

May/June 2022



Ninety-Nines

Inspiring Women Pilots Since 1929

REALIZING HER DREAM

ANH-THU NGUYEN

p. 10

plus

A CENTURY IN AVIATION
BRIDGING GENERATIONS
JESSIE'S FLIGHT TRAINING

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MISSION STATEMENT

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



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Our Sponsors

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ON THE COVER

Anh-Thu Nguyen

Photo by David Rabinovitch

Let's Get Social    



2022

MAY

- 9-13 **National Intercollegiate Flying Association (NIFA) SAFECON Nationals**
Columbus, Ohio
✈️ [Marilyn Shafer, probbmom@gmail.com](mailto:Marilyn.Shafer@probbmom@gmail.com)
- 14 **Mid-Atlantic Section Spring Meeting via Zoom**
Delaware Chapter
✈️ d.dreyfuss@yahoo.com
- 20-22 **East Canada Section Annual Meeting**
Harbour Grace, Newfoundland, Canada
✈️ [Kimberley Winsor, kdwinsor@hotmail.com](mailto:Kimberley.Winsor@hotmail.com)
- 20-22 **Oregon International Air Show**
featuring all-female performers, announcers and air boss
Hillsboro, Oregon
✈️ [Cat Keller, cathykeller15@gmail.com](mailto:Cat.Keller@cathykeller15@gmail.com)
✈️ [Jennifer Johnson, jenniferj@willcutscompany.com](mailto:Jennifer.Johnson@willcutscompany.com)

JUN

- 1 **Deadline: *Ninety-Nines Magazine***
July/August Issue Submission
✈️ news@ninety-nines.org

- 21-24 **Air Race Classic**
Lakeland, Florida to Terre Haute, Indiana
📱 airraceclassic.org

JUL

- 6-10 **2022 International Conference and Career Expo**
Charleston, South Carolina
✈️ [Cathy Prudhomme, cgprudhomme@gmail.com](mailto:Cathy.Prudhomme@cgprudhomme@gmail.com)
- 25-31 **EAA AirVenture Oshkosh**
Oshkosh, Wisconsin
📱 eaa.org/en/airventure
- 31 **Deadline: Professional Pilot Leadership Initiative (PPLI) Application for Mentoring, Fall Session**
📱 ninety-nines.org/resources.htm
✈️ mentoring@ninety-nines.org

AUG

- 1 **Deadline: *Ninety-Nines Magazine***
September/October Issue Submission
✈️ news@ninety-nines.org
- 11-13 **Palms to Pines Air Race**
Santa Monica, California to Madras, Oregon
📱 PalmsToPinesAirRace.com
- 20 **45th Annual Okie Derby Proficiency Air Rally**
Sundance, Oklahoma
✈️ [Gail Foote, crbfred@gmail.com](mailto:Gail.Foote@crbfred@gmail.com)

SEP

- 16-18 **Northwest Section Annual Meeting**
Spokane, Washington
✈️ [Elsbeth Roach, roachie423@gmail.com](mailto:Elsbeth.Roach@roachie423@gmail.com)
- 29 - OCT 2 **Southwest Section Fall Meeting**
Hosted by Air Hearts-Utah Chapters
West Jordan, Utah
✈️ [Whitney Holcomb, honk@me.com](mailto:Whitney.Holcomb@honk@me.com)
- 30 - OCT 2 **North Central Section Fall Meeting**
Spring House Inn, Porter, Indiana
✈️ [Marcia Forcey, marciaforcey@yahoo.com](mailto:Marcia.Forcey@marciaforcey@yahoo.com)

OCT

- 1 **Deadline: *Ninety-Nines Magazine***
November/December Issue Submission
✈️ news@ninety-nines.org
- 7-9 **Southeast Section Fall Meeting**
Knoxville, Tennessee
✈️ [Janice Pelletti, jopelletti@gmail.com](mailto:Janice.Pelletti@jopelletti@gmail.com)
- 14-16 **South Central Section Fall Meeting**
Corpus Christi, Texas
✈️ [Monica Randolph-Graham, dr.monicargraham@gmail.com](mailto:Monica.Randolph-Graham@dr.monicargraham@gmail.com)

MAGAZINE SUBMISSION DEADLINES

one month prior to issue date.
JUL/AUG issue deadline: June 1.



