



# Ninety-Nines

Inspiring Women Pilots Since 1929

March/April 2019



**Lindsay Underwood:  
Commanding the new  
Presidential Helicopter**



# Ninety-Nines

*Inspiring Women Pilots Since 1929*

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*Paradise Coast Chapter member Joelle Petersen (front seat in photo) helped friend Dick Goodgame fly his "bucket list." After his wife died, Dick, a retired corporate pilot, commissioned Joelle to plan and fly to see all of the National Parks.*



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*Longtime air show performer Julie Clark was the 2018 recipient of the prestigious International Council of Air Shows (ICAS) Sword of Excellence. Julie is recognized as a trailblazer, mentor, and leader during an air show career that spans four decades.*

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*Photo: Alberta Order of Excellence*

*Rosella Bjornson, Governor of the West Canada Section, is now retired after flying 31 years for various airlines. During her career, she has been the recipient of many honors, including induction into the Alberta Order of Excellence.*

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## On The Cover

*Washington D.C. Chapter Ninety-Nine Lindsay Underwood is the first female pilot to command the U.S. President's brand-new, elite military transport helicopter, a Sikorsky VH-92A that was brought into service for the U.S. Marine Corps. — page 10*



*Photo courtesy of U.S. Navy*

*As a ferry pilot, Lynn O'Donnell was one of the first women to fly solo across the Atlantic Ocean. In addition to her flying career, she later decided to experience the sky without the aircraft and has recorded over 2,000 parachute jumps.*



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*The Alabama 99s and Zonta Club of Birmingham hosted their 23rd Annual Amelia Earhart Luncheon that supports the Amelia Earhart Birthplace Museum. Guest speaker was Krystie Dunn, left, Administrative Assistant at the Mobile, Alabama Airbus U.S. Manufacturing Facility.*

*The Chicago Area Chapter held its annual IFR/VFR Safety Seminar in conjunction with the Division of Aeronautics in Illinois. Speaking at the event were, from left, Shona Williams and Donna Klein.*



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## The 99s Mission Statement

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

# Events

# 2019

## MAY

- 3-5 New England Spring Section Meeting**, Mystic, Connecticut. Contact [margot@margotcheel.com](mailto:margot@margotcheel.com).
- 15-18 Australia Annual Meeting**, Brisbane, Queensland, Australia. Contact Jacqueline Milroy, [jacqueline\\_milroy@bigpond.com](mailto:jacqueline_milroy@bigpond.com).
- 18 New York/New Jersey Section Meeting**. Hosted by the Western New York Chapter at Niagara Aerospace Museum at Niagara Falls International Airport (KIAG). For more information, contact Marie Flanigan at [flanigan.marie@gmail.com](mailto:flanigan.marie@gmail.com).
- 16-19 Southeast Section Spring Meeting**, Pensacola, Florida. Contact [skyqueen31r@yahoo.com](mailto:skyqueen31r@yahoo.com).
- 17-19 Mid-Atlantic Spring Section Meeting**, Fredericksburg, Virginia. Contact Debi Dreyfuss, [d.dreyfuss@yahoo.com](mailto:d.dreyfuss@yahoo.com).
- 24-25 East Canada Spring Section Meeting**, Toronto, Ontario, Canada. Contact Robin Hadfield, [robin@firstcanadian99s.com](mailto:robin@firstcanadian99s.com)

## JUNE

- 1-3 New Zealand Spring Section Meeting**, Onaka, New Zealand. Contact Bianca Barbarich-Bacher, [zkbianca.bb@gmail.com](mailto:zkbianca.bb@gmail.com).
- 15 German Section Yearly Meeting**, Schoenhagen, Germany. The Section's event will recongize the "1949 Berlin Airlift, the Largest Relief Operation in History." Ninety-Nines and the public worldwide are invited to attend. Email [governor-team@ninety-nines.de](mailto:governor-team@ninety-nines.de).
- 18-21 Air Race Classic**, Start in Jackson, Tennessee. Terminus Welland, Ontario, Canada. Visit [www.airraceclassic.org](http://www.airraceclassic.org). This 43rd Annual Air Race Classic is the first ARC finishing in Ontario at the Niagara Central Dorothy Rungeling Airport (CNQ3) on June 21. The next day, the public is invited to a posthumous plaque unveiling in honor of former Ninety-Nine Dorothy Rungeling.



*Dorothy Rungeling will be honored at this year's Air Race Classic, which will finish at the Niagara Central Dorothy Rungeling Airport, Ontario, Canada.*

## JULY

- 16-21 2019 International Conference and Business Meeting**, Dayton, Ohio. Hosted by the North Central Section. Stay at the University of Dayton Marriott, book by June 15. Career Expo: July 16; Seminars and Tours: July 17-20; Dinner Under the Wings at NMUSAF – Welcome Reception and AE Scholarship Banquet: July 18; 99s Awards Banquet, July 20; Youth aviation event: July 21. For more information, contact Conference Chairs Minnetta Gardinier, Deb Henrichs, and Paula Rumbaugh at [dayton2019@ncs99s.org](mailto:dayton2019@ncs99s.org) or visit [www.99sconference.org](http://www.99sconference.org).
- 22-28 EAA AirVenture Oshkosh**, Wittman Regional Airport, Oshkosh, Wisconsin, [eaa.org/en/airventure](http://eaa.org/en/airventure).
- 31 Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Autumn Session**. For more information go to [www.ninety-nines.org/resources.htm](http://www.ninety-nines.org/resources.htm) or email [mentoring@ninety-nines.org](mailto:mentoring@ninety-nines.org).

## AUGUST

- 17 41st Annual Okie Derby Proficiency Air Rally**, Sundance Airpark. For information and registration, contact Gail Foote: email [crbfred@gmail.com](mailto:crbfred@gmail.com), phone: 405-921-7763. Be sure to leave a message.

## NOVEMBER

- 1-2 Fall International Board of Directors Meeting**, Oklahoma City, Oklahoma.
- 9 New York-New Jersey Fall Section Meeting**, Cradle of Aviation, Long Island, New York.

# 2020

## JANUARY

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

## To List Your 99s Events:

*Ninety-Nines magazine deadlines always fall on the first of the month prior to issue date, ie: April 1 for May/June issue. Email information to: [news@ninety-nines.org](mailto:news@ninety-nines.org) or fill out Online Form at [ninety-nines.org/forms/index.cfm/news\\_reporter.htm](http://ninety-nines.org/forms/index.cfm/news_reporter.htm). Mailing address: PO Box 950374, Oklahoma City, OK 73195-0374.*

*High resolution photos are requested and sent as email attachments (not in Word).*

*For advertising information, specs and rates, or to place an ad, please contact [advertisingmgr@ninety-nines.org](mailto:advertisingmgr@ninety-nines.org).*

# PRESIDENT'S MESSAGE

## March and April as a Ninety-Nine

Early spring brings lots of fun and productive 99 activities. First we started with the spring International Board of Directors (IBOD) meeting at Headquarters in Oklahoma City. Did you know that all members are invited to attend?

We made progress on planning our 90th Anniversary activities, upcoming conferences and tradeshows. You can't beat hanging out with your 99 gal pals for an inspiring couple of days!



And speaking of the 90th Anniversary, we are celebrating our awesome organization that started with 99 U.S. women on November 2, 1929. We have grown to 5,800-plus members in 44 countries around the world. We are planning a grand celebration on November 2, 2019 at Headquarters. Please put this on your calendar and make plans now to join the fun. A BIG thank you in advance to **Cathy Prudhomme** for planning our anniversary activities.

Next, in March, we met 99s and signed up new members at our booth at the Women in Aviation Conference in Long Beach, California. Then, on the third weekend in March, 99s from 15 states gathered in Kearney, Nebraska, for the joint North Central and South Central Section meeting. Why Kearney in March? To experience the spring Sandhill Crane Migration. On the Platte River, we were able to view 600,000 migrating cranes on their layover to choose a mate before their journey north to nesting grounds in Canada, Alaska and Siberia. What fun for two Sections to meet together — twice The 99s and twice the fun!

April brought us to Sun 'n Fun in Lakeland, Florida. 2018 was the first year The 99s staffed a booth in one of the hangars at this event. We signed up 53 new and renewing members, compared to only five the year before we joined other aviation organizations in the hangars.

I hope your spring is busy, prosperous, and fun!



**Jan McKenzie**  
International President

*Attendees at the Spring International Board of Directors meeting gather around the Compass Rose in the courtyard at Headquarters in Oklahoma City.*



**Choose to Soar!**  
**Choose to fly Your**  
**Dreams!**

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## TOUCH & GO

### Julie Clark Honored with ICAS Sword of Excellence

Longtime air show performer Julie Clark was recognized as the 2018 recipient of the prestigious International Council of Air Shows (ICAS) Sword of Excellence. The award was presented during ceremonies at the Las Vegas ICAS convention in December.

