, earning my private pilot certificate in 2013. I went on to earn my instrument rating last year. I am now looking forward to increasing my skills by pursuing my commercial certificate with the help of this generous scholarship. I hope to use this certificate to work as a fire spotter during the summer months in the dry California foothills.



**JANETTE LANZ, COMMERCIAL CERTIFICATE  
SAN DIEGO CHAPTER, SOUTHWEST SECTION**

My zeal for flying was discovered later in life. It began as a recreation, and now I'm changing professions – from one where I walk a lot and my hands chafe (a registered nurse) to one where I sit and my hands sweat (a pilot). I'm excited to pursue a commercial certificate in San Diego, California. Three years ago, I joined The 99s because it is an excellent venue for support, resources, networking and friendships! I enjoy traveling, desserts and chasing squirrels with my Jack Russell Terrier. Thank you for this award. Keep flying and smiling!



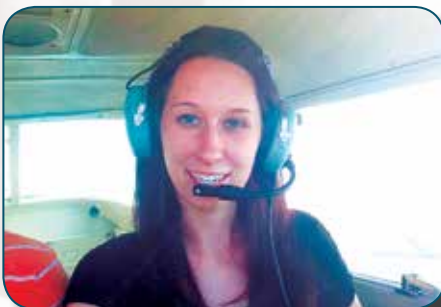
**STEPHANIE LUONGO, CFI,  
RENO HIGH SIERRA CHAPTER  
SOUTHWEST SECTION**

I feel so grateful to have been able to learn to fly and to call myself a 99. I have been a pilot for eight years, and the journey has been incredible. I love being able to take a plane by myself and go places I wouldn't normally go by car. I love being able to take my friends flying and share with them this amazing gift. My next adventure is to become an instructor and teach others what I have been so privileged to experience. Thank you to all 99s. The amazing women who make up this organization never cease to amaze me.



**MARYBETH MARTIN, CFI INSTRUMENT  
VENTURA COUNTY CHAPTER, SOUTHWEST SECTION**

I am a certified flight instructor and an advanced ground instructor at CP Aviation in Santa Paula, California. After years as a movie accountant, I decided to follow my passion for aviation and joined The 99s. Due to the overwhelming amount of support, encouragement and sense of community from the Ventura County Chapter, I have been able to follow my passion teaching people to fly. I'm honored and grateful to receive an AE Scholarship for certified flight instructor, instrument. I hope one day to work as a humanitarian relief pilot flying missions for the Red Cross and Doctors Without Borders.



**JENNIFER PAULL, INSTRUMENT RATING  
TUCSON CHAPTER, SOUTHWEST SECTION**

I have belonged to The 99s since 2014. I love flying and hope to become a helicopter pilot one day. I live in Arizona, where I currently am working on my instrument rating. I'm an engineer and love being able to fly for fun. I started flying in high school with family friends and have been into aviation my whole life. I completed a master's degree in aeronautics from Embry-Riddle Aeronautical University and continue to learn how to fly!

**AMBER PHILLIPS, VICKI CRUSE EMERGENCY MANEUVER TRAINING  
INTERMOUNTAIN CHAPTER, NORTHWEST SECTION**

I am a 28-year-old adventurer who has a problem “staying put” on the ground. I have my private pilot certificate in airplane single engine land and sea and am an FAA-certified airframe mechanic working toward the additional powerplant rating. Since joining Quest Aircraft in 2008, I have performed many tasks in different departments and currently lead a great team of 18 people who build over 500 various assemblies for the Kodiak. As an explorer, I represent Off Road Vixens, a clothing company. Outside my full-time job, I also help the local North Idaho High School Aerospace Program.



**TORI WILLIAMS, ACADEMIC  
KENTUCKY BLUEGRASS CHAPTER,  
NORTH CENTRAL SECTION**

I attended my first Ninety-Nines meeting in early 2012. I was amazed by all the accomplished, wise women who encouraged me in pursuing my aviation dreams. I earned my private pilot certificate the year I graduated high school, and I earned my instrument rating my sophomore year at Eastern Kentucky University. All of this was made possible by the support of The Ninety-Nines. I plan to spend my next two years at EKU earning a bachelor’s degree in aviation business management while also completing my multi-engine, commercial, CFI and CFII ratings.



**MEAGAN WOOD, ACADEMIC  
LAS VEGAS VALLEY CHAPTER  
SOUTHWEST SECTION**

My biggest accomplishments are my two children, ages five and two. As a single mother with full physical custody, they keep me on my toes. I work fulltime for Maverick Airlines as a captain on the Beechcraft 1900 from Las Vegas. Previously, I have flown a Caravan, a Metroliner and a Cessna 402 and have done prior flight instructing. I received a bachelor’s degree in 2005 from Jacksonville University and have decided to continue my education. I am secretary of the Las Vegas Valley Chapter of The Ninety-Nines and am also involved with the WAI chapter and Girl Scouts.

## AEMSF Outside Judges

You know **Judy and Bob Avery**, owners of Avery Tools in Fort Worth, Texas, if you’ve ever built, re-built or flown an RV Aircraft. The Avery’s are avid supporters of general aviation and small aircraft builders. Bob holds patents on several tools he’s invented and fabricated for general aviation aircraft builders. The Averys live and work at Hicks Airfield in Fort Worth, Texas.



**Natalie Panek** is a rocket scientist, adventurer and advocate for women in technology. As a member of technical staff at MDA’s Robotics and Automation division, Natalie works on the next generation of Canadian space robotics and other space exploration programs. She seeks to pursue the road less traveled while working toward her dream of becoming an astronaut. With degrees in Mechanical and Aerospace Engineering, Natalie has contributed to a number of high profile space projects, including MDA’s satellite servicing initiative and ESA’s ExoMars rover program.



*About 60 percent of the 120 racers in this year's Air Race Classic were 99s, above.*

## Air Race Classic 2016 – Fly Camp With 100+ Old And New Friends

BY MINNETTA GARDINIER, Iowa Chapter

*“What? When? Where? Who?”* are the questions I am asked every year and delight in answering for friends, families and pilots. Spread the word. Spread the adventure.

The 40th annual ARC honored U.S. aviation programs by building its 2016 route with en route stops at seven aviation colleges and with Embry-Riddle Aeronautical University (ERAU) hosting the Start (Prescott, Arizona, campus) and Terminus (Daytona Beach campus).

Fifty-one teams and planes carrying 120 racers launched from Love Field (PRC) on June 21 (0800) with the goal of finishing at Daytona Beach International Airport (DAB) on June 24 (by 1700) after flying 2,720 miles.



*Penny Carruthers, who flew in the final 1977 commemorative Powder Puff Derby, served as this year's ARC Honorary Starter.*

For me, I enjoy inviting a rookie racer to fly from the right seat in my 1978 Cessna Cardinal Classic. However, in my ninth outing this year, I had a little twist in the plan. When I heard that the Three Musketeers were not flying the race this year, I contacted their third crew member about moving from the back seat up to the right seat. Brenda ‘BJ’ Carter accepted my offer, and we dubbed ourselves COMM, Cool & Connected.

We planned to fly together from Iowa City to Prescott, using the time together for BJ to get familiarized with the avionics, as well as the differences between her low-wing Beech Musketeer and my high-wing plane. But one thing about ARC is that each year brings unexpected challenges, and 2016 was no different. My plane partner had our Cardinal on a trip in Canada until two days before we were scheduled to leave for Prescott. On his trip, the Aspen electronic flight display screen died, and a landing mishap broke our left wheel pant. Repairs were expedited with great support from both my local FBO and my avionics shop. BJ and I adjusted our flight plans as needed, we refueled our handicap flight and were en route to the Start with only a 24-hour delay.