CHECK THE ONLINE CALENDAR
for current information.
ninety-nines.org/calendar.htm

Champions Keep Playing



Corbi Bulluck
International President

Six-time women's world number one tennis player Billie Jean King once noted, "Champions keep playing until they get it right."

I do not doubt that we've all faced challenges on our journeys to become pilots. Whether those challenges were physical, mental, social, or financial, every one of us has had to overcome obstacles.

Think about it. Did you struggle to reach the rudder pedals or see forward over the instrument panel? Did you struggle to control the airplane during crosswind landings? Or perhaps you struggled with maneuvering during slow flight and executing the correct sequence during stall recoveries. Many of us found it particularly challenging to overcome our fear of talking on the radio. (Seriously, who wasn't afraid of saying something wrong and sounding silly on the radio, thus making the other pilots question whether we belonged in the sky?!) Others of us struggled because we didn't have the family or social support that can be so critical when starting out on a new endeavor. And many of us struggled with the financial aspect of learning to fly. Not being able to afford flying lessons has squashed many aviation dreams.

Regardless of what personal challenges we each faced, I seriously doubt any of us got it right on the first try or even 100% of the time. Yet, despite the setbacks and temporary roadblocks we've experienced, each one of us kept at it until we got it right. We soloed. We flew our cross-country flights. Yes, we even learned to talk on the radio. We earned our Pilot Certificates!

As I see it, that makes us all champions.

British film director Sarah Gavron wrote, "Surround yourself with people who support you. Find champions."

That's what The Ninety-Nines is all about: supporting each other. We recognize that there are plenty of challenges in flying – and in life – and we are there to offer support and help each other succeed.

That doesn't mean that we agree on everything all of the time; after all, we need different opinions to help expand our individual viewpoints. But when it comes to important matters, we are there to offer support and help each other succeed. We support each other through scholarships and by offering advice and suggestions via our Google e-mail group. We support each other by mentoring our student pilot members in group learning sessions and by serving as safety pilots on instrument flights. We support each other through our Professional Pilot Leadership Initiative which helps our career oriented members become the aviation leaders they are meant to be. Bottom line: we offer support to every member who has doubted that she would achieve her aviation dreams. Yes, when it comes down to what really counts, we are there to support each other.

We have all faced challenges, but we kept at it until we got it right and that makes us an organization of champions. That's something to celebrate!

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Touch & Go

SCHOLARSHIPS

THE EASTERN NEW ENGLAND 99S TAKEOFF SCHOLARSHIP



Galina Vesnina is a Russian-English linguist, interpreter, and translator who's had a passion for flying since an early age in her homeland of

Siberia, Russia. Only after she moved to Boston in 2015 was she able to pursue her goal of becoming a pilot and recently passed her Private Pilot check ride! She is a member of the Eastern New England Chapter and plans to use this scholarship to pursue her Instrument Rating. The Eastern New England Chapter established the \$1,000 Takeoff Scholarship from anonymous donations to their scholarship fund to offer to a new pilot member of the chapter.

Galina joined Eastern New England Chapter and The 99s in May 2021. She completed her Private check ride on December 15, 2021 at Laconia Municipal Airport (KLCI), and is now a proud mother to Radimir, the aviator on site for her Private check ride. Congratulations, Galina, on your Private Pilot Certificate and best wishes on your new arrival.

DIANA ALDERATE SCHOLARSHIP



Veronica Velasquez was the recipient of the first Diana Alderete Scholarship of 2022. The Diana Alderete Scholarship was created through funds donated

by San Antonio Chapter member Amanda Alderete, who holds a Private Pilot Certificate and is a flight warrant officer in training to fly Blackhawks in the Army. Diana is the name of Amanda's mother.

The Women in Aviation International (WAI) Alamo City Chapter matched her donation this year to increase the scholarship amount to \$1,000. The recipient was required to be a member of The 99s, WAI, and a Latin-American woman. Velasquez plans to use the funds to help complete her commercial multi-engine add ons.

CAPTAIN JUDY CAMERON SCHOLARSHIP

The Northern Lights Aero Foundation announced that two of the four 2022 Captain Judy Cameron Scholarship recipients are West Canada Section members: **Alissa Stirling** and **Madeline Ungurain**.