Julie, a Ninety-Nine since 1976 and a Placer Gold Chapter member, is recognized as a trailblazer, mentor, role model and leader during an air show career that now spans four decades. Her personal story of overcoming adversity, persevering and excelling in a male-dominated industry has been a source of inspiration to millions.

Since 1981, the International Council of Air Shows Sword of Excellence has been synonymous with air show excellence. Over more than three decades, 44 different Sword recipients have been honored.

2019 will be Julie's "Farewell Tour," completing 41 years of safe airshow performing. She has flown more than 1,800 performances and amassed over 34,000 hours of accident-free flying, with 11,000 hours in the same airshow T-34.

— ICAS, photo by Larry Grace



### Deb Henneberry Inspired by Bee Haydu's Doctorate



Deb Henneberry

Deb Henneberry, an Assistant Professor in the Aviation Department at Vaughn College of Aeronautics in Queens, New York, recently completed her doctoral degree in education. Deb was instrumental in Vaughn College recognizing WASP Bernice Falk Haydu's service and awarding her an honorary doctorate degree.

"I met Bee in 2015 at an Aviation Adventures educational event in Mobile, Alabama. I heard Bee say that her biggest regret was never receiving a college education. I was so moved by this that I arranged for her to receive an honorary doctorate from Vaughn College. Bee spoke at Vaughn's commencement that year and received several standing ovations. The graduating class was truly touched by her presence and contribution to aviation."

Deb also serves as faculty advisor to Vaughn College's Women in Aviation chapter. She holds CFI/CFII/MEI ratings and also serves as Director on the Greater New York Chapter's Board. The topic of her dissertation was factors that affect women's decisions to become professional pilots. Her areas of interest include human factors and flight training.

— Shannon Osborne

## Ninety-Nines to Receive the 2019 Cliff Henderson Trophy

The National Aeronautic Association (NAA) recently announced that The Ninety-Nines is the recipient of the 2019 Cliff Henderson Trophy.

The Henderson Trophy, which is in the collection of the Smithsonian's National Air and Space Museum, was established in 1960 to honor the creator and Managing Director of the world-renowned National Air Races from 1928-1939.

The trophy is awarded to "...a living individual, group of individuals, or an organization whose vision, leadership or skill made a significant and lasting contribution to the promotion and advancement of aviation and aerospace in the United States."

"The Ninety-Nines exemplify what the Henderson Trophy is all about. For 90 years they have been dedicated to, and effectively worked to fulfill, the proposition that U.S. aviation succeeds best when all with the passion and talent can participate and contribute. It will be a true honor to present the Henderson Trophy to The Ninety-Nines, all the more so because of Cliff Henderson's association with The Ninety-Nines in the organization's early days," said Greg Principato, President, NAA.

"The Ninety-Nines' association with Cliff Henderson can be traced to its inception," said Jan McKenzie, International President of The Ninety-Nines. "His support of women's participation in the National Air Races in 1929 provided the venue for the women racers to lay the foundation for the formation of the world's first, and now oldest, organization exclusively for women pilots. We are thrilled to be named as the recipient of the 2019 Henderson Trophy and recognized for our 90 years of promoting aviation through the advancement of women pilots."

NAA will present the Henderson Trophy to The Ninety-Nines at their 90th Annual International Conference in Dayton, Ohio in July 2019.

— National Aeronautic Association



## Refilwe Ledwaba Presented Award of Excellence

African Section member Refilwe Ledwaba recently received the Aviation Excellence Award for her contribution to the aviation industry. The honor was presented by the Commercial Aviation Association of Southern Africa (CAASA). CAASA was formed in 1944 to promote and protect the commercial interest of the general aviation industry in South Africa. The member companies include airport operators, non-schedule operators, business aircraft operators, flying training organisations, and aircraft maintenance companies.



Refilwe  
Ledwaba

Refilwe was born in the small township called Lenyenye, Limpopo province in South Africa.

She obtained a Bachelor of Science degree in Biochemistry/Microbiology, a Post Graduate Diploma in Business Administration and an MBA in Business Science.

Her journey to aviation started more than 15 years ago as a cabin attendant for Comair and then SAA. She then trained as a helicopter pilot for the South African Police service and spent 10 years flying the R44, AS350 B2, B3 and the BO105. She then worked for a regional airline as a first officer flying the Bombardier CRJ200. She currently is a flight instructor and a contract pilot in Africa, qualified to fly both aeroplanes (Frozen ATPL) and helicopters (ATPL).

In 2009, Refilwe started Southern African Women in Aviation and Aerospace Industry (SAWI) to address some of the challenges she encountered when entering the aviation industry. She also is a founder of Girls Fly Programme in Africa (GFPA) foundation designed to expose young women (and the public) to a world of opportunities while highlighting the achievements of women in aviation and aerospace.

The success of the foundation has led to being featured by BBC as one of the innovators in Africa.

— Staff

# HOLDING SHORT

## Providing a warm welcome to new member



**M**onika Stahl of the Austrian Section shared this unique scene with us. She explains, "It is a photo of the hotel where we had the welcome ceremony for Latifa on 8 March 2019. In one of the airliners is a restaurant and in one a bar." Latifa Nabizada is a new member of The 99s (see January/February 2019 issue of the Ninety-Nines magazine for her story), and the Austrian Section hopes to make her feel welcome in her new home.

## German Section 99s to Celebrate Historic Candy Bombers

**T**he German Section is planning its yearly Section meeting on June 15 in Schoenhagen, near Berlin, where the Candy Bombers will land. The event commemorates candy dropped into Berlin for children during World War II by Col. Gail "Hal" Halvorsen. He's continued to drop sweet surprises from the sky for 70 years in an annual event.

We are curious if there are American pilots, 99s or not, who would like to join us and maybe share memories about the Candy Drop 70 years ago and even participate in this year's drop. Do you have a story to tell? Do you know someone who might?

There are many fond memories connected to this event. The Candy Bombers have been memorialized by a German group of enthusiasts ([www.gofundme.com/luftbruecke-spirit](http://www.gofundme.com/luftbruecke-spirit)), and we think it would be great to add the spirit of The 99s to this event.



*Pilots prepare to drop supplies, including sweets, into West Berlin.*

Photo: AllierienMuseum Berlin

We would be very happy to hear from anyone who might be interested. Contact us at [governor-team@ninety-nines.de](mailto:governor-team@ninety-nines.de)

## Meet a Governor – Rosella Bjornson



**Where do you live, where is your home airport and to which Chapter/Section do you belong?**

I am Rosella Bjornson and I live on Twin Island Airpark (CEE6) near Sherwood Park, Alberta, Canada, which is 30 minutes east of Edmonton. My Cessna 170 is hangered in my backyard hangar with several other project aircraft. My husband is working on restoring a Cessna 210, a Fleet Canuck and building a Whitman Tailwind. I am a member of the Alberta Chapter and Governor of the West Canada Section.

**What type of flying do you do?**

My husband and I are retired airline pilots. I started flying as a child with my father and received my private license in 1964, commercial in 1967 and ATR in 1973 when I was hired by an airline as a first officer on an F28. I flew for various airlines for 31 years and retired in 2004. I have received much recognition for my career and involvement in aviation. On October 18, I was inducted into the Alberta Order of Excellence. In 1997, I was inducted into Canada's Aviation Hall of Fame. In 2004, I was recognized by the Women in Aviation Pioneer Hall of Fame. I received the

Northern Lights Elsie McGill Pioneer award in 2016, and in 2017 I was awarded a Master's Commendation from the Honourable Company of Air Pilots. In 2015, the First Canadian Chapter of 99s honoured me with a Canada Post commemorative stamp.

Now my husband and I fly the 170 to Fly-In breakfasts and visit friends and family. I am very busy with my four grandchildren.

**What is your vision that will take your Section to the next level of success, and what kind of exciting future plans does your Section have?**

Because the West Canada Section encompasses BC Coast Chapter, Canadian Rockies Chapter, Alberta Chapter and Manitoba Chapter, it is difficult and expensive to meet more than once a year. We just had a successful WCS Meeting in Abbotsford, BC last September. The BC Coast Chapter had a wonderful venue – the Abbotsford Flying Club. Friday evening, we had a Wine and Cheese event. Saturday morning, they provided us with a Continental breakfast before the meeting.

After the meeting, we went to a local vineyard for lunch and toured the Langley Aviation Museum before returning for a lovely dinner prepared by one of our members who is a chef.

I would like to connect with all the members in a better way and encourage more membership in The Ninety Nines.

**What is your favorite piece of aviation advice?**

It does not matter the size of aircraft or the equipment onboard, keep your mind on flying the aircraft and do not let situations develop where you may lose control.

**Marie Theisen — Making Dreams Come True**

**M**y interest in flying dates back to my childhood. It was one day in the summer of 1929 when I was five years old that I saw my first airplane — a biplane flying out of a dirt airstrip. From that time on, I always looked skyward when I would see a plane, and the thoughts grew how wonderful it would be to fly.