The Start weekend is a busy time for racers. They must get their credentials approved, have the plane inspected and prepare for racing by attending several briefings to review the route details and requirements. Some teams arrive a little early to have some time for exploring the Start locale and to have a more relaxed Start weekend.

Everyone transitioned to “racer mode” by Monday afternoon, and teams were sharing a last dinner together or collecting their thoughts and strategies for the launch on Tuesday morning. However, nature threw a curveball – a microburst hit the airport, and several planes were shifted in their tie-down spots. One plane rotated 90 degrees in its tie-down spot. Some ropes snapped.

Racers called out to the airport to inspect their planes for any damage. A few planes were called out for a closer inspection the next morning, and then all were cleared for the race.

Launch morning arrived, and racers made the mad dash from the hotel to the airport after the final launch briefing. The local spectators arrived to watch the launch. The Girl Scouts, who mingled with the racers on Saturday, were also there to watch. They are part of the annual Discover Aviation camp hosted by the Phoenix 99s and ERAU Prescott. Penny Carruthers, who flew in the final 1977 commemorative Powder Puff Derby, served as our Honorary Starter, waving off the racers as they taxied out.

Each plane carried a SPOT GPS tracker unit and a BadElf data logger to provide detailed flight tracking. Data from the SPOTs were bundled through MAPProgress so that family, friends and the general public could follow racers' progress in live time. This year, LiveATC.net coverage was also added at each of the route stops to listen to live radio calls as racers flew timing lines at each airport. The BadElf data loggers supplemented timer reports and gave precision tracking for racers on their flybys.

Heat, high density altitude and winds were key factors in this year's race. Prescott registered its highest recorded temperature on June 20. High temperatures were a given across this route, with high humidity also on the latter half of the route. Several teams hung back at the first stop in Albuquerque (AEG), opting to avoid the high density altitude and poorer engine performance at mid-day. Other teams pushed ahead with the strategy to catch some very strong tail winds on day two of the race between Warrensburg and Champaign-Urbana.

Some of the faster planes caught up from AEG to also take advantage of these winds. On day two, the gusty winds at Warrensburg made for some turbulent, teeth-rattling flybys as pilots worked to hold their planes straight and level at 200' AGL parallel to the runway.



*The Top 10 teams of the 2016 Air Race Classic.*



*99s Fastest 9th Leg winners Corbi Bulluck and Ramona Banks with Air Race Classic President Lara Gaerte, left.*

Without a doubt, every racer learns more about her flying skills and her plane. She goes home with greater confidence in her abilities and also a greater appreciation for the challenges that the Air Race Classic offers. The 2016 route was more challenging than some other routes, and it took a toll on some planes and racers. Three teams developed engine/power problems, with two teams landing off-field – one team just a quarter mile short of the runway arriving at the Start, another team landing in a field in Humansville, Missouri, and a team landing at the nearest airport.

All flew their planes to the ground safely, with everyone walking away unhurt. Fly the plane. These pilots were cheered by all for their demonstration of skill and poise under great stress. They flew their planes to the ground when it was needed. The race is truly about piloting and acting as Pilot in Command.

From among 120 racers, about 60 percent of our racers this year were 99s – ranging from Student Pilot members to a Past President. First-time “rookie” racers numbered about 40 percent of the field. Collegiate racers were one-third of the field, with 17 collegiate teams representing 13 universities. Twenty-four teams with all-99s crews were eligible for the 99s Fastest 9th Leg Trophy, and it was won by #26 Dakota Flygirls Corbi Bulluck and Ramona Banks.

Five of the Top Ten Winners were all-99s teams, along with two more Top Ten teams carrying a 99 pilot. These top 99s flyers included: #2 Kayleigh Bordner, #3 Naiara "92 Romeo" Petralanda and Virginie Rollin, #5 Terry Carbonell and Ellen Herr, #6 Lauren Thompson, #7 Caroline, Lydia and Cara Baldwin, #8 Corbi Bulluck and Ramona Banks, and #9 Alicia Sykes and Heather Hill.

As for COMM, Cool & Connected, we had a great race and finished #22 in the pack. We took home a 3rd place leg prize for Leg #5. We had a great adventure flying to the Start, flying the race and flying back to Iowa City. BJ flew her first race from the right seat and took the controls to make three flybys, in addition to flying all along the route.

I'm already looking forward to ARC 2017 and flying from Frederick, Maryland, to Santa Fe, New Mexico. Join our Fly Camp!



# Fit To Fly

BY DR. PETRA ILLIG  
Alaska Chapter

Hypertension (HTN), or high blood pressure, is the leading cause of cardiovascular disease. It significantly increases the risk of heart attack and is the single greatest risk factor for stroke. According to the CDC, nearly one in three adults in the US has high blood pressure and only about half of them have their condition under control. Another third have “pre-hypertension,” which is defined as elevated above normal, but not yet considered high. Although it cannot be cured, it can be effectively treated by lifestyle changes or drugs, and sometimes both. It is the most commonly encountered problem I see in my aviation medical practice and is simple to manage, regarding the FAA.

Sometimes pilots just have “white coat syndrome,” which means whenever they come into a doctor’s office, anxiety sets in and drives up their blood pressure (BP). However, it often reflects underlying HTN, and some pilots are just not willing to accept the fact. The prevailing attitude seems to be, “As long as my pressure is low enough to pass my medical, I am okay!” There is also a belief among pilots that taking BP medications will result in loss of medical certification, or at least that this requires a huge paperwork hassle. Not true!

Since its discovery about 500 years ago, doctors have tried to understand what blood pressure means to one’s health. By the late 1800s, HTN was recognized as an unhealthy condition. By the early 1900s, insurance companies realized that there was a higher rate of heart attack and stroke in people whose BP was over 160/95. By the 1950s, and with the development of effective BP medications, a lower threshold of 140/90 came into use.

Recent research has shown that the goal of treatment should actually be “normal” BP rather than staying under this arbitrary value. I like to think of these numbers as “green arc” (up to 120/80), yellow arc (up to 140/90), and “red line” is anything over that. Urgency of treatment depends on how high the BP is and whether there are any associated symptoms such as headache, chest pain or blurred vision. Although many early studies were based on men, it is now known that the aftermath of untreated HTN is just as serious in women.

When HTN appears in a person, one should look for an underlying cause as sometimes a treatable condition can be found.

However, usually it comes from either genetic predisposition, and/or unhealthy lifestyle. Some people who have close relatives with HTN may need to be medically treated no matter how fit or aerobically conditioned they are. Others have HTN because of inactive and unhealthy lifestyles that lead to being overweight and unfit.

How does one achieve an optimal BP? If not genetically blessed with a great BP, the options are lifestyle changes and/or medications. (By the way, there are very few people whose BP is too low. As long as you don’t faint every time you stand up, your BP isn’t too low!)

Most people can drop their pressure 8-9 points within 3-4 weeks of mild, albeit *regular* exercise, even before weight loss begins. If that brings pressures from the 130s to the 120s, normal BP is reached without medications! Even a small 10-pound weight loss can improve BP by another 4-5 points.

How much exercise is needed? At least 30 minutes a day, and the more strenuous, the better. However, the biggest benefit occurs at the start of the exercise program, when going from doing nothing to doing something! And it is just as effective to divide it up into three 10 minute intervals. (Everyone can find three 10

minute periods throughout the day to jump rope, jog, get on the treadmill, run up stairs, etc.)

Maybe you are one of those people who started a mild-moderate exercise and weight loss program, and still can’t get into the optimal zone of 120/80. It

might be time for medications. Most BP medications have little or no side effects, can be tailored to your response and are approved by the FAA for pilots to use.

Once on BP medication, what are your obligations as a pilot? First of all, whether it is for HTN or any other reason, you should ground yourself for a few days when taking a new medication. You don’t want to get dizzy or light-headed while flying!