This is the third year that Air Canada has funded this scholarship, administered by the Northern Lights Aero Foundation, that targets women who are Canadian citizens and who are enrolled in a fixed wing aviation flight program at a college, university, or flight school, or an aircraft repair and maintenance program anywhere in Canada.



Alissa Stirling, a member of the Alberta Chapter, is in her final year of the commercial aviation program at Mount Royal University in

Calgary, Alberta. Working as an Air Canada flight attendant sparked her interest to pursue a career as a pilot, and she completed her Private Pilot Licence in just three months to secure her entrance to her program. Stirling is President of the Aviation Student Executive, on the Safety Management System Committee, the BC Aviation Council and the Alberta Aviation Council. Stirling says, "I have enjoyed every step of the way in my journey throughout the aviation industry so far. I intend to use every resource available to me to achieve my goal of eventually flying for one of Canada's mainline carriers."



Holding Short



British Columbia Coast Chapter member **Madeline Ungurain** recently completed her Flight Instructor Rating at Principal Air in Abbotsford,

British Columbia, and is now working on her Multi-Engine Instrument Rating. She is an active member of The 99s where she volunteers as news coordinator, cohost, and organizer of Glacier Air's annual Fly It Forward event for Women of Aviation Worldwide Week and has created an international FAQ document for new members. As a single mother of twin boys, she has had to overcome significant obstacles but has never given up on her ambition to complete her goals. Velasquez plans to work as a multi-engine IFR instructor before embarking on a career as a missionary pilot, devoted to sharing her expertise with others and promoting women in aviation. "My goal is to encourage those who want to make their dream a reality and show them that with enough determination and effort, anything is possible," Velasquez said.

AWARDS

WOMEN WHO INSPIRE



Marcia Strang of the British Columbia Coast Chapter and Chapter AEMSF Chair, was awarded the 2022 national "Women Who Inspire" award from Elevate Aviation on March 2, 2022. Elevate Aviation provides a platform for women and underrepresented groups to thrive and succeed through careers in aviation. The honorees are celebrated each year at an October fundraising gala set to raise awareness about the amazing careers available to women in aviation.



JEANNE RIECK EARNS NAFI MASTER INSTRUCTOR ACCREDITATION

Kalamazoo, MI – 2/04/2022

The National Association of Flight Instructors (NAFI) is proud to announce that NAFI member **Jeanne Rieck** has earned accreditation as a NAFI Master Flight Instructor.

Rieck has been an active flight instructor since 2013 and owner of Airplane Rental Ventures in Mesa, Arizona. Her mission is to build confidence and a high skill level in her clients. She says what brings her joy is seeing a student solo successfully in the challenging, busy airport environment where she teaches. It is also rewarding when one of her former clients can conduct a flight review for her.

Rieck is a former special education teacher and administrator with a master's degree in special education. After 20 years in the classroom and leadership roles, she decided to take off on a new chapter and fell in love with flying at the first rotation. She says she loves an adventure, and the combination of flying and leading others to accomplish their aviation goals was a natural place for her to land.

Rieck has a Commercial Certificate with Single Engine, Multi-Engine, Seaplane and Instrument ratings. She also holds a tailwheel endorsement. She is also a CFI, CFII and holds an Advanced Ground Instructor Certificate and is a participant in The Ninety-Nines Professional Pilot Leadership Initiative (PPLI) program. She owns two aircraft at Falcon Field Airport (KFFZ) in Mesa, Arizona: a beautiful and demanding place to fly. When she's not flying, Rieck is exploring near the Grand Canyon with her husband at their off grid cabin.

CHICAGO HOSTS ZARA RUTHERFORD



Gail LaPook with Zara Rutherford - Members of Chicago Area Chapter light-sport aircraft (LSA) around the world solo. She flew 32,300 miles and stopped in 41 countries. At 19 years old, she now holds the record for being the youngest person to fly solo around the world, a title now recorded with Guinness World Records. You may have seen her being interviewed on TV.