Eventually, I told my family about my dream. Although I received no encouragement, the dream persisted. I'm sure many of them must have been sick and tired of listening to me expressing my desire to fly. Imagine my surprise when my father presented me with a necklace from which dangled a small silver airplane with a three-quarter inch wingspan and a moveable propeller and wheels.

One day while I was in school during a 6th grade class, I was fingering the plane, which I had a habit of doing quite a bit, when I suddenly realized something was wrong — a part of the plane was missing. I rose from my seat and started looking around. My teacher saw me and said, "Marie, what are you doing?" I sadly replied, "I've lost my propeller." Well, the whole class erupted in laughter. As I recall, my teacher was very understanding as I tearfully explained the situation and then permitted me to look for that tiny propeller. With the assistance of some of my classmates, we found it! I still have that little keepsake with attached propeller that I carry with me in my wallet. At 94 years of age, the incident remains one of the memorable and funny occurrences of my life.

It took 41 years to achieve my childhood dream, but I did it! On January 11, 1971, I passed my flight test and received my private pilot

certificate. Although I didn't get to fulfill my desire to become an air taxi pilot due to limited finances in having to pay for studying and training for a commercial rating on my own, the memory of my flight time as PIC is still fresh in my mind and has been a source of happiness for me throughout the trials and tribulations of my life. Although I no longer fly, I will continue to support The 99s for the rest of my days.

— Marie Theisen,  
South Central Section Member  
(a 47-year member of The 99s)



**Marie Theisen's childhood dream was to fly — it took her 41 years, but she did it!**

**Danger in a "Cumulopuffalotus" Cloud**

*Unexpected lesson learned*

**I**nited a friend, Diane, to join me for a flying lesson. She became addicted to aviation before we finished the pre-flight. Her excitement was obvious to my instructor, and he suggested we overfly her house.

At the end of the lesson, we noticed scattered clouds at 2,000 feet and cumulus around 5,000. The instructor used the opportunity to discuss airflow near clouds. He took the controls and flew just below them to let us feel turbulence. He flew through a cloud so we could see what it was like. As he said, it was a little turbulent and boring; you can't see a thing.

Then he flew up into and around

a large grouping of cumulus clouds (or cumulopuffalotus as I renamed them). He called it "swirling through cotton tufted canyons." We flew into tunnels and holes in the clouds with the sky visible on the other side. It was just how I would have imagined, and we were completely mesmerized by it all. I had no sense of the earth, the plane, noise, or being with anyone else. My whole world was white clouds surrounded by an incredibly blue sky. The experience was indescribable and one of the most magical moments in my life.

While reliving the encounter later that night, I realized it was actually a perilous flight! We weren't visible while we were

in or behind clouds, and we couldn't see any other planes. It was the first time I sensed actual danger in flying. I thought the instructor was cautious (no accidents in decades), so I was sure it couldn't be as dangerous as it seemed, but wow.

I told two other pilots what we did, and they were very surprised and verified it was not only hazardous but also illegal. I asked my instructor about the danger at the next lesson. He told me he had announced on the radio that he was "maneuvering" over the area, so it was safe. I disagreed. It was still risky, and I became much more cautious of his decisions.

— Sue Lin, Eastern New England Chapter

**Lindsay  
Underwood**



**And the  
President's  
Helicopter**

# Lindsay Underwood: First Female Pilot to Command Presidential Helicopter

By Jacqueline Boyd  
Rio Grande Norte Chapter

**T**he White House Military Office is getting a new helicopter, and Washington DC Chapter Ninety-Nine Lindsay Underwood is in charge. Lindsay is the first female pilot to command the U.S. President's brand-new, elite military transport helicopter, a Sikorsky VH-92A that was brought into service for the U.S. Marine Corps.

Flying the aircraft isn't Lindsay's only responsibility. She is also the Platform Coordinator for the Presidential Helicopter Program at the Navy's developmental test squadron HX-21. Her responsibilities include directing day-to-day operations for testing the Navy's current in-service and future VIP helicopter operations. She has transitioned from an active duty Navy test pilot to her current civilian test pilot role as the Presidential Helicopter Platform Coordinator.

"I'm in a very unique position now getting to test and fly a new prototype helicopter for HMX-1, the United States Marine Helicopter Squadron One," says Lindsay. The squadron is responsible for the transportation of the

President of the United States, the Vice President, Heads of State, Department of Defense officials and others as directed by the Marine Corps and White House Military Office.

"I've had the opportunity to execute a unique subset of testing on new systems and be in locations that not many people get to see," she says.

The Sikorsky VH-92A is undergoing comprehensive testing as the aircraft is readied to replace the current VH-3D and VH-60N fleet. On September 22, 2018, Lindsay's team and HMX-1 landed the aircraft on the White House lawn during landing and take-off tests.

As for her background, she says, "We are all bitten by the 'flight bug' at different times and for different reasons." Lindsay had several general aviation flight experiences with friends of her family while growing up in Niwot, Colorado, with her mom, dad, and two older brothers.

She received her B.S. degree in aerospace engineering from the University of Colorado and then received her Commission in the USN. Before going to flight school, she



*Above, a Sikorsky VH-92A lands on the White House lawn during a test on September 22, 2018. The VH-92A will become the new presidential transport helicopter, replacing an aging fleet of VH-3D and VH-60N helicopters. Photo courtesy Naval Air Systems Command*

*Photo left, Ninety-Nine Lindsay Underwood is the first female to command the U.S. President's new, elite military transport helicopter, a Sikorsky VH-92A. Photo courtesy of U.S. Navy*



*Lindsay with the VH-92A, which will transport the President of the United States, the Vice President, Heads of State, Department of Defense officials and others as directed by the Marine Corps and White House Military Office.*

*Photo courtesy of the U.S. Navy*

completed a program, Introductory Flight Screening (IFS), with the Navy. At IFS, she flew a Cessna 172 out of Centennial Airport in Colorado through solo and a solo cross-country. That's where her general aviation experience ended and her Navy career began.

Lindsay took her primary flight training in Corpus Christi,

Texas. Her advanced training was in Pensacola, Florida, where she transitioned to helicopters, training in the TH-57 Sea Ranger helicopter that is a derivative of the commercial Bell Jet Ranger 206. She received her wings in 2007.

After serving in several helicopter squadrons, Lindsay went to the U.S. Navy Test Pilot School in Pax River, Maryland, primarily flying the UH-60L Black Hawk and the UH-72 Lakota. Lindsay holds a Commercial rating in helicopters and fixed-wing aircraft, a CFI/CFII in helicopters and fixed-wing aircraft and an S-76 and S-92 type rating.

When asked if she had any specific mentors over the years, she said, "I've always had a lot of mentors throughout my career who encouraged pushing myself to be better," she said. "I don't have one specific mentor, but my parents were always huge proponents of my goals and encouraged me, and they still do."

"In the military, I'd consider my peers who I fly with to be the biggest mentors. You're constantly learning from them and pushing yourself to be better for them, whether they have more experience or less. Also, it sounds cliché, but my husband has been a huge mentor. We met in flight school and have always discussed our experiences and how we can do things better in the aircraft or make better decisions."

For someone who has accomplished so much, it's often difficult to pinpoint "highlights." Lindsay said that deployment was a huge highlight, giving her the opportunity to see "how hard our service members are working overseas" and that it was "eye-opening and humbling."

"I'm grateful for being given the opportunity to make things better, even if it is a small slice of the pie."

Her experiences as a test pilot have provided the opportunity for her to meet and work with U.S. and foreign service members. "Following training as a test pilot under instruction, it is truly exciting that you get to test aircraft and equipment that will make life better

and hopefully easier for the warfighters to do their job. I've flown over 30 types of aircraft, which is neat from the standpoint of seeing what works for getting a mission done and what really doesn't work.

"In aviation, there are so many alternatives, and gaining that experience through more experienced pilots or through flying in a multitude of aircraft allows you to see what is out there to get the job done."

Lindsay is relatively new to The Ninety-Nines. She joined the organization in May 2016.

"I wanted to be a part of an organization that brought positive change to women in aviation. I haven't yet had the opportunity to do this on a larger scale for The Ninety-Nines, but I think that the skill sets that are honed through aviation have parallels in non-aviation activities. You really learn a lot from both good and bad experiences in aviation, and I would love to be able to give young women the opportunity to take those skills

into their lives for other positive change."

She said she hadn't heard about The Ninety-Nines until she entered test pilot school. She asked her husband, also a helicopter pilot, to give her a membership for her birthday. In fact, it was Lindsay's husband Don who alerted *Ninety-Nines* magazine to her accomplishments. He sent in an email that said, "My wife, Lindsay Underwood, would never reach out to you on her own, but I think that many of your members would be very interested to hear what she is doing for aviation as a female experimental test pilot."

Providing a link to the official Navy news release, he said he thought it would make a great "quick article" in the magazine. He was correct!