Secondly, for any class of medical certification, the FAA requires pilots to provide a brief status report from their treating physician. This can either be mailed to the FAA or supplied to your AME, preferably at the initiation of treatment. Certainly, by the time your next flight physical is due, the report should be handed to your AME, who can issue your certificate if it states that “The treating physician determines the condition is stable and the pilot has been on current medication regimen for at least two weeks and no changes are recommended.” It should mention that the pilot has no symptoms as a result of HTN, has no side effects from the medication(s), and the BP is less than or equal to 155/95. (Please note – this is to allow for pilot anxiety and should not be considered a healthy BP.) This report should be provided annually for Class I and II, and at time of renewal of Class III. Your AME may issue the certificate with this information.

If you have HTN, you should take it seriously as it is a major risk factor for death and disability. By taking care of yourself and, if needed, blood pressure medications, you will likely live longer to fly more!

Here’s to healthy and safe flying!

*Petra*

## High Blood Pressure and Flying

*Past International President Susan Larson with Mikey, her faithful Cessna of 31 years.*



## **The Ultimate Sacrifice: After An Emergency Landing, Susan Larson's Cessna, Mikey, Saved Her Life**

Dear Family and Friends,

Yesterday, my race partner, Amy Ecclesine, and I traveled in yet another class of aircraft to our race terminus in Daytona Beach, via private jet from Springfield, Missouri, dispatched for our personal benefit.

Sisters in flight, we take care of each other in times of great need, and that's exactly what we became Wednesday morning when we made an emergency landing in an alfalfa field near Humansville, Missouri, some 60 miles south of our destination in Warrensburg. Sweet Mikey, my Cessna 182 of 31 adventurous years, performed the ultimate sacrifice, offering his life so we could crawl away essentially unscathed.

Although some might say we were unlucky by our sheer



*Susan Larson, center, with race partner Amy Ecclesine, left, and Debbie Johnson, owner of the field where the team made an emergency landing.*

involvement in such a situation, I've looked at this as a gift. We could not have chosen a better field. The concern and love extended to us by Roger and Debbie Johnson has no parallel. Owners of the field and the Double J Indoor Arena, situated on their ranch in Southwest Missouri, they offered their trucks, their friends, their laughter, their town, their guesthouse, their support, their hearts, all while protecting us from the unwelcome prying eyes of the press, found camped with their tripods at the gate to the field of our mishap.

With Debbie, we laughed more in one day than I had for weeks, the seriousness of race planning having taken command of my psyche until that moment. She was the gift we needed in those post-impact hours when self-doubt had the potential to overwhelm.

She provided stories to tell for years to come, and I hope to have an opportunity to share a few with each of you soon. Teddy the local Chief of Police, drinking Coney Island Root Beer at Polk Salad Annie's, Tobey the prankster, picking off ticks, Morgan and her chickens, Newman (aka Roger's ass), Debbie's express words about the press, her deep love for her adopted family, her sheer presence.

And then there are Roger and Dagney. While repairing the combine at the barn, Roger heard our surging engine and immediately called 911, knowing we'd soon be on the ground. He dispatched a family friend, 17-year-old Dagney, after giving her two minutes of training on an ATV, to locate us and determine our status. We were each quite relieved to see each other but for very different reasons.

I have gained a great respect for the shoulder harness in Mikey, for my supportive and loving race partner, and for the warmth of a family of farmers in Missouri who tell me they will clear a landing strip next time I drop in.

Thank you for your messages of concern these past two days and may each of you stay safe and well.

—Susan



# Pilot Careers: The Gift

BY DONNA MILLER  
International Careers Committee

*To give anything less than your best is to sacrifice the gift. –Steve Prefontaine*

I thought about this quote as I was ironing my uniform shirt. I had rescued it from the dryer just as the cycle was ending, so I could still see the starch creases from its last washing. I could just about get away with it. It wasn't wrinkled – love these new fabrics! I had almost decided that this quick turn to a tropical destination didn't warrant the optional hat, and technically the blazer is non-compulsory in the summer as well. It's a slippery slope, this airline uniform!

I thought about the guards of the Tomb of the Unknowns at Arlington Cemetery. Those sentinels spend an average of six hours a day preparing their uniforms. There isn't a buckle or a shoe that isn't shined to perfection. There isn't a thread out of place. In that physical act of caring for the uniform that they wear with honor, a mental process must take place as well. They are giving their best – to the fallen soldiers, to their brothers and sisters in arms who come to pay homage, to the families and guests at the cemetery that day. In looking their absolute best, I imagine they are more likely to be their best selves.

I continued ironing, thinking about what goes through the passengers' minds as they assess the crew when they see us approach

the gate. Yes, they are assessing. They are about to put their lives into our hands, and in the few short minutes, they have decided how they feel about that. And about us.

Especially, as one of the five percent of women airline pilots, I want them to know they've made the right decision by buying this ticket on my flight. I want them to feel they are in good hands. If it's early morning, I want them to see me wide awake, ready to take on the day. Prior to a red eye flight, I want them to know I am well rested.

And it's not just the airline pilots. What does a brand new student see when she walks into the flight school for the first time? If you are to be her instructor, how do you portray yourself? What about corporate pilots who don't have a uniform, per se. When your boss meets her business clients at the FBO, how are you, her pilot, perceived? You are her team.

It's easy to become complacent. With years of experience, and many proficiency checks under our belts, we know what we need to know to pass. The common joke is that if the minimum wasn't good enough, it wouldn't be the minimum, and that there is no extra credit for scores above 70%. But if that is our attitude, we are truly sacrificing the gift.

With a sigh, I'm almost done ironing my uniform. Maybe just a little more starch on the collar.

## TRAINING MILESTONES

Anne Anderson – High Performance Endorsement, Intermountain Chapter

Tessa Bodel – Solo San Diego Chapter

Holly Boniface – Helicopter CFII Hampton Roads Chapter

Amanda Carbonari – Private Colorado Chapter

Leslie Cauble – Private Memphis Chapter  
In completion of Fly Now Award

Madeleine Dillon – Commercial Multi-Engine Add-on, Old Dominion Chapter

Cindy Ferek – Commercial Airplane Hampton Roads Chapter

Gina Marie Gasbarro – Commercial North Jersey Chapter

Janeen Gaul – Tailwheel Endorsement Ventura County Chapter

Candyce Goudey – Commercial Intermountain Chapter

Carolyn Hambidge – Commercial Intermountain Chapter

Jodi Harskamp – Captain, B-737 Alaska Chapter

Sarah Hudgins – Commercial Multi-Engine, Instrument, Aloha Chapter

Daria Jones – IFR Eastern Pennsylvania Chapter

Kjersti Kittelson – Multi-Engine Sea Minnesota Chapter

Mikki Kline – Private Austin Chapter

Tammie Lightfoot – ATP Fort Worth Chapter

Lindsay Lowen – Solo Oregon Pines Chapter

Bronson MacDonald – Part 135 Checkride, Red Tail Air, Colorado Chapter

Yvette Marble – IFR Ventura County Chapter

Ana Mendivil – CFI Multi-Engine San Diego Chapter

Audrey Page – Solo Ventura County Chapter

Cheri Rhynard – Private Pilot Fullerton Chapter

Jessica Richardson – Private Indiana Dunes Chapter

Holly Roe – ATP, CE525 Type Rating Alabama Chapter

Abigail Ruan – Solo Santa Maria Valley Chapter

Donna Shea – Private Connecticut Chapter

June Stewart – Solo Colorado Chapter

Jeanne Swaringen – Solo San Diego Chapter

Send your accomplishments to [news@ninety-nines.org](mailto:news@ninety-nines.org)



# The 'Thelma and Louise' of 99s Headquarters

BY JACQUE BOYD, Rio Grande Norte Chapter

*Let's see – Mutt and Jeff? No. Batman and Robin? No. Thelma and Louise? Now that's more like it! Really, I'm talking about Laura Ohrenberg, 99s Headquarters Manager, and Amber Morrison, Front Desk Reception, at 99s Headquarters. Without these two, our Headquarters just couldn't run smoothly.*

*Here are a few questions that both women were asked:*

## **What was your first reaction to The 99s during your interview?**

**Laura:** When the agency called to set up my interview, they told me it would be with The Ninety-Nines, and my first response was "The what?" When I walked in the door to The 99s Headquarters for the first time on June 5, 2006, I had absolutely no idea what The 99s was. My interview was with Liz Lundin, and as she told me about the history of The 99s, I was completely awestruck. I think we talked more about The 99s than my qualifications for the accounting position. Needless to say, she hired me on the spot, and I officially started work on June 6, 2006.