Here's where the Chicago connection comes in. She flew the whole route abiding by visual flight rules (VFR), so she got delayed several times waiting on the weather. When she returned from her record-setting flight, Rutherford started devoting more time to working on her Instrument Rating in Racine, Wisconsin. When she was ready, her instructor recommended she take her flight test with FAA Designated Examiner Gail LaPook, a member of the Chicago Area Chapter. Gail was very genuinely impressed with Rutherford's piloting skills, and she passed her check ride with flying colors. That night, a group of us got together for a celebratory dinner. We're so proud of Zara!

OREGON 99S HOPE FOR RECORD 99S ATTENDANCE AT ALL-FEMALE AIR SHOW IN MAY

– By Wendy Whitsell, *Columbia Cascades Chapter*;
Jennifer Johnson, *Oregon Pines Chapter*;
Kate Hammarback, *Oregon Pines Chapter*



The Oregon International Air Show is producing a once-in-a-lifetime, historic event: She Flies with Her Own Wings, an all-female air show May 20 - May 22, 2022, at the Portland-Hillsboro Airport (KHIO), 30 minutes west of Portland, Oregon. This is the first known all-female air show where every role – from aerobatic, military, and performance pilot to air boss and announcer – will be held by a woman. The name of the air show comes from Oregon's state motto and reflects the emphasis on highlighting women at every level of aviation.

The Oregon International Air Show is inviting all 99s from every corner of the country – and world – to fly in and share in this historic event. The air show has designated Saturday as the official 99s fly-in day, and all 99s members that preregister and fly in will receive free ramp parking and general admission to the air show. Upgraded seating is available for purchase. No day-of fly ins will be allowed. Fly-in participants must register ahead to ensure space is available.

Fly-in times on the official 99s day (Saturday, May 21) are between 8:00 a.m. and 10:30 a.m. (or before 8:45 a.m. for

display aircraft), ahead of the noon show start time. Friday or Sunday arrival days are also available, but register soon as ramp parking is limited on the airfield all days. The local Columbia Cascade and Oregon Pines Chapters are hosting an informational booth all weekend and are also organizing a meal or social for 99s to eat and celebrate together Friday night and Saturday morning. Be sure to check into The 99s' booth upon arrival for a schedule of events and to leave your autograph to memorialize the first of its kind all-female international air show. Professional photographers will be on site to capture the memories on Saturday. The Oregon International Air Show and The 99s' chapters involved in supporting the show hope to set a record for the most 99s flying into an air show. Come, celebrate, and be counted!

The Columbia Cascade and Oregon Pines Chapters are planning several interactive educational activities at The 99s air show booth, including educational displays, welding lessons, and presentations from a youth STEM education group from Hillsboro, Oregon. Volunteers are still needed for staffing the booth – bring your name tag and positive energy to help educate the next generation of aviation enthusiasts. General admission is free for 99s volunteers who sign up ahead of the show weekend.

The Central Oregon High Desert Chapter is bringing and staffing a B-25 from the Erickson Aircraft Collection in Madras, Oregon. Chapter volunteers have put together a team of women pilots to teach about the B-25 and share about aviation at air shows. She Flies With Her Own Wings is the first air show the chapter will be participating in with their new team.

In addition to The 99s' specific events and participants, there is an exciting lineup of female aviators in civilian and military aircraft throughout the weekend. Vicky Benzing will be filling the sky with smoke trails and jaw dropping aerobatics in her Boeing Stearman. Vicky has won numerous awards and honors all over the country. She holds an Airline Transport Pilot Certificate and is rated in helicopters, seaplanes, and gliders. With a Ph.D. in physical chemistry, she is also an advocate of STEM education. Vicky plans to visit The 99s booth after she flies each day of the show. The air show will also feature female pilots of military aircraft including: Captain Aimee Fiedler piloting the F-16 Viper; U.S. Navy Pilot Lieutenant Amanda Lee with the F/A-18E/F Super Hornet "Rhino" Demo Team, as well as an all-woman F-16 Viper Demo Team; and Captain Kristin Wolf with the F-35A Lightning II Demo Team. The Misty Blues, the only all-women skydiving team, will also be performing.

In addition to their educational and relationship-building goals, The 99s chapters involved in the show hope this year's event will initiate an annual fly-in tradition and that the number of 99s flying in each year grows until new records are set for the most 99s members flying into an air show.

For the full show lineup and additional details, including parking information and air show pricing at local hotels, visit www.OregonAirShow.com.