*Lindsay, left, with her husband Don at a NAS Miramar, California, airshow.*

*Above, she holds their daughter Alice. Lindsay logged about 50 hours in a MH-60R while she was pregnant with her.*

# Go There!



By Jann Clark, Eastern New England Chapter



It was the trip of a lifetime for Richard ‘Dick’ Goodgame. After his wife died in 2017, Dick, a retired corporate pilot, commissioned his neighbor and friend, Joelle Petersen, to plan and fly his bucket list: to see all of the National Parks.

His goal was to collect the National Parks Passport stamps and to provide Joelle the opportunity to gain comprehensive PIC cross-country aeronautical experience. The trip involved all phases of flight planning in the air and on the ground from Florida to Alaska and the western U.S. Over the summer of 2018, Joelle and Dick logged over 100 hours of flight time in his Bonanza V35 and visited 33 National Parks.

As pilots, they knew they had to plan as much as possible before leaving, then be flexible if things didn’t go as planned. For instance, on the ground in Canyonlands National Park, they took a wrong turn and thought they would have to spend the night in the car. In the middle of nowhere, they came upon a general store, and the owner offered them a tepee for the night.



*Dick Goodgame and Joelle Petersen share the canyon view. Dick commissioned Joelle to plan and fly to all the National Parks. This experience gave Joelle the opportunity to log comprehensive PIC cross-country time.*

*When the trip was over, Joelle accepted an aviation teaching job at Galena Interior Learning Academy, a boarding school in the Alaskan bush. She provides ground and practical flight training to high school students in preparation for their private pilot certificate check ride.*



Phase One of the trip started in Florida, then continued to Alaska, where they saw all eight National Parks.

On the return, they received passport stamps in Montana, North Dakota, Minnesota and Michigan. With Joelle's CFI check ride scheduled for July, they returned to Florida.

She passed her check ride, and two days later they hit the skies again — this time to the western National Parks in Utah, California, Oregon, and Washington.

The Carr fire was producing smoky IFR conditions, so Joelle decided to park the plane in Redding and see many of the

California and Oregon parks by automobile.

Joelle started flying in 2014. In fact, that is how she met Dick — she was sitting outside studying for her private pilot knowledge test. He stopped by and asked what she was reading. He became a supporter and mentor as she faced the challenges of the private pilot requirements, not an easy task for a 48-year-old student pilot with a full-time job.

She was about ready to quit when two events inspired her to continue. First, Ninety-Nine Terry Carbonell took her on a “fun flight” and gave her a pep talk, and second, her mother gave Joelle her

grandfather's logbook. He had been a pilot in Alaska until he died there in a plane crash just before Joelle was born. She became inspired to fly to all the places her grandfather had flown.

Six weeks after she earned her private pilot certificate, which was partly financed by a Ninety-Nines Fly Now scholarship, she flew to Alaska and earned her seaplane rating and started to fly over the places logged in her grandfather's logbook. She spent two summers based at an Alaskan Part 135 and float plane rating operator in order to follow the routes in her grandfather's logbook.

*Two summers spent based at an Alaskan Part 135 and float plane rating operation gave Joelle the experience she needed to fly to all eight National Parks in Alaska with her friend and mentor Dick.*



*Joelle is an enthusiastic Ninety-Nine. The Paradise Coast and Anchorage 99s have provided friendships that have endured, and she is grateful for their support in providing “the lift beneath my wings.”*



gave her the experience she needed to fly to all eight National Parks in Alaska with Dick — and she loved sharing her grandpa’s experiences with her friend and mentor.

Weather is always an issue in flying, and especially so in Alaska. You need to stay ahead of the game at all times, especially with weather and fuel planning and having alternative plans. Driving to some of the Alaskan National Parks is not an option, so flying there is totally weather dependent.

Joelle and Dick were able to get to all

eight National Parks in Alaska, but they came close to visiting only seven due to weather. Although this would have been a huge disappointment, Joelle knew that safety must prevail. Joelle was thrilled when a low-pressure system stalled in the Gulf of Alaska.

That provided a 24-hour window to fly to Gustavus airport and see the final National Park in Alaska: Glacier Bay. When the trip was over, Joelle accepted an aviation teaching job at Galena Interior Learning Academy, a boarding school in the Alaskan bush.

She provides ground and practical flight training to high school students in preparation for their private pilot certificate checkride.

Joelle, an enthusiastic Ninety-Nine. The Paradise Coast and Anchorage 99s have provided friendships that have endured, and she is grateful for their support in providing “the lift beneath my wings.”

Her advice to new pilots is to follow your dreams. “Never give up and believe in yourself – you got this! Reach out to The 99s, they are always there to help.”



*During her summer in Alaska, Joelle took the opportunity to pair a mountaintop landing with a little Bach en route to Seward...*

*Joelle now gets to share her aviation passion with high school students in Alaska. One of her key lessons she has learned is, “ALWAYS have a conscious ABORT POINT for takeoff and landing. Stick to it without exception” — Vern Kingsford.*





## With a Karen Johnson Solo Scholarship in Hand, Brenna Koeppen Learns Patience – and Prevails

By Brenna Koeppen, Wisconsin Chapter

After being awarded the 2017 Karen Johnson Solo Scholarship, I was certain I'd have my private pilot certificate not long after my 17th birthday. However, May of 2018 came and went with no certificate in hand. It was a lesson in perseverance and patience. There were countless delays because of bad weather, airplane maintenance, my work schedule and the fact that my instructor is now the sole person running the aviation program.

On a few occasions, a month or two would pass without flying, but I would then take a light refresher flight and continue where I'd left off. Finally, it was time to schedule my checkride. My first two appointments were cancelled because of bad weather—not surprising during late November in Wisconsin. I spent the extra time studying for the oral exam (which worried me more than flying), and planning the cross-country from Clintonville to Lacrosse.

The morning of December 12, I met with my instructor Steve at the Sheboygan Airport to review my flight plan and prep the plane. The weather looked good — bitterly cold but clear.

We departed and headed towards Clintonville, planning to practice a few maneuvers on the way.

However, with an almost direct headwind, we only had time for one steep turn before landing. After a brief introduction, I began my practical test with the examiner.

The oral exam, which took about 90 minutes, wasn't nearly as difficult as I'd expected. The examiner kept trying to find areas to stump me, but I was well-prepared and knew the material. He

*“The examiner turned to me and said the words I'd been longing to hear: “Congratulations, you're a private pilot!”*

jokingly announced that I'd “survived that part.” I later learned from Steve that the examiner hadn't made a single criticism – something he called “rare.”

After an uneventful preflight, we began the flight portion of the exam. Circumstances permitted me to do the run-up at the end of the runway rather than on the ramp. Suddenly, the oil pressure spiked to the maximum, but it dropped instantly when I throttled back. Almost certain it was simply the pressure sensor acting up again, I decided to taxi

back and get Steve's opinion.

He was waiting for us when we returned. He, too, felt it was most likely the sensor, but the decision was mine. He later said he was alarmed that I had taxied back so quickly. In his words, he wondered, “How the heck could she fail while taxiing? Did she punch him in the face or something?” We had a good laugh about that!

Upon weighing my options, I chose to do another run-up before making a final decision. Fortunately, everything went smoothly. I demonstrated all the required skills and maneuvers. I did have a few minor altitude deviations, but I noticed and quickly made the necessary corrections.

We returned to Clintonville, and as we taxied back, the examiner turned to me and said the words I'd been longing to hear: “Congratulations, you're a private pilot!”

I want to thank The 99s again for awarding me the scholarship. Without your financial help, encouragement, and inspirational words, my journey to becoming a private pilot would have undoubtedly taken much longer.

# Falling at 70



## M. Lynn O'Donnell *The Accidental Pilot*

By Marcia K. Gitelman  
Spaceport Chapter

**H**ow does a young woman from the small town of Lock Haven, Pennsylvania, become the fifth woman to fly solo across the Atlantic Ocean, as well as hold a world record in sky diving?

Lynn O'Donnell moved with her family to Lock Haven as a teenager. Born with an adventurous spirit, she became intrigued with skydiving at the age of 14. "I was turned down and told I couldn't do that because I was a girl," recalls Lynn.

After graduating from Penn State University, she took a job with the Census Bureau in Washington, D.C. A friend was going skydiving, and Lynn finally experienced the thrill of floating through the air. However, a snowmobile accident left her with some broken bones, preventing her from pursuing skydiving for a while.

While mending, she decided to visit her family in Lock Haven, the original home of the Piper Aircraft factory. To occupy her time while recovering, she went to the airport and asked for a demo ride.

"The pilot suggested I take a lesson since it would cost the

*After retiring from United, Lynn pursued her lifelong desire to skydive. She joined the group Skydivers over Sixty. When another decade rolled around, she joined a new group, Jumpers Over Seventy. They set a record on April 22, 2018, with a 25-way jump, above.*

*Photo by Rob Fortier*

same as just a ride," recalls Lynn. "This was a life changing flight."