After my interview, I called my ex-husband (a private pilot) and told him, "Oh my God, you will never guess where I am going to work. It is The 99s, an international organization for women pilots." He tells me, "Yeah, I know who they are." He said anyone in aviation knows who The 99s are. I asked him why he never told me about them, and his response was, "You never asked."

**Amber:** I had never heard of The 99s, and I am a resident of Oklahoma City! My first reaction was WOW! I couldn't believe what I had stumbled upon. An organization filled with women who are strong willed, determined and willing to take risks!

## **What's your favorite thing about working for The 99s?**

**Laura:** Easy question, without a doubt, the members! Nothing gives me greater joy than being able to talk to our members on a daily basis, hear their stories about how they started flying. On any given day, I could talk to anyone in the world.

**Amber:** I enjoy the people I am able to meet. The knowledge they have is limitless. They're eager to share their story, the lows and the highs. Also, this has helped me grow as a woman. It allows me to dive into my Type-A personality and be proud of it.

## **If you could change/add to your job, what would it be?**

**Laura:** Growing up, my parents always told me, "If it ain't broke, don't fix it." That is exactly how I feel about my job. I love my job and this organization. If I were to add anything to the job, it would be keeping 99s here year around. The 99s Headquarters is supercharged with energy when 99s are in the building.

**Amber:** If I could add something to this organization, it would be to reach out more to the youth, visiting schools and opening their minds to the world of aviation. This would allow us to promote the Museum as well as The 99s.

## **Here's a little personal background on the Dynamic Duo.**

**Laura:** I am a small town girl. I grew up primarily around Grand Lake in Northeast Oklahoma. My father was an Oklahoma Highway Patrolman, and we moved around the state a lot. I jok-

ingly tell people I was an army brat stuck in the state since I went to eight different schools during my 12 years. I am the third of five children. The perfect word that sums up my youth is "ornery." My parents had four girls and one boy (the youngest).

I helped my father instruct Reserve Law Enforcement Courses by demonstrating self-defense techniques, being a criminal during "stopping the violator" sections of the class, instructing first aid classes and working the line at firing ranges. I was certified as a Multimedia First Aid Instructor by the American Red Cross back in those days. I didn't start college until the '90s. I got my degree in Accounting. I furthered my

education later with courses in human resources and networking/database programming. Before those later courses, much of my database and computer knowledge was self-taught.

The loves of my life, aside from The 99s, are my two boys, Jhan, who is 25, and Sam, now 21.

**Amber:** I was born and raised in Oklahoma City. I am the youngest of three children. My brother works in the aviation industry, so he really pushed me to go for this job. I am also a cosmetologist and was the youngest person awarded the Golden Scissors award when I worked for the Penny Corporation.

I have two wonderful children, Elijah who is 9 years old and Jada who is 2 years old. They are my world! I enjoy history, watching documentaries and laughing – LOL!

*The atmosphere that these two women create at our Headquarters is evident the moment you walk in the door. As I worked in the archives, I watched both women interact with visitors. For not knowing who The 99s were when they interviewed, they most certainly are knowledgeable now! They know us inside-out. As Amber and I talked about my research, something she said struck home. She said she feels as if we are the "gatekeepers to history." She also said The 99s are like Amelia's "baby" and we are put here to move it forward.*

*We could not have two more qualified women as the first-line-impresario of our Organization.*



Laura Ohrenberg, left, and Amber Morrison.

## 2016 Forest Inductees



2016 Forest of Friendship recipients and their sponsors: From left, seated, front row: Cindy Carrigan Apple; Gayle Gorman Green, All-Ohio Chapter, and Jim Gorman, accepting for the late Marjorie Gorman, All-Ohio Chapter. Standing, left of statue: Penny Blake, Santa Clara Valley Chapter, and Ron Blake; Christine Renee Poelma, Kentucky Bluegrass Chapter; Fred E. Hetrick; Diane Welch, Wisconsin Chapter, accepting for herself and Perry Welch; Doris Humphrey Hetrick; and Capt. Florence A. Sanders. Right of statue: Ann Shaneyfelt, Northeast Kansas Chapter, accepting for Bee Haydu, formerly of the Florida Gulf Stream Chapter; Dee Bond, accepting for Pamela Ann Collings, both New England Section; James, Gregory and Joyce Harding, accepting for the late Joyce Autry Harding, Oregon Pines Chapter. Last row, to right of statue: Susan Sears, Indiana Chapter, accepting for the late Esther Wyandt, Indiana Chapter; Debra Plymate, Oregon Pines Chapter, and Wayne Nutsch, accepting for the late Glenn Plymate. Not pictured: Janet Gonzales, NOLA Chapter; Bee Haydu; the late Delores Nusbaum, Indiana Dunes Chapter; Senja Robey, Australian Chapter; and Captain Barry Schiff.

# Forest of Friendship Celebrates 40th Anniversary

BY LINTON WELLS II  
Co-Chairman International Forest of Friendship

**T**wenty-six Ninety-Nines helped celebrate the International Forest of Friendship's 40th anniversary June 17-18 in Atchison, Kansas. The focus of the event was on "World Friendship through Flight," with emphasis on international activities, including spaceflight and the increasing use of unmanned vehicles and remote sensing to address problems across borders.

Categories were World Friendship through Aircraft Flights; World Friendship through Spaceflight; Contributions of Unmanned Aerial Vehicles (UAVs) and Related Systems to Peacekeeping, Stability and Rapid Response Situations; Organizations Contributing to World Friendship through Flight.

The Forest also recognized The Ninety-Nines and those

inducted this year: Ron and Penny Blake, sponsored by the Santa Clara Valley Chapter; Pamela Ann Collings, New Zealand Section; Janet Hulin Gonzales, New Orleans Chapter; Marjorie N. Gorman, All Ohio Chapter; Joyce Autry Harding, Western Washington Chapter; Bernice "Bee" Falk Haydu, Aviation Adventures, Inc., Fred and Doris Hetrick, NE Kansas Chapter; Dolores Nusbaum, Indiana Dunes Chapter; Glenn Plymate, sponsored by the Plymate family and supporters; Christine Poelma, Kentucky Bluegrass Chapter; Senja Raymond Robey, Australia Section; Captain Florence Sanders, sponsored by her family; Barry Schiff, 2016 Distinguished Honoree, sponsored by the Ventura County Chapter; Diane and Perry Welch, Wisconsin Chapter; and Esther Wyandt, Indiana Chapter.

Capt. Barry Schiff, who planned to deliver the keynote speech, could not attend on short notice, so Tracey Tomme, Vice President of Education at the Cosmosphere (cosmo.org) in Hutchinson, Kansas, stepped in at the last minute and did a great job. She addressed the new educational components, vision and unique approaches that are being worked on at the Cosmosphere, whose mission statement is quite simply, “Inspiring the future of innovation through applied science education and preserving the history of space exploration.” We greatly appreciated the Cosmosphere’s engagement with the Forest and look forward to closer collaboration.