To preregister your attendance (flying or driving) with The 99s' organizers, please complete this information form: https://oregonstate.qualtrics.com/jfe/form/SV_4ZUr6fNzGEJ3nW6

For more information specific to volunteering or participating with The 99s events at the air show, contact Oregon Pines Chapter Secretary and Event Co-Chair Jennifer Johnson at jenniferj@willcutscompany.com or Columbia Cascade Event Co-Chair Cat Keller at cathykeller15@gmail.com. For more information on The 99s B-25 education team, contact Central Oregon High Desert Chapter Chair Lorraine Martinelli at central.oregon99s@gmail.com.

WHIRLY-GIRLS INTERNATIONAL SCHOLARSHIPS ANNOUNCED

Whirly-Girls International, a nonprofit, educational, and charitable organization dedicated to advancing women in the helicopter aviation industry, has announced the recipients of the 2022 Whirly-Girls scholarship awards. The scholarships were awarded March 6, 2022, at the Whirly-Girls Annual Awards Banquet during HAI HELI-EXPO in Dallas, Texas. Thanks to the support of aviation leaders, 18 scholarships were bestowed upon deserving female aviators with a total value of over \$100,000. This is the largest scholarship program in the helicopter industry.



Whirly Girls Scholarship recipients at the Heli-Expo for the awards ceremony: (left to right) Diana Arias, Amory Harris, Elizabeth Leidenheimer, Rebecca Torres, Sarah Trask, Michelle Lambert, Cecily Olsen, Courtney Guinan, Hannah Santamaria, Dierdre Ratigan, Lora Trout

For more information on Whirly-Girls International please visit www.whirlygirls.org.

Several of the 2022 Whirly-Girls Scholarship recipients are members of The Ninety-Nines.

They are:

Airbus Inadvertent Instrument Meteorological Conditions Training Scholarship:

Mariah Dugan, WG #2230 – *Air Hearts-Utah*

Amory Harris, WG #2244 – *Reno High Sierra*

Edward M. Thurn Memorial Scholarship:

Hannah Santamaria, WG #2147 – *Colorado*

FlightSafety International Bell 206/

Bell 407 Scholarship:

Leah Murphy, WG #1956 – *Maryland*

Leading Edge Flight Academy and Central Oregon

Community College Helicopter Instrument

Rating Scholarship:

Rebecca Torres, WG #2078 – *Georgia Flying Belles*

Robinson Helicopter R22/

R44 Safety Course Scholarship:

Sarah Trask, WG #2251 – *Central Oregon High Desert*

“Women hold only 6% of the pilot certificates issued in the aviation industry. The generous support of our sponsors shows their commitment to expanding the place female aviators have in the helicopter community,” said Kim Barwick, the Vice President of scholarships for the Whirly-Girls Scholarship Fund, Inc. “These scholarships are our way of encouraging these exceptional women to achieve their goals and grow into future leaders in the industry.”

Whirly-Girls Scholarship Fund, Inc. was incorporated to oversee and administer the scholarship funds raised by the Whirly-Girls and their associates. Incorporated in 1974, the scholarship program has grown from a single \$500 scholarship to a wide range of training and development scholarships valued today in excess of \$100,000.

Whirly-Girls International is a nonprofit, educational, and charitable organization dedicated to advancing women in helicopter aviation. It was founded in 1955 and currently has over 2,200 members representing 47 countries. Its goals include the promotion of women in the helicopter industry through scholarship awards, mentoring, public appearances, press releases, magazine articles, and informational displays in aviation museums; the exchange of information among women in helicopter aviation; and the promotion of community acceptance of rotorcraft through increasing public awareness of rotorcraft utility and versatility.





Realizing Her Dream

Pilot **Anh-Thu Nguyen** has had a long and arduous journey in pursuit of her career in aviation. Struggling for visibility while realizing her dream, she will achieve one of her aviation goals next year as one of the few women to circumnavigate the globe solo in an airplane.

By Lauren Nagel, *Montreal Chapter*

Photos by David Rabinovitch

Pilot Anh-Thu Nguyen's first exposure to the world of aviation started when she was just a wide-eyed child living in remote rural Vietnam. Airplanes, she recalls, would frequently fly over her village home. "We didn't even have electricity and running water growing up, so seeing planes zipping through the sky was so incredibly powerful and captivating to me."