She immediately knew what she had to do. She left the Census Bureau, talked her way into a job as a Systems Analyst at Piper, and along the way she picked up a few ratings: commercial, instrument, multi-engine, ATP and flight instructor.

The '70s were hard times for Piper. Lynn was facing a job cutback and looking for alternatives. Upon investigation, she determined that aircraft ferry companies presented an excellent employment opportunity.

"All I had to do was fly across the Atlantic solo in small single and twin-engine planes," says Lynn. The basic flight was the non-stop great circle route from Gander, Newfoundland, to Shannon, Ireland. The aircraft were equipped with ferry tanks for fuel, HF radios, and the necessary survival gear. I learned to fly at an airport that hosted three international ferrying companies.

"Their pilots all crossed oceans and returned, so I saw the ferry trips as just another long cross-country flight, nothing unusual. My mother, as you can guess, thought otherwise. When

***“There is a bit of magic in large formation skydiving. Everyone’s best effort has to happen on the same jump. Usually that takes several attempts. When the formation is complete with each skydiver in his assigned spot with the proper grip, we can tell that the jump is successful even before the video verifies it — we feel it, we know it on a visceral level. And the feeling never gets old.”***

I told her of my first trip (I waited until after I had returned), she cried, “Why didn’t you learn to knit like other girls?”

They flew in small groups. Most of the aircraft had autopilots. The ’70s were before the days of GPS. Navigation charts, E6Bs, drawing compasses and protractors were the tools of the trade. Tables were constructed with times and locations for reporting points. Lynn made this crossing 52 times in the three years from 1978-1981.

After her life as a ferry pilot, she continued her aviation career flying cargo in 727s and then as first officer for Eastern Airlines and PanAm Airways. Next came captain for United. Lynn also continued flying general aviation planes, owning two Stinsons. She currently flies a 1947 model named Tootsie.

She has participated in the Air Race Classic, regularly instructs, especially in tail wheels, and flies formation with other aircraft at her home in Florida.

Lynn continued skydiving. During her working years, it was a weekend hobby. She managed to record over 2,000 jumps. “It was time to take skydiving seriously after retiring from United,” says Lynn, and she joined the group “Skydivers over Sixty.” The group has been recognized for a world-record skydive formation.

On April 30, 2016, multiple planeloads of divers took to the skies over Elsinore, California. Jumping in formation, the skydivers successfully completed their big-way formation in a 90-second freefall. The diver maneuvers in the air and controls the rate of descent and horizontal motion. This is all accomplished with body position, says Lynn. The parachute has not yet been deployed.

As a second act, Lynn joined a new group, Jumpers Over Seventy. They set a record on April 22, 2018, with a 25-way jump.

Lynn’s base of operations was in New Jersey for most of her professional career. There she aggressively promoted aviation, especially for women. In recognition of her accomplishments and contributions, The New Jersey Aviation Hall of Fame at Teterboro Airport inducted Lynn on November 1, 2017. Her name was also added to the Honor Wall at the National Air and Space Museum’s Udvar Hazy facility.

Given persistence and a little bit of luck, we, like Lynn, can achieve our dreams.



*Lynn flies Tootsie, her 1947 Stinson, in formation near her Florida home.*



*In 1978, Lynn prepares to leave Gander, Newfoundland, in a Piper Archer on her first trip across the ocean.*



*Lynn, far right, at her 2017 exhibit at the New Jersey Aviation Hall of Fame with 99s Marilyn Patierno, left, and Pat Ohlsson, center. Lynn is a member of the New Jersey Chapter.*

# Alabama 99s and Zonta Club Host Amelia Earhart Luncheon

by Nancy Miller-Borg and Ramona Banks

**O**n January 26, the Alabama 99s and Zonta Club of Birmingham hosted their 23rd Annual Amelia Earhart Luncheon that supports the Amelia Earhart Birthplace Museum in Atchison, Kansas. The Southern Museum of Flight in Birmingham, Alabama, provided the event location. Alabama 99 and Zontian Nancy Miller-Borg chaired the event.

The guest speaker was Krystie Dunn, Administrative Assistant at the Mobile, Alabama Airbus U.S. Manufacturing Facility. Krystie spoke of her various careers before working for Airbus, how Airbus is leading the way in aviation education in South Alabama, and how it is never too late to follow your dream.

There were over 90 in attendance, including female students from the Alabama STEM Education group and female seniors from Pell City High



School. Financial donations were made by 99s and Zontians to provide scholarships for the students to attend.

Besides Alabama 99s, members from the NOLA and Appalachian Aviatrices Chapters flew in for the event. We were honored to have our Southeast Section Governor Mae Marquet join us.

Alabama 99s Scholarship Chairman Hilda Ray awarded two Minnie Wade Memorial Scholarships to Alabama 99s members Kristen Cotten and Summer Smith. The scholarship is open to any Alabama 99 member, a family member of an Alabama 99, or a female residing in Alabama to help with aviation training costs.

The Amelia Earhart Birthplace Museum will receive all proceeds from this event. The event raised \$2,291 from the luncheon, silent auction and raffle, along with personal cash donations of \$1,220 for a total of \$3,511 for the museum.

## Photos

*Top: There were over 90 attendees at the 23rd Annual Amelia Earhart Luncheon, including students from the Alabama STEM Education group and female seniors from Pell City High School.*

*Above: Minnie Wade Memorial Scholarship winners Kristen Cotten, left, and Summer Smith with Scholarship Chairman Hilda Ray, center.*

*Right, from left: Nancy Miller-Borg, guest speaker Krystie Dunn, and Ramona Banks.*





BY DONNA MILLER  
*International Careers Committee*

## Your Why, Revisited

Several columns ago, I suggested that “the bigger the WHY, the easier the HOW,” meaning that if you have a compelling enough reason to do something, you’ll figure out a way to do it. Your WHY is your belief, your purpose, your cause. It’s the reason you get out of bed in the morning. Your WHY is the innermost circle, surrounded by your HOW, which is then encircled by the WHAT. For example, a pilot certificate (or new rating) is the WHAT. You achieve it by going to flight school, or an FBO or the military, for example. That’s the HOW. And then inside, that is the WHY. Why do you want to fly in the first place?

The problem for most people is that they think from the outside in, instead of from the inside out. They want a pilot certificate (WHAT) to get a flying job, and they sign up for lessons (HOW) because... because... well, because... Their WHY isn’t well defined. In order to be truly successful, it must be. And it can’t just be to get a flying job. If you are putting your efforts into just getting the job, you will be working for money. If you put your efforts into what you truly believe your purpose and your heart’s desire is, you will put in your blood, your sweat, your tears (not to mention most of your resources) to make it happen.

Here is an example: Samuel Pierpont Langley was

given \$50,000 by the war department and \$20,000 from the Smithsonian Institution to figure out manned flight. Langley was well connected to Harvard and led the greatest minds of the day to launch a manned, heavier-than-air aircraft via catapult over the Potomac River. *The New York Times* documented the team’s every advancement. After two unsuccessful attempts and pulling his test pilot out of the river, Langley gave up.

Meanwhile, two brothers from Dayton, Ohio, neither one with a high school diploma much less a college education, used proceeds from their bicycle shop to fuel their passion. With very little attention, they worked diligently on the same project: sustainable, controlled, powered manned flight. Their success was witnessed by only five people. Why the difference between the Wright Brothers and Samuel Langley?

Samuel Langley wanted to be rich and famous, and pursued results to support that goal. His team worked for a paycheck, not for a greater cause. If he were truly committed to something greater, he could have taken the Wright Brothers’ success and improved on their technology. But he did not.

The Wright Brothers were driven by a purpose and the belief that flying could change the course of the world. And it did.

So back to you and your WHY. You don’t have to believe that getting a certificate or rating will change the course of the world, but it should be more than to get a flying job. Work from the inside out: WHY, then HOW, then WHAT. Then see what happens.

## MILESTONES

*Judith Burluson*, Private, Alabama  
*Gail Foote*, Instrument, Oklahoma  
*Angelyn Hall*, Private, Greater Seattle  
*Madison Haney*, Instrument, Alabama  
*Kristina Hamm*, Tailwheel Endorsement,  
 Orange County  
*Catherine Hicks*, Private, Bay Cities  
*Sophie Huang*, CFI, Greater Seattle  
*Kellie McInvale*, Private, Mississippi  
*Shelly Reasoner*, Private,  
 Oregon Pines  
*Liz Sommers*, ATP, Alameda County  
*Joelle Thorgrimson*, Private,  
 Sleeping Giant



DPE Britton Lee on left with Oklahoma 99 Gail Foote after earning her Instrument Rating on January 26 and her Instrument Ground Instructor Rating on February 13.