Special thanks went to Laurie Probst and the NE Kansas 99s for their efforts to get attendees this year.

The date for the 2017 Forest of Friendship ceremony is June 16-17. The theme will be “Flying, Forests and the Future,” focusing on the contributions of young people. While any nominees who have contributed, or are contributing, to all aspects of aviation and aerospace are welcome, the committee particularly wants to highlight contributions by people under 35. Besides

building links to the Cosmosphere, the Forest would like to work with the Explorers Club in their explorations of the biosphere, and leverage the explosion of opportunities in open source Geospatial Information Systems (GIS) development. The use of aviation, remote sensing and related data analysis in precision agriculture could be a collaborative area.

Joe Carrigan of Atchison, Kansas, and Fay Gillis Wells, a charter member of The Ninety-Nines and noted journalist, co-chaired the Forest from its inception in 1976 until their deaths. Their sons, Pat Carrigan and Lin Wells, and their families, continue their dream of “world friendship through flying.”

The Forest is nestled on a gentle slope overlooking Lake Warnock, on the outskirts of Atchison. It is made up of trees from all 50 states and 35 countries around the world where Honorees reside. Winding through the Forest is Memory Lane, honoring those who have, or still are, contributing to all facets of aviation and aerospace. It is a five-foot wide (wheel chair friendly) walk, and embedded in the concrete walk are granite plaques engraved with the names of over 1,400 honorees.



## 99s Attending Forest Ceremony

*Ninety-Nines attending the Forest ceremony, from left, seated, front row: Bethany Root, Laurie Probst, Gayle Gorman Green, Nelda Lee, Betti DeBaun, Penny Blake. Second row, left of statue: Sophia Korner, Christine Poelma, Tina Hartlaub, Kathy Lester-Ross, Diane Welch, Maria Lamia, Debra Plymate. Second row, right of statue: Nancy Warren, Linda Guthrie, Carolyn Carpp, Toni Reinhard, Janet Liberty. Third row, right of statue: Carole Sutton, Judy Benjamin Godfrey, Ann Shaneyfelt, Cheri Thompson, Ruth Seck, Diane Bartels, Dee Bond and Susan Sears.*

# Welcome New and Returning Ninety-Nines!

## Welcome Back Members

**Austin**, Abby, Mat-Su Valley  
**Bailey**, Jessica, Kentucky Bluegrass  
**Baratto**, Mariana, Old Dominion  
**Bobek**, Jan, Cook Inlet  
**Collins**, Ashley, Oregon Pines  
**Curtis**, Diana, Hampton Roads  
**Dombrowski**, Laura, Southwest Section  
**Grant**, Kim, San Diego  
**Graul**, Mary, Mid-Atlantic Section  
**Hagen**, Dorothy, Utah  
**Harris**, Donna, Rio Colorado  
**Jarda**, Magdalena (F), Michigan  
**Jordan**, Lorraine, Garden State  
**Kauffman**, Jennifer, Colorado  
**Klemcke**, Teresa, San Antonio  
**Moss**, Jessica, Long Beach  
**Nissen**, Ange (F), New Jersey



*New member Carol Dehn,  
Australian Section.*

## Welcome New Members

**Adorno**, Christine, Connecticut  
**Al Qerain**, Fatima, Arabian Section  
**Alexander**, Aisha, Arabian Section  
**Amerena**, Sarah, Arabian Section  
**Arens**, Claudia (F), German Section  
**Attaway**, Paige, Florida Goldcoast  
**Baker**, Katie, Idaho  
**Benitez**, Jesse (F), San Diego  
**Bradbury**, Gwenllian (F), Arabian Section  
**Brauman**, Melissa, Arabian Section  
**Broom**, Rachel, (F), Ambassador  
**Busskirk-Dudley**, Stephanie (F), Alabama  
**Cameron**, Beatrice, Oregon Pines  
**Chocallo**, Megan, Utah  
**Clegg**, Megan, Pikes Peak  
**Cutting**, Ailsa, Florida Goldcoast  
**Dehn**, Carol, Australian Section  
**Ellis**, Kiersten, Orange County  
**Espinosa**, Patricia, First Canadian  
**Eveland**, Maggie (F), Kentucky Bluegrass  
**Ford**, Heather, Australian Section  
**Forest**, Amber (F), Crater Lake Flyers  
**Guillian**, Robin, Katahdin Wings  
**Hartzell**, Anne, Intermountain

**Hernandez**, Bethany, Marin County  
**Iverson**, Andrea, Santa Clara Valley  
**Jackson**, Takejia (F), Aloha  
**Jones**, Julie, NOLA  
**Kanapeckas**, Kimberly, Blue Ridge  
**Kane**, Yukari (F), Bay Cities  
**Keithly**, Melissa (F), El Paso  
**Kelly**, Kerstin, First Canadian  
**Korner**, Sophia (F), Kentucky Bluegrass  
**Lache**, Dalia, Daytona Beachin Eagles  
**Lindskoug**, Gabriella (F), Middle Tennessee  
**Loveless**, Olivia (F), Intermountain  
**McAlvain**, LaVena, Wichita Falls  
**McClamrock**, Catherine, Memphis  
**Mendoza**, Dyana (F), Florida Goldcoast  
**Mitrus**, Cheryl, Long Island  
**Muckleroy**, Nikki, Austin  
**Northrop**, Patricia, Lake Tahoe  
**O'Donnell**, Kelli (F), Florida Goldcoast  
**O'Neal**, Lianne (F), Palomar  
**Pierce**, Cathy, Fort Worth  
**Pontinen**, Jessica, Indiana Dunes  
**Poukish**, Stephanie (F), Delaware

**Prato**, Dana, Houston  
**Reum**, Mariya (F), Greater Seattle  
**Rice**, Janice, South Central Section  
**Rieck**, Andrea (F), German Section  
**Rudolph**, Michelle, Florida Goldcoast  
**Sanders**, Rebekah (F), San Diego  
**Schum**, Sabrina (F), Utah  
**Scott**, Katherine (F), Long Beach  
**Sexton**, Rebecca (F), Australian Section  
**Seymour**, Laurie (F), Eastern New England  
**Shellady**, Debbie, Iowa  
**Shelton**, Monique (F), Washington DC  
**Shepherd**, Mackenzie (F), Florida Goldcoast  
**Shepherd**, Shantel, Spaceport  
**Skrabacz**, Sharon, Emerald Angels of the Gulf Coast  
**Smith**, Laverne, Western Washington  
**Somers**, Julie, New York-New Jersey Section  
**Stanton**, Harlee (F), Austin  
**Steele-Thompson**, Lauren, Daytona Beachin Eagles  
**Sultan**, Natasha, Arabian Section  
**Sykes**, Esther, Sutter Buttes  
**Terry**, Cassi, Oklahoma  
**Trusler**, Mary, Houston  
**Underwood**, Lindsay, Washington DC  
**Vallarino**, Stephanie, San Diego  
**Van Vlack**, Rebecca (F), New York New Jersey Section  
**Vitacolonna**, Tanya, Florida Goldcoast  
**Vived**, Stephanie, San Fernando Valley  
**Walters**, Kelsey (F), Kitty Hawk  
**Wehner**, Elizabeth, Georgia  
**Wells**, Heather, All-Ohio  
**Whately**, Nancy, Dallas  
**Wichlinski**, Morgan (F), Indiana Dunes  
**Wilker**, Dorothy, Scioto Valley



From left, Paula Rumbaugh, Mary Biller, Vicki Evans, JoAnn Prater, Jann Bowne and Christine Mortine.

### SCIOTO VALLEY CHAPTER

A flyout to Port Clinton, Ohio, scheduled in April had to be canceled due to weather, but we'll pick that up later this summer. In the meantime, three aircraft and six Scioto Valley 99s flew together to Raton, New Mexico.