Just as fascinating is Nguyen's own career path. Raised in poverty with no female or Asian role-

models in the field of aviation, Nguyen initially doubted becoming a pilot was possible. However, in recent years she has become one of the most celebrated aviators in her home country, and her success has inspired countless others to enter the field, including many young Asian women.

This summer, Nguyen's career will reach a new high with an ambitious round-the-world flight. If successful, she will join the prestigious class of pilots to have circumnavigated the globe solo.



Humble beginnings

Nguyen was born and raised in a small village in rural Vietnam. When she was 12 years old, her family immigrated to the United States where they lived below the poverty line.

Despite the economic challenges and lack of moral support, she steadily maintained an unwavering interest in flying. At 16, she whole-heartedly committed to a career in aviation, but didn't receive the support from friends and family that she had hoped for. Two years later, she enrolled herself in private flight training and began working as a math tutor at Purdue University where she received a scholarship to complete a Bachelor of Science in Mathematics followed by a Master of Science in Aerospace Engineering. She went on to work for Boeing, Gulfstream and Bombardier as an aerospace engineer before returning to school to complete her Ph.D. at the Georgia Institute of Technology.

The work provided her a way to earn a decent living while completing her Airline Transport Pilot (ATP) Certificate and Flight Instructor Certificate. At different phases of her flight training, her finances were deficient, and she was forced to live in her car. "I've always been determined to overcome obstacles to achieve my dreams," she says.

Consequently, she is now a corporate pilot and an AOPA Distinguished Flight Instructor with over 4,000 hours of flight time in several aircraft types, "I usually instruct in the Liberty XL, Cessnas, Pipers, Barons, Seneca, Cirrus, etc., and whatever else students might own."

Over the years, many people were skeptical of her career choice because she didn't look like a typical pilot. Few professional aviators in the USA are women or Asian, and even fewer are both. As a result, Nguyen says that she is frequently faced with discrimination in the field.

She recalls one particular interaction at an airport where, after teaching a flight lesson, she was denied access to a flight ramp just minutes after parking her plane and entering the Fixed Based Operator (FBO).

"My student – who was also an Asian woman – and I were leaving to go back out to the plane, but the sliding doors didn't open automatically," she recalls. "I went to the clerk to see if the sensor was broken, but then they started asking me if I was a pilot. I have four stripes on my uniform and they're asking me if I'm a pilot!"

With an instrument flight ahead of her, she didn't want to be unnecessarily distracted by confrontations, so she patiently explained that she was a flight instructor and left with her student. "The next day I called the FBO to discuss what had happened and was advised that 'security needed to take precautions because some people might dress like pilots for Halloween.' This happened in April," she says.

When asked what she thinks can be done to eliminate the discrimination against minorities and women in aviation, Nguyen says that representation is key. “There just needs to be more of us creating more visibility by walking through FBOs and airports in our uniforms as confident Asian women.”

Giving Back

Uncomfortable encounters like the one at the FBO have motivated Nguyen to become a fervent advocate for Asian women in aviation. Committed to breaking down social and financial barriers, in 2019 she founded Asian Women in Aerospace and Aviation, a nonprofit organization that provides scholarships, mentorship, and opportunities for Asian women pursuing careers as pilots. One of the organization’s main goals is to increase the visibility of female Asian pilots and aerospace engineers, as well as Asian women in other STEM careers. It also aims to make the path to a career in aviation easier for young people interested in the field.

“I don’t want any child to go through what I went through” she says, “I don’t want them to have to sleep in their car, to feel lost or alone.”

Nguyen takes this mission very seriously and is not afraid to lead the way. She recently announced that she will circumnavigate the globe solo in an experimental single engine airplane, and she’s been busy making preparations since then. Between logistics, insurance, visas, navigation and more, planning a round-the-world trip is a lot of work! She hopes that this remarkable journey will be an inspiration to young Asian girls and others around the world.

“I want to empower and embolden girls, especially Asian girls, to take that first step in realizing their potential and realizing their dream is possible.”

Nguyen’s untraditional career and flight plans have garnered plenty of attention. Voice of America recently featured her in a video profile, which has been viewed 22 million times. She has since received thousands of encouraging comments and emails from fans, as well as from parents who were inspired by her story to encourage their own children to become pilots.