*Abby Welch*, Commercial SEL,  
 Old Dominion  
*Elise Wheelock*, CFI and Citation Jet type  
 certificate, Old Dominion  
*Colleen Whitehouse*, Commercial SEL,  
 Old Dominion

**Note: As room allows, we will publish Milestone photos. Please email a high resolution photo along with your Milestone information to [news@ninety-nines.org](mailto:news@ninety-nines.org)**



Dr. Alexandra Kindrat  
Montreal Chapter  
East Canada Section

## Editor's Note:

In the January/February issue of the *Ninety-Nines* magazine, we mistakenly published the incorrect election statement for Dr. Alexandra Kindrat. She is running unopposed. Dr. Kindrat's statement is below.

As an educator and research scientist promoting Aviation and Aerospace through the teaching of STEM, I would be honored to serve as an AEMSF Trustee. During my studies and completion of my Doctorate degree in Education, I have become extremely familiar and successful with the process of applying for grants, scholarships, and awards. I am the recipient of numerous awards including an AEMSF Academic Scholarship.

My career has focused on education and research within the Aviation and Aerospace domains. I have conducted research at NASA's Johnson Space Center in Houston, Texas, and on the International Space Station. Moreover, I have been a member of the teaching faculty at NASA's High School Aerospace Scholar Program. I served as cochair at the International Astronautical Congress in the Human Space Endeavours Virtual Forum held in Italy and in South Africa. I have also provided input for the Space Advisory Board roundtable on Canada's future in space.

I have served on a variety of Boards of Directors, and therefore I have experience working on complex and demanding environments requiring the selection of individuals for a variety of positions and honors. I possess a solid track record of working collaboratively with others and providing leadership in a group setting, an ability to exercise sound judgement, and to problem solve. Moreover, I have a high standard of personal values and ethics, and a well-developed capacity to effectively communicate. I am committed to becoming deeply involved as an AEMSF Trustee, and I would be honored to serve.

## Books



By Jacqueline Boyd  
Book Review Editor

### Going Solo on Lake Como by Ciara O'Toole

Last year, The Ninety-Nines added several new Sections, including the Italian Section. If you want to get to know the Italian Section Governor Ciara O'Toole, my suggestion is to read her book *Going Solo On Lake Como*.

It is by no means a "fast read," but given the substance of her story, it shouldn't be. It's about flying but so much more connected with the challenges, risks and joy we all share as pilots. It is relatable on so many levels: as an independent woman coping with relationship challenges, having to change plans in mid-stream, beginning again and accepting the "new" as what now might be the best.

It is a disarmingly honest story about a woman "in transition" who begins to fly after seeing a poster that said, "Fly a seaplane from the pilot's seat. You will have the opportunity to perform all principal manoeuvres yourself, assisted by a certified instructor."

In her preface, she then says, "Having watched the seaplanes pass me countless times as I sat alone on the terrace of my house overlooking the lake, and with my dream of a new life in Italy in tatters, the invitation had been irresistible to me."

What better way to put one's life in order than learning to FLY!



Discover what inspired Italian Section Governor Ciara O'Toole to transition from watching seaplanes overhead to flying them.



From left, Shona Williams, Donna Klein, Diane Cozzi, and Shona's mom Cynthia Williams.



From left, "photobomber" Ellen O'Hara, Karen Severs, Chapter Chair Jill Feldman, and Karen's husband Dave Severs.

## Chicago Area Chapter Finesses Its Safety Seminar

By Madeleine Monaco, Chicago Area Chapter

Since the late 1970s, the Chicago Area Chapter has been involved in educating pilots at an annual IFR/VFR Safety Seminar in conjunction with the Division of Aeronautics in Illinois.

Over the years, our members have contributed in some way each winter, until the project became almost entirely ours to produce. The Chicago Area 99s provide the funding, the curriculum, the organization, the schedule, the programs, the publicity, the hotel contract, as well as renowned aviation speakers from across the spectrum.

This year we were proud to highlight three outstanding women speakers – all 99s. Gail LaPook, our Chapter member who is an experienced DPE, presented in the IFR Room. Jenny Settle from ORD ATC, and Kathy Fox, Chair of Canada's Transportation Safety Board, spoke to the VFR pilots. Approximately 370 pilots listened and learned. Additional speakers of note were Jason Schappert of Internet fame and MzeroA online flight training, and Scott Dennstaedt, former National Weather Service meteorologist. Wings credit was earned despite the government shut-down.

In addition to the pilots, we also educate their Flying Companions with a full day of classes designed to increase their comfort on flights with their pilots. This class has been successful year after year and has been presented by 99s every year until this one. We broke from tradition and asked two entertaining and intelligent men to lead this multi-level classroom. Marc Epner, founder and producer of SimpleFlight radio podcast, teamed with Rob Mark, Sr., editor of *Flying Magazine* and Friend of The 99s, to help the women and men feel more at ease in the right seat.

To fund this major event, we have gone from selling Sloppy Joes for lunch to contracting with local and regional businesses and organizations to display and promote their products and/or services at vendor spaces during the now-titled Aviation Expo.

Our vendors include Cirrus Aircraft regional sales, Microsoft Chicago store, Rochelle Avionics, Poplar Grove Airmotive, several flight schools, airports, and volunteer organizations. With partial funding from the Illinois Department of Aviation, Division of Aeronautics, we can provide this wonderful educational day for more than 300 people.

The night before the Safety Seminar, we had a joint social event with Chicago's Leading Edge Chapter of Women in Aviation, International. They have many of the same members as our Chicago 99s, and attendees forged bonds over cocktails and coffee, conversation and community, and, of course, food.

We will continue to provide opportunities for growth and development for all our members who work and play in aviation.

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- **August 15-18:** High Flyer Mountain Checkout along the Continental Divide in Colorado
- **Sept. 25-29:** How An Aviation Star is Born: Personal distinction unboxed. Backcountry flight, seaplanes, spins, and more - Cascade, Idaho

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**[www.womanwiseawesomeadventures.com](http://www.womanwiseawesomeadventures.com)**

# GRASS ROOTS

## Midnight Sun Chapter

Phyllis Tate, artist and Midnight Sun Chair, recently completed a collection of 10 watercolor paintings of arctic women pilots that went on display December 7 in Fairbanks. She spent an entire year painting the portraits.

Chapter members helped by collecting stories, photos and memorabilia from the women's friends and family members, and biographies were compiled on each. The families of these women have been thrilled and appreciate that their mothers are finally being recognized for their achievements. We have given two presentations locally that were warmly and enthusiastically received by the community.

The story of these distinguished women begins with Marvel Crosson, Alaska's first licensed private and commercial pilot (and the first Powder Puff Derby fatality) and ends with Ellen Paneok, Alaska's first female Native Alaskan commercial pilot, who was honored by and at the Smithsonian Institute Air & Space Museum.

Fairbanks was also very fortunate to have four WASP settle here, in addition to other aviatrixes who made their way north in pursuit of work, adventure, and freedom.

For our regular January meeting at East Ramp Wood-Fired Pizza, we hung giclee prints of the paintings with biographies for each pilot at the popular airport restaurant.

We are looking for a permanent place to house the collection in an effort to commemorate the achievements of these women, to educate the public, and especially to inspire young women to pursue their dreams and aviation careers. Phyllis plans to add to the collection a few more women who have uniquely distinguished themselves as northern Alaska pilots.

It has been a fun and rewarding project for everyone involved.

— Phyllis Tate



Midnight Sun Chapter member Phyllis Tate recently completed 10 watercolor paintings of arctic women pilots that went on display December 7 in Fairbanks, Alaska. By collecting stories, photos and memorabilia from the women's friends and family members, biographies were compiled on each. Above is Marvel Crosson, Alaska's first licensed private and commercial pilot.



Left, Amber and Todd Gray, Wendy and Mike O'Malley, Patty's daughter, Nancy Reggio, Becky Gulsvig, Christine Oksas, Patty Barrera, Donneisha Smith, Judy Barron, Maggie Cook, Ron Avitzur, Louise Franco, Erin Johnston, Christine Malcomson-Young, Patty's Dad.

## Bay Cities Chapter

The Bay Cities Chapter enjoyed a wonderful winter season. We celebrated with a well-attended holiday potluck at a member's home with beautiful views of the Bay and downtown San Francisco.

A break in the rains allowed for a Winging Party to Paso Robles and a visit to the Estrella Warbirds Museum. Without a doubt, the highlight was the group attendance of a performance of the award-winning Broadway show, *Come From Away*. It is based on the true story of the isolated community of Gander,

Newfoundland, being host to the world. What started as an average day in a small town turned in to an international sleepover when 38 planes, carrying thousands of people from across the globe, were diverted to Gander's airstrip on September 11, 2001.

Arrangements were made for us to enjoy a stage tour, including a meet-and-greet with Becky Gulsvig, who played American Airlines Captain Beverley Bass. One of the questions asked revealed that Becky had never been in a GA airplane. In the spirit of our Mission Statement to share our passion for flight, Bay Cities member Louise Franco was able to take Becky, her husband and young daughter up for a Bay Tour.