Our destination was the beautiful Casa del Gavilan, near Cimarron, invited there for a long weekend by 99 JoAnn Prater and 49½ Jim. All three aircraft spent the first night heading to Raton, near Wichita, Kansas, the guests of Stearman Field (1K1).

On the return trip, two of the aircraft, Cessna 180 and Cessna 182, were able to make it back to Columbus in one day, despite the challenge of the stormy weather covering the Midwest, north to south. The third aircraft, a smaller and slower ship, a Grumman Traveler, also made it to the other side of the stormy weather and spent the night in Decatur, well east of the storm.

— Paula Rumbaugh

### COLORADO CHAPTER

Five Colorado 99s made the trip to beautiful Fredericksburg, Texas, for the South Central Section's spring meeting May 20-22. It was held at the Inn on Barons Creek right near all the Main Street activities. Attendees were Gretchen Jahn, Stephanie Wells, Jan McKenzie, Marty Brophy, Sue Osborne and Linda Horn.

Friday began with a fascinating tour of the Mooney Factory, followed by shopping in the historic downtown or visiting the National Museum of the Pacific War. The day wrapped up with a wonderful welcome reception at the nearby Woerner Warehouse.

After the Saturday morning Business Meeting, there were interesting talks by Linda Street-Ely about the latest on Foreflight, and Carol Foy about her around the world record-setting flight in 2008.



Marylou Pohl, Gretchen Jahn and Lydia Baldwin fly paper airplanes with the Scouts.



Stephanie Wells, second from right, makes learning about the weather fun. Helping her is Sarah Talucci from the Eastern New England Chapter.

The evening banquet was held in the beautiful Lavender Haus located at the Becker Vineyards, where we were treated to a tour of the winery and wine tasting before the banquet. Our speaker was the very entertaining Rebecca Hempel. She shared the trials and tribulations of her flying career, culminating in flying the B-747 for Atlas Airlines.

At the banquet, the new SCS officers were installed by International Vice-President Jan McKenzie.

We also had another successful Girl Scout event! Working with the Girl Scouts to earn a 99s Aviation Patch is one of the ways our Chapter provides aviation education for young girls in our community. A huge thank you to Emily Salley, Kate Kennedy and Amanda Carbonari for organizing such a successful and fun event.

— Margot Plummer



*New 99 Ashley Koenig explains flight controls.*

### CHICAGO AREA CHAPTER

The Chicago Area Chapter hosted over 100 scouts and 50 leaders/parents for a very successful Girl Scout Aviation Day. The event was held in the Illinois Aviation Academy hangar at DuPage Airport. Chapter Chairman Ellen O'Hara was event chairman and gave the welcome and safety briefing.

Six stations set up around the hangar focused on STEM requirements. Topics and presenters were: *Pre-Flight*, Diane Cozzi and Deb Meznarsic, hands-on with a Cessna 172 provided by the Illinois Aviation Academy; *History*, Donna Klein and Sue Nealey; *Navigation*, Leslie Prellwitz and Jill Feldman; *Aerodynamics of Flight*, Heather Hostert Whitney and Ashley Koenig; *Communication*, Spirit Airlines Capt. Natalie Berman and Aurora CT Controller Katerina Smith; and *Careers*, Southwest Airlines Capt. Carol Skiber.

Ellen and Carole Hickman worked registration. We also

appreciated help from the Wing Scout Troop for providing directions to stations and volunteering at the snack table. In addition, Natalie Berman had collected tons of free souvenirs from various airlines (caps, sunglasses, luggage tags, etc.) to distribute to the Scouts.

The event was followed by our Chapter meeting where Ellen presented a Certificate of Appreciation to Bryan Bernatek, representative of the Illinois Aviation Academy, thanking them for their support.

A big thank-you to everyone who made this day such a success!

— *Diane Cozzi*



*Deb Meznarsic introduces cockpit instruments.*



*India's first female fighter pilots, from left, Mohana Singh, Avani Chaturvedi and Bhawana Kanth.*

Photo PTI

### INDIA SECTION

Great news from the India Section! I have been discussing this with the Chief of the Indian Air Force for many years, and now our dream has come true. Etching their names in the history books, India's first three women fighter pilots were formally commissioned into the Indian Air Force (IAF) on June 18, 2016.

The three will begin advanced training on advanced jet trainers, British-built Hawks, at Bidar in Karnataka. It will take another 145 hours on the Hawks before they actually get into the cockpit of a supersonic fighter.

Thanks for all the strong support from 99s for us to go ahead with our projects and succeed!

In addition we are celebrating 50 years of India Section/Indian Women Pilots Association next year on February 27-28 next year in Delhi.

— *Chanda Budhabhatti*



*Both adults and kids experienced their first flights at the Youth Take Flight event.*

### **PARADISE COAST CHAPTER**

May 7 found the Paradise Coast Chapter 99s hosting the Youth Take Flight event in partnership with Aviation Adventures, Inc. and the Fort Myers Flying Club. In all, 14 boys and girls, plus 7 adults experienced their first small aircraft flight.

The day was bright and sunny after a late season cold

front moved through southwest Florida. The passengers arrived to relative cool temperatures at 0900 to begin their flight orientation and take their turns riding in planes. Longtime EAA member, Sam James, gave the kids a briefing about aviation safety and explained a little about how airplanes fly. He took about half of the group to his hangar for a tour while the other half of the group received their pilot assignments and loaded up.

Since the group was relatively small and our pilots were willing, each flight lasted over 30 minutes. The flight out of LaBelle Airport (X14), LaBelle, Florida, headed west over the Caloosahatchee River, then south where the passengers got a chance to look for their houses and schools over Lehigh. They proceeded back to the airport over the farm fields of southwest Florida. Some of the young participants had the opportunity to fly a Cessna 150.

Thanks to CFII Skip Bentley, three kids who said they wanted to be pilots actually got their first lesson, complete with signed log book and AOPA pilot in training T shirt.

The flights marked the end of the five-month No Limits Aviation Program for the local Boys & Girls Club Youth where 99s, joined by volunteers from other local aviation groups, taught the kids about aviation through interactive hands on activities.

— Terry L. Carbonell

### **SANTA CLARA CHAPTER**

More than 100 people attended our fundraising barbecue organized by Debby Cunningham and Kat Hanlon for the San Jose State University (SJSU) flight team on April 30 at the team's hangar at Reid Hillview Airport (RHV). Among them was a graduate of the SJSU program who arrived in a new Australian-made California Highway Patrol plane to join us for lunch. The Beach Boys formation flying group of eight planes also flew over for the event.

Our awards banquet, organized by Sue Ballew, was held on May 26 at the Bay Cafe at Palo Alto Airport (PAO). Forty 99s, 49½s and friends attended. This year our speaker was Vicky Benzinger, who talked about aerobatics competition and flying for air shows, holding all of us spellbound for half an hour.

Brittany Sabol received the Pilot of the Year award. She has earned her instrument rating, organized the flying companion seminar for several years, has participated in most fly-ins and has been our treasurer for four years.

Our Service Award for service to the aviation community and to The 99s went to Jeanne McElhatton, who has flown all over the country giving courses, started the Fear of Flying course at San Francisco Airport (SFO), speaks at our Flying Companion Seminars, volunteers for events like Palo Alto Airport Day and

the SFO Disaster Preparedness Drill, has worked on bringing in new members and is always available to do tasks that come up. She has held many offices and committee chairs, most recently Co-Vice Chairman and Membership Chairman.

Last, but not least, a check was presented to the SJSU flight team for over \$3,000 raised for them at the barbecue.