— Christine Malcomson-Young

*Aloha Chapter members had their first joint meeting with the Women in Aviation Hawaii 5-0 Chapter.*



## Aloha Chapter

The 99s Aloha Chapter was pleased with a fantastic turnout at our first joint meeting with the Women in Aviation Hawaii 5-0 Chapter. Women from Zonta International were guest speakers at our meeting this time. Amelia Earhart had been a member of Zonta International.



*Maui Waena Intermediate School Girl Scouts with Aloha Chapter 99s at a STEM Day.*

Zonta Club of Leilehua is celebrating 65 years on Oahu and focuses on empowering women through service and advocacy and offer their support to our aviation community.

The 99s and WAI actively participate in the same volunteer events in Hawaii, including Open Cockpit Day at the Pacific Aviation Museum, STEM Days, high school career days, fly-ins and fundraising events.

The Aloha Chapter 99s participated in the Maui Waena Intermediate School Girl Scouts STEM day on February 9. The girls ranged in age from 5 to 12 and learned about Bernoulli's principle, the highways in the sky, the multitude of aviation related careers and flew a flight simulator.

— Elizabeth L'Heureux

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## Oklahoma Chapter

On February 6, our Chapter had the pleasure of dining with Laurel Ollstein at Charleston's in Norman, Oklahoma. Laurel is the playwright of "They Promised Her the Moon," a play many of us attended when Oklahoma University (OU) staged it in 2012. The plot deals with Oklahoman Jerrie Cobb who, along with 12 other Mercury 13 women, passed all the tests to become astronauts — with flying colors. However, Congress at that time decided women did not belong in space. What a loss!

Judith Pender, who directed the OU production, and Kate Kuger of the OU Drama Department, also attended. We had a wonderful time. Laurel was fascinated when chatting with Phyl Howard, chair of the very first Okie Derby. She learned from Phyl that Jerrie Cobb flew in that first Okie Derby staged from Westheimer.

Besides Phyl, others at the dinner were Ashley Benton, Holly Blunk, Teresa and John Camp, Angela Drabek, Gail Foote, Phylis and Robert Hensley, Dawn Miles, Elaine Regier and Pete Gelvin, Trina and Clark Southard, Carol Sokatch, Cassi Terry, and Wyvema Startz.

— Carol Sokatch



*Phyl Howard, left, chats with playwright Laurel Ollstein.*

# GRASS ROOTS

*Girl Scouts earned their Aviation Badges at the event hosted by the Mississippi Chapter.*



## Mississippi Chapter

On October 27, 2018, the Mississippi Chapter organized and hosted a Girl Scout Aviation Badge Day. We had help from the Mississippi Wing of the Confederate Air Force (CAF) and the Experimental Aircraft Association (EAA). The event was held in the CAF hanger at Madison Bruce Campbell Airport (KMBO).

Fifty Girl Scouts, ages 11-16, spent the afternoon earning their aviation badge. The Scouts rotated through stations, beginning with three stations involving CAP (Civil Air Patrol), an Air Care Helicopter pilot, and CAF.

Each spokesperson explained their job, duties and mission. CAP provided a plane for the Scouts to check out, while CAF led a tour of a vintage plane in the hanger.

Rotations continued, with the Scouts learning about The Ninety-Nines from Chapter Chair Maryke Houben. She

explained the mission of The Ninety-Nines and what the organization represents. Cheri Anglin and Sarah Sones made a presentation about the Women Airforce Service Pilots, followed by Janet Miller presenting her lifetime experiences flying the Air Race Classic.

The Scouts rotated through the fun and educational stations to earn their badges. Included were Aerodynamics, Aircraft Maintenance, Women's First in Aviation History, Weight and Balance, How to Become an Airline Pilot, Aviation Related Jobs, and Navigation with Sectionals.

It was a great day to promote aviation and related topics while helping them earn their badge. We enjoyed working with this great group of Girl Scouts!

— Maryke Houben



*Members of the St. Croix Chapter toured the Yellow Breast Aviation at the Henry E. Rohlson Airport, where they experienced a pre-flight inspection on a C172.*

## St. Croix Island Paradise Chapter

Members of the St. Croix Island Paradise Chapter 99s (SCIPC) stepped out of the traditional classroom during the February monthly meeting to visit Yellow Breast Aviation at the Henry E. Rohlson Airport. The SCIPC extends thanks to CEO Ira Williams, who dedicated the field trip to conducting pre-flight inspection training on his C172 airplane. Members had an opportunity to become more familiar with the airplane and have their questions answered directly.

We're pleased to report that our Chapter is growing and has 30 members as of January.

— Cenita Heywood

## Yavapai Chapter

On November 10, the Yavapai Ninety-Nines hosted their first ever Aviation Speaker Series. This was a day filled with lectures from professional women discussing various topics of aviation, including drones, meteorology, psychology and aviation English. They also heard from a local air traffic controller.

Taking place on the Embry-Riddle Aeronautical University-Prescott, Arizona campus, the day included a showing at the Jim and Linda Lee Planetarium and concluded with a tour of the Robertson Aircraft Accident Investigation Laboratory.

— Leah Murphy

*Stacey McIntire, right, Yavapai Chapter Treasurer, and Leah Murphy, left, Yavapai Chapter Chair, fundraising at the Aviation Speaker Series on the Embry-Riddle Aeronautical University - Prescott Arizona campus.*



*From left, Melissa Figge, Zonta Past President, Pat Prentiss, Irene Engard, Christi Matthews (Zonta President), Celia Vanderpool, and Diane Myers.*

## Orange County Chapter

On January 11th of each year, Zonta International celebrates Amelia Earhart Day. This year our local Zonta Club invited the Orange County Ninety-Nines to participate in their event. The luncheon centered around empowering women. UC Irvine aerospace engineering student, Zeinab Shadram, was presented a Zonta International Amelia Earhart Fellowship to assist her in her complex research project.

Five members of Orange County Ninety-Nines shared why they chose to learn to fly and how it has empowered them. We explained how Amelia's flying has helped generations of female pilots gain their wings.

— Shirley McFall

## Tennessee Chapter

Despite it being a wet, wet winter in Tennessee, the Cirrus Facility welcomed the Tennessee 99s for our February gathering. We had a large turnout of more than 30 for the facility tour, including several members, their spouses, family and friends.

The full motion simulator was of particular interest, and some of our group even got to go inside the Cirrus jet – wow! Our day began with a fantastic lunch, and then our monthly meeting was held at Cooper's Restaurant at the Hilton Knoxville Airport.

The Tennessee Chapter is currently working with an area high school aviation program to have members speak to the girls in the program about all things aviation. We are very excited to share our love of aviation and have several members who have already volunteered to help.

— Melisa Grissom



*Judy Wayman, left, and Chapter Chair Martha Miller check out the Cirrus Jet.*

# GRASS ROOTS



*Treasure Coast Chapter members and friends proudly present the compass rose they painted at Treasure Coast International Airport (FPR) in February.*

## Treasure Coast Chapter

Treasure Coast International Airport representatives contacted The Ninety-Nines about getting a compass rose painted at their airport. After meeting with them, we readily agreed. The airport would provide the paint and necessary equipment — plus lunch and drinks for the whole crew.

On February 8, seven Treasure Coast members laid out the 50-foot diagram for the compass rose to be painted on the next day. Participating were Anita Mixon, Maren Graben, Jennifer Clarke, Evelyn Galus, Jody Smith, Judy Snow, Ruth Jacobs, 49½s Sven Graben and Ray Mason, plus Zoe Graben, a young pilot-in-training. Anthony Scott, Assistant Airport Manager, brought over the airport dog to watch our progress.

Saturday morning, we were all welcomed to the Ft. Pierce EAA Chapter for a hearty breakfast. We thank Mike and crew

for an awesome breakfast fare to start our day.

After setting up our tent to keep the sun off the paint and supplies, we began to paint, with Treasure Coast 99 Wendy Wheeler putting the first stroke of white on the pavement. We had such an awesome group painting all day.

We stopped for lunch about noon to enjoy all the good pizza the airport provided. Then back to work getting the final touches on our masterpiece. Jody finished it off by mixing a gray color to match the pavement to cover all the boo-boos and marks.

Lisa Drew flew her C172 from Stuart with Madison. Judy flew her C206 from the Naples area with the five CAP students. Jody set up the camera and filmed the entire event. Others took still photos so we have a great record of the day.

— Ruth Jacobs

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## Florida Suncoast Chapter

We had an interesting guest speaker at our January meeting at Leeward Air Ranch (FD04). Scott Bingham, glider instructor at Leeward, talked about soaring, showed a video on soaring with an opera singer and topped it off with a drawing for two rides. Lucky winners were Allison Martinson and Nichole Marcus.

Our Flying Side by Side Seminar was held on February 9 at the Clearwater Air Park, Clearwater, Florida. We first enjoyed a continental breakfast and refreshments provided by 17 of our members who volunteered their time.