— Carol Munch



*The Santa Clara Valley Chapter hosts a BBQ to benefit the San Jose State University flight team.*

**ORANGE COUNTY CHAPTER**

The Orange County Chapter was honored to have Elinor Otto as our speaker and guest at our May meeting. Elinor, now 96 years old, stepped up to the plate during World War II and became a riveter. Women were recruited so the men could go to war and fight for our freedom.

Elinor worked for economic reasons, to take care of her mother and son. When she started working in 1942 at the aircraft assembly plant, she was paid 65 cents an hour. “We hoped we’d win the war. We worked hard, as women and were proud to have that job.”

But days after the war ended, all the women were let go. They took it in stride, gender equality having not yet been born. Most did not realize that they were part of something big. “This Rosie thing came up much later, but we just knew this war had to be won and the men were gone. Not until years later did we think we did anything special.”

Elinor still had her son to take care of. She tried working in offices but hated being still for too long. She found another

aircraft assembly job at Consolidated in San Diego, where she worked for 14 years until she was laid off. A year later, she secured a position at a Douglas Aircraft C-17 plant. She worked on every single C-17, and when Boeing produced the last one at the Long Beach Plant, Elinor and others on her team were let go, that job ended. She had been working for Boeing for over 70 years.

She brought the rivet gun she used on her last job to our meeting. We were all amazed at how heavy it is. It’s hard to imagine lifting it over and over again through the hours of a long working day.

And as a reminder of just how small our world is, two of our Chapter members have connections with Elinor’s life

as a riveter. Shirley McFall’s mother worked for several years during the war at Consolidated in San Diego, while her husband (Shirley’s father) was a B-24 tailgunner in the 8th Air Force in Europe. Mary Van Velzer’s 49½, Vince, an engineer, is one of the designers of the C-17, working many years at Boeing in Long Beach.

— Shirley McFall



From left, Elinor Otto, Colleen Handrahan, Patty Murray and Irene Engard (in back).

**MINNESOTA CHAPTER**

Early spring has found the Minnesota 99s with booths at both the Great Minnesota Aviation Gathering (GMAG) at the Anoka County Airport (KANE) on April 29-30 and at Discover Aviation Days (DAD) at Anoka (KANE) on June 4-5.

We are saddened that Glen Morrow, 49 1/2 extraordinaire, flew on to new horizons on April 9, 2016. Glen volunteered at all levels of The Ninety-Nines. He was honored as the first recipient of the George Palmer Putnam award, and he was inducted with Elaine into the International Forest of Friendship. Glen will be greatly missed many, and especially by the Minnesota 99s.

— Melissa Aho

Photo, from left, Thuy Pieper, Patti Sandusky and Tracy Lovness at Discover Aviation Days.



## JULIE CLARK INDUCTED INTO MINNESOTA AVIATION HALL OF FAME



Julie Clark.

On April 30, Julie Clark, Placer Gold Chapter member and air show performer, was inducted into the Minnesota Aviation Hall of Fame in Minneapolis, Minnesota.

Julie is a resident of Cameron Park, California, and Webster, Minnesota. The Minnesota Aviation Hall of Fame is a partner organization of Airspace Minnesota. Approximately six inductees are chosen each year, and the inductees are then installed at a ceremony the following year.

This year, Julie celebrates 36 years of flying as a solo aerobatic air show pilot, logging over 35,000 hours and rated in more than 66 types of aircraft. Julie is an icon in the aerobatic community, known for her dedication to perfection and commitment to flying. She says that if she can inspire just one young air show fan at each air show to become involved in aviation, then she feels she will have accomplished something worthwhile.

Julie flies a Beechcraft T-34, easily recognizable at air shows by her creative version of the Air Force One paint scheme.

— Carol Hampton

## ROSELLA BJORNSON HONORED WITH NORTHERN LIGHTS AWARD

Rosella Bjornson, Alberta Chapter 99, is one of seven winners of the 2016 Elsie MacGill Northern Lights Award.

Each year, The Northern Lights Award Foundation honors outstanding Canadian women who have made a significant contribution in their field.

Rosella was the first woman to become first officer on a jet and is a trailblazer for women in aviation. She received her pilot license at 17 and earned her commercial and instructor rating while attending the University of Calgary.

She became the first female first officer when she was hired by Transair in 1973 and the first jet-qualified female airline pilot in North America. She was also the first woman member of the Canadian Airlines Pilots Association. In 1990, she became the first female captain with a major airline in Canada. She was inducted into Canada's Aviation Hall of Fame in 1997.

The recipients will be honored at a gala on October 16.

— Nancy Soldo



Rosella Bjornson.

## SPECIAL BOOK DONATION TO THE AMELIA EARHART BIRTHPLACE MUSEUM

BY JEANNINE WYATT, AEBM Trustee

Allen and Sandra Weichert, Lawrence, Kansas, were recent donors of an autographed copy of Amelia Earhart's book, *The Fun Of It*, to the Amelia Earhart Birthplace Museum. The Weichert's are unsure of how the family acquired the book, but it was discovered by Sandra as she was looking through her stepfather's belongings following his death in 1990. The children on both sides of the family congenially agreed to look through the belongings and take what they wanted.

Sandra's mother, Helen Swanson, had married John Calvin Carroll, who was her second husband. John was a Cessna test pilot and had trained Wiley Post. In his earlier days of aviation Carroll was a Barnstormer pilot.

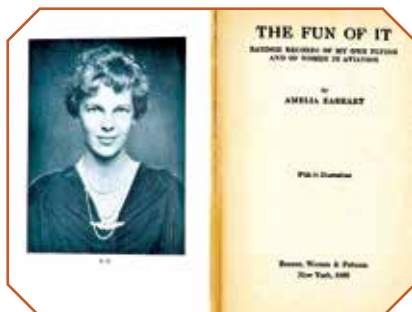
All the children took the items they wanted, and among items chosen by Sandra and Allen was the Earhart book. Sandra was uncertain how her stepfather came to get the book. She said it could have been a gift from his first wife or a personal gift from

Amelia Earhart. There was definitely an association between Carroll and Earhart, but all the details are a bit uncertain. Sandra noted that in the Amelia Earhart Birthplace Museum in Atchison there is a picture showing aviators at a 1927 Convention at the Commodore Hotel. Amelia is shown in the picture, and Sandra says one of the men in the picture has a very strong resemblance to her stepfather in his younger days. In fact, Earhart and Carroll may have indeed been friends.

The book donated is in pristine condition, and the signature of Amelia Earhart is quite clear. This particular copy has a very high value attached to it, and the Museum is very pleased the Weicherts so generously made the donation.



From left, Linda Weichert, Louise Foudray, Museum Caretaker and Historian; and Allen Weichert.



*Amelia Earhart*

## MARIAN CUTTING

### Central New York Chapter

Marian Cutting died peacefully at sunrise on March 10, 2016, surrounded by her family.

Born in Yonkers, New York in 1927, she lived her life fully and with passion. She met her late husband while a student at Wells College, and the two of them built a life filled with family and friends, finding great joy in being part of the Ithaca, New York, community.

Marian was an avid pilot and proud to be a Ninety-Nine. What began as a lark after her youngest child went off to college turned into decades of flying, with adventures across the United States, Alaska and Canada. With an instrument rating, she continued flying until just a few years ago.

An icon for both men and women pilots for her love of flying, she will be missed by many.

— Deanna Bowles

## BETTY LOU STORRS

### New England Chapter

Betty Lou Storrs died on April 28, 2016, in Westminster, Maryland. Betty Lou was born in Columbia, Alabama, the youngest of seven children. She was valedictorian of her high school class of 1949 and graduated from Southwestern at Memphis, Tennessee, in 1952 with a degree in mathematics.