We didn't have to look further than our own members for knowledgeable speakers: Janice McWilliams, Chairman, Marie Choi, Connie McConnell, Denise Rosenberger, and Barbara Strachan. The non-pilot, wife or husband who sit in the right seat that took the course came away having a better understanding what to do in case of an emergency.

— Sophia Payton



*Florida Suncoast member Barbara Strachan talks to attendees of the Flying Side by Side Seminar.*



Photo left: Katahdin Wings Secretary Jenny Jorgensen, left, Lori Plourd, center, and Chair Maria Harrison, far right, visit the Harriet Quimby display featured at Owl's Head Transportation Museum at the Knox County Regional Airport (KPKD).

## Katahdin Wings

Katahdin Wings Chapter Chair Maria Harrison, Secretary Jenny Jorgensen, Lori Plourd and Lisa Reece participated in the annual Maine Aviation Forum. This has become a yearly tradition for Katahdin Wings members and affords them an opportunity to raise funds for their annual donation to Maine Ace Camp.

The Chapter's donation will fund a scholarship for a deserving young woman to attend the very well-organized summer camp. Maine Ace Camp offers young people a week of exploring the many aviation careers outside of airline pilot and includes flights in a Black Hawk helicopter, a C-130 refueler and seaplanes, as well as other single-engine aircraft. The Maine Aviation Forum features all the Maine EAA chapters, FAA Safety Team members, regional AOPA directors, and other aviation organizations unique to Maine come together for the mid-winter event to share their scheduled activities for the year. Maria Harrison handled a wonderful presentation talking about the Katahdin Wings and The 99s.

The Katahdin Wings members, along with help from the other aviation organizations, host the luncheon that feeds 60-75 hungry pilots during the lunch break. The lunch is generously sponsored by Bar Harbor (BHB) FBO Columbia Air. Private donations also reduce the cost of the luncheon, and the surplus sponsor money donation can go toward the Ace Camp Scholarship.

The forum is a great way to relieve winter's cabin fever and bring pilots together to share their events and learn about the activities of the various organizations.

— Lori Plourd

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## Long Island Chapter

In December, we had 11 members and guests attend our Holiday Party. We always have fun, and part of the get-together is designated as our December meeting. As she has done in many past years, Dottie Campbell collected toiletry items for the local Battered Women's Shelter.

January started our monthly winter telephone conference call meetings. One of our newest Chapter members, student pilot Rachel Siegel, and her mom, Jennifer, logged into the meeting on their phones with several other 99s.

Rachel is a high school student, flying weekends. She spoke about her experiences in aviation so far. She recently attended an Embry Riddle "solo camp" in Daytona Beach, Florida, to see their operation. The student flies every day and can earn their solo flight.

Also in December, Patricia Ohlsson, a member of the Long Island Chapter and now living and working in Daytona Beach, Florida, has chaired the Spruce Creek Flying Club Christmas Toy Parade for many years. Pat and her 49½ Lenny, enter their 1941 WACO UPF-7 Bi-Plane in the parade in various costumes that Pat designs.

— Patricia J. Rockwell



Pat Ohlsson and her 49½ Lenny at the Christmas Toy Parade with their 1941 WACO UPF-7 Bi-Plane.

# GRASS ROOTS

## Dallas Chapter

On September 18, 2018, several members of the Dallas Ninety-Nines attended the Women's Network Brunch with Dr. Christine Darden at the Frontier of Flight Museum in Dallas, Texas.

Christine Darden, retired NASA mathematician and aerospace engineer, spoke about her time in the aviation industry and signed copies of the book, *Hidden Figures*, chronicling African-American women who helped win the space race.

Those from the Dallas Chapter in attendance were Cindy Weber, Juanita Attaway, Kaylee Jeffries, Laurie Peake, and Holly Barr. Cindy Weber serves on the Board of Directors for the museum.

— Peggy Pierce



Christine Darden, seated, signs copies of her book for Dallas Chapter members.



Attendees and members at the Alaska Chapter Flying Seminar, from left, Kathy Trantum, Lyndsey Smith, Marilyn Morgan, Laken Viotto, Kevin Anseim, Pasha Foster, Raifen Stahl, and Wendy Linber.

## Alaska Chapter

The Alaska 99s held a flying seminar for future women pilots. We taught basic controls, navigation, radios, safety and survival, and all the women got to fly in the simulators.

Our agenda was basic controls navigation safety, radio terminology and communications, and then all the women learned how to use the simulators.

The class was taught by 99s Kathy Trantum, private pilot and Alaska 99s Chair; Aimee Moore, professional pilot in airplanes and helicopters; Lani Kile, CFI instructor; and Denise Saigh, private/commercial pilot and Secretary of the Alaska 99s.

The seminar was held at the Medallion Foundation. It is subsidized by the state, and anyone can use the simulators for free.

— Denise Saigh

## Chicago Area Chapter

The Chicago Area Chapter celebrated the holidays at the west suburban DuPage Airport Flight Center. It was a cold but clear day with the ever-fascinating backdrop of airplanes.

With a great turnout and tons of scrumptious potluck food from everyone, we overran our party room and spread out into the lobby. Also in attendance were North Central Section Governor Ellen O'Hara, Shelley Ventura from the Aux Plaines Chapter, and Dee and Bill Dreger visiting from the Northwoods (Michigan) Chapter. The party committee consisted of Sue Zurcher, Mary Lou Erikson, Madeleine Monaco and Lindsey Spiegel.

Revelry, Merriment, Good Food and Fun!  
—Diane Cozzi



Chicago Area Chapter members celebrated the holidays at DuPage Flight Center.

## LETTERS

### An Inspirational Woman

Col. Latifa Nabizada is truly inspirational. Her determination to never lose sight of her goal through difficulties and misfortunes is remarkable.

What a woman! Thank you for sharing it with us.

— Marge Shaffer, Old Dominion Chapter

### Teapot from 99s First Meeting on Display at Museum of Women Pilots

Following the Women's Air Derby on November 2, 1929, twenty-six women pilots gathered at Curtis Airport, Valley Stream, New York, to form an organization for women pilots. The weather wasn't favorable and most drove in or came by train.



The women, who became the first 99s, conducted their business in a hangar above the din of a Curtiss Challenger engine running up as the work of the mechanics proceeded around them. Tea was served from a tool box wagon on wheels.

The teapot that served up the tea on that momentous day is now on display at the Museum of Women Pilots. Your museum continues to upgrade and rotate historic as well as more current information about women involved in aviation.

Donations are always appreciated.

— Ninety-Nines Museum of Women Pilots

## NEW HORIZONS

This space is dedicated to our members and 49½s who have passed on to New Horizons. We will miss them, and thank these 99s for all their contributions to our organization. Our members who recently flew to New Horizons were:

**Loreli Cangiano**, December 25, 2018 and her 49½, Pat, May 30, 2018, Sutter Buttes Chapter

**Bruce Cunningham**, 49½ of Debby Cunningham, November 6, 2018, Santa Clara Valley Chapter

**Donald Skinner Davidson**, 49½ of Peg Davidson, October 12, 2018, Connecticut Chapter

**Harriett Hall**, March 20, 2019, Life member, Alabama Chapter

**Sara Payne Hayden**, WASP, March 15, 2019, Life member, Eastern New England Chapter

**Wayne McCarrell**, 49½ of Jody McCarrell, February 2, 2019, Oklahoma Chapter

**Dorothy Pulis**, January 26, 2019, Eastern New England Chapter

**Joyce S. Revelle**, November 8, 2018, Florida Spaceport Chapter

*For obituaries, please submit only the name, date of death and Chapter. Notices of 49½s will be listed similarly. The full obituaries and photos are now posted on The Ninety-Nines website. To submit an extended obituary, please submit a personal write-up and not a copy or a link to an online obituary. To read the full obituaries, go to [www.ninety-nines.org/new-horizons.htm](http://www.ninety-nines.org/new-horizons.htm).*

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**Kaleigh Frazier**, Parkville, Missouri  
**Donald Hopkins**, Aurora, Colorado  
**Marilynn Laird**, Seattle, Washington  
**Hallan Noltimier**, Columbus, Ohio  
**Leonard Ohlsson**, Port Orange, Florida  
**Jane Parks-McKay**, Santa Cruz, California  
**Aaron Rishel**, Prescott, Arizona  
**Julien Serie**, Winnipeg, MB Canada  
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# ***Join us in Dayton, Ohio, “The Birthplace of Aviation,” for The 99s International Conference & Career Expo***

- Celebrating 90 years of Inspiring Women Pilots!
- Welcome Reception & AE Banquet “Dinner Under the Wings” at the NMUSAF
- 3 Keynote speakers!
- 20 aviation talks, panels, and round tables – women pilots sharing their stories with you
- Don’t miss The 99s Awards Banquet!
- Explore Dayton, Explore the Birthplace of Aviation, Explore Aviation’s Past, Present & Future.

*Photo courtesy Perfect Perspectives Aerial Imaging Photography, Dayton, Ohio.*