She was recruited by General Electric for their Numerical Analysis group, just as digital computers were coming into commercial use. In 1957, she transferred to the National Reactor Testing Station (NRTS) outside of Idaho Falls, Idaho, whose mission was to develop and demonstrate peaceful uses of nuclear power. Here, again, she was a pioneer working on the Experimental Breeder Reactor-1, the first reactor to go critical at the NRTS and the first reactor in the world to generate a useable amount of electrical power.

It was here that she met Chuck, her husband of 53 years. Together they had three sons. They lived in Bloomfield, Connecticut, for 36 years. She earned her Master's degree in Microbiology from the University of Hartford and her Emergency Medical Technician certification.

Betty loved to fly. She earned her private pilot certificate the day before her first child was due, her instrument rating just before her third child was due, and her commercial certificate a few years later so she could volunteer airplane rides with The Ninety-Nines.

She continued flying her own plane well into her 70s, always eager to offer rides for the delight of her numerous nieces, nephews, other kin and their associates and really anyone who would ask.

Upon her "retirement" to Fairhaven in 2004, Betty continued her community involvement, which was recognized with her induction into the Maryland Senior Citizen's Hall of Fame in 2013.

— Alex Storrs

## DORIS MILLER

### Garden State Chapter

Garden State Chapter member Doris Miller passed away in October 2015 at age 89. She held numerous offices in the Chapter, as well as chairing the Garden State 300 air race on several occasions. She was a past NY-NJ Section Governor.

Prior to joining the Garden State Chapter, she was a member of New York Capital District Chapter, where she helped originate the Empire State 300 air race.

Her late husband, Army Physician Col. William Miller, was assigned to Fort Dix Army Base, which prompted their move to New Jersey.

She flew in the Powder Puff Derby, Angel Derby, was a charter member of IWASM and a Life Member of The 99s.

— Diana Dade

## MILDRED 'MICKY' PINKSTON

### Greater Kansas City Chapter



Mildred Pinkston.

Mildred 'Micky' Pinkston, daughter of Stephen Robert Clegg and Sarah Pearl Craig Clegg, was born October 26, 1924, in Blairstown, Missouri, and departed this life on April 15, 2016.

As a child, she excelled in school and graduated from Urich High School. She was thrilled to take an airplane ride on her Senior Trip to Kansas City.

In 1969, she married Floyd "Pink" Pinkston. They resided in Belton, Missouri, for 27 years. After putting her aviation dreams on the back burner while both sons earned their pilot certificates, at age 51 she began flying with her son Jerry as her flight instructor. She earned her private pilot certificate, followed by her instrument, commercial, ground instructor, single engine land and sea certificates and ratings.

She was a member The 99s, serving as the Chairman of the Greater Kansas City Chapter for two years. In 1989, she was selected as The 99 of the Year. She was also honored with the Blue Maxine traveling plaque. She was recognized with a marker in the Forest of Friendship in Atchison, Kansas.

Mickey traveled to meetings nationwide, working with legislators and the FAA to develop regulations to benefit general aviation and to encourage pilots to become more proficient and safety conscious. She encouraged pilots to participate in the Wings program so they could be recognized for increased proficiency.

She volunteered for Angel Flights and flew patients to the Mayo Clinic for medical treatment. She delivered flowers for Easter Seals. Everyone knew Micky and recognized her pristine Piper Warrior. She logged over 5,000 hours and was known affectionately as "The Flying Nana."

— Barbara Vanecek

## RUTH MARGARET HASKINS STAFFORD Greater Kansas City Chapter



Ruth Stafford.

Ruth Margaret Haskins Stafford, 87, flew to new horizons February 12, 2015.

Ruth was an active 99 holding all local offices. Ruth began flying in 1954. She had flown shotgun with Sheldon, her husband of 58 years, helping with flight planning and navigation, keeping her thumb on the aircraft's present location.

Sheldon wanted her to learn to fly, saying that "everyone in the front seat needs to know how to fly." She finally relented, and with 1,000 hours in the right seat, she seemed to enjoy the left seat more than she cared to admit.

She loved flying, but for years it was more of a business ferrying aircraft. Along with Sheldon in formation with a third Beechcraft, she made 52 solo flights across the Atlantic and into Europe and Africa, delivering the new aircraft for a fee of \$2,500.

She flew over the pond, landing in Bangor, Goose Bay, Sondrestrom (Bluie West) Greenland, Ireland and other points east, always insisting on a tail wind. With aux tanks behind the pilot, the weight was not exactly in balance. In fact, a 2 by 4 was stuck under the tail until engine start. Flight planning and weather briefings were critical parts of the flights.

She flew to Spain, the Azores, Iceland, Ivory Coast and more. Her navigation was accomplished with a compass and watch, and when close enough to land, Non-Directional Beacons.

They were members of the Missouri Flying Farmers and the Missouri Pilots Association. She was Queen of the Missouri Flying Farmers. She also served as president of the Missouri Pilots Association from 1995-1996 and was a member of the United States Pilots Association.

Ruth retired from ferrying aircraft in 1990, having accumulated 6,500 hours. She had earned her ATP in single and multi-engine land, CFI and II, single engine land and glider.

As any 99 will say, "We are women who just love to fly."

— Barbara Vanecek

## BETTY WHARTON San Diego Chapter

Members of the San Diego Chapter were very belatedly informed of the passing of one of our oldest and best loved members. Betty Wharton passed away on July 8, 2014, from a very long battle with Alzheimer's disease.

Born in 1926 in Texas, Betty moved to San Diego in 1936 and became a member of the San Diego Chapter. While she was a member, she earned her private certificate and was very active in all activities of The Ninety-Nines.

Betty was on the International Board of Directors for two years and also served the Southwest Section as Nominating Committee Chairman. Betty was inducted into the Forest of Friendship,

## MARY S. FEIK Mid-Atlantic Section

Mary Feik pioneered aviation maintenance during World War II, and for over 60 years worked in aviation, promoting aerospace education and inspiring generations of our nation's youth.

After overhauling her first automobile engine for her father when she was just 12 years old, Mary turned to aircraft engines and then military aircraft maintenance. In 1942, at the age of 18, she obtained a contract as a civilian and taught aircraft maintenance to crew chiefs and mechanics for the U.S. Army Air Corps. At the time, there were no other women mechanics, or crew for that matter, working with the Air Corps.

During WWII, Mary became an expert on many military aircraft and is credited with becoming the first woman engineer in research and development in the Air Technical Service Command's Engineering Division at Wright Field in Dayton, Ohio. She flew more than 6,000 hours as a pilot in fighter, attack, bomber, cargo and training aircraft.

Mary retired from the National Air and Space Museum's Paul E. Garber Restoration Facility as a Restoration Specialist, where she taught the restoration of antique and classic aircraft and participated in aircraft refurbishment and the construction of reproduction WWI aircraft.

Since 1982, Mary has shared her experiences in aviation history with today's youth as a member of the Civil Air Patrol, and more than 24,000 Civil Air Patrol cadets have earned the esteemed "Mary Feik Achievement Award."

In 2013, The Ninety-Nines, partnered with the National Aeronautical Association, were honored to present Mary with the Katharine B. Wright Memorial Trophy.

Mary, a 99 since November 1977, will be missed!

— Pat Prentiss

Photo courtesy C/CMSgt. Ethan Williams, CAP



Mary S. Feik.

and served on the committee to set up the Women in Aviation Room at the San Diego Air and Space Museum.

Racing was her "best joy." She served on the AWTAR board for nine years, acting as aircraft inspector, a job she continued for all 25 years of the Pacific Air Race. Betty participated in several races, including The Air Race Classic, Pacific Air Race, Palms to Pines Race, International Air Race and Baja Air Race.

Betty was married to Claud Wharton for over 50 years, and they owned three Cessna 210s over the years. He and Betty flew all over the U.S. and Mexico.

Betty will be remembered for her jokes. She had a million of them. Our Chapter is really missing her and her helpfulness.

— Frankie Clemens