Like many people across North America and the world, Nguyen is deeply saddened by publicized reports of harassments and attacks on Asian communities. She has since decided to use her platform to dispel misconceptions concerning Asians, especially Asian women.

“This is an opportune time to shine a different light on Asian women,” she says, “Asian women need to be visible, powerful, and influential.”

You can also follow her preparations on her Instagram account @pilot_anh_thu. 

Professional Development Program

The National Association of Flight Instructors (NAFI) Professional Development Program is designed to develop and mentor a flight instructor’s mastery of core concepts in aviation education and leadership.

Further, it offers instructors tools necessary to excel as teachers and client service experts, improving the standards of professionalism in flight instruction.

Exclusively for members of NAFI

Join NAFI today!

www.nafinet.org/join-NAFI

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Instruction

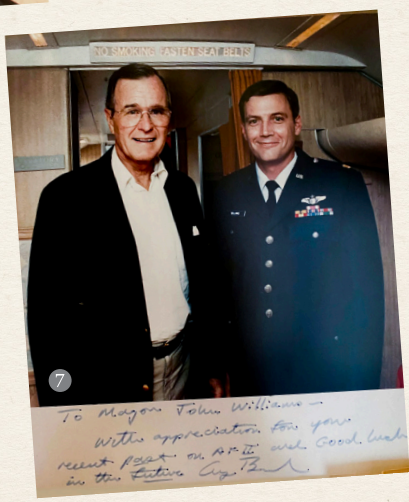
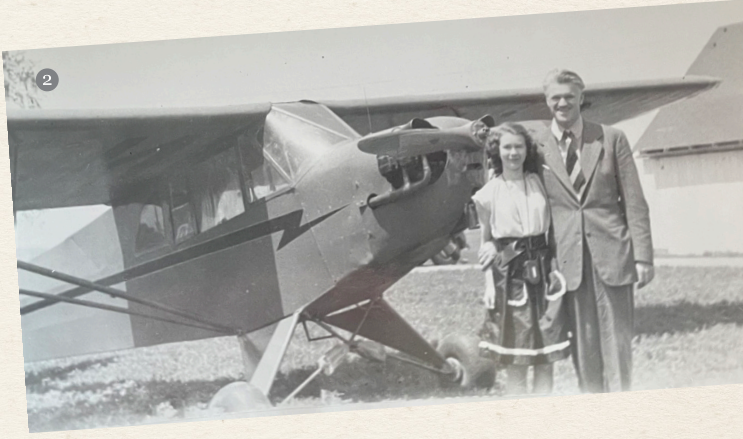
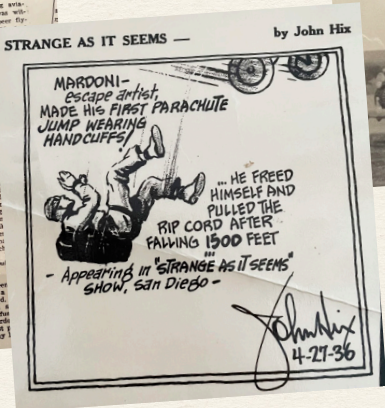
Business & Communication

Leadership Development

Risk Management

Electives

A Family Scrapbook of 100 Years of Flying



- By Marie Hamann, San Diego Chapter with Rebecca Burghy, Intermountain Chapter

I'd like to tell you the story of my family, who have all been involved in aviation and aerospace in many ways for over 100 years! We truly had a magical start as my mother's sister, Louise, married a young magician named Clayton Hines, who became a certificated pilot in the early 1920s. Clayton's stage name, Mardoni, was bestowed upon him by his close friend, Harry Houdini, who also encouraged Mardoni to use magic and escapes in his flying. Thus, Mardoni made his first handcuffed parachute jump on April 27, 1936. Such stunts were very popular when aviation was new and were often written up in local papers. Mardoni and Aunt Louise took their traveling airplane show on the road, with their red Piper Cub Coupe (which had two front seats with dual sticks and a back seat) to advertise their magic act. It was painted with large letters on the side that read Mardoni, and a rabbit coming out of a top hat was painted on the tail. Mardoni flew to wherever they were performing, while Aunt Louise would follow with the luggage and supplies in their Buick (which had a large yellow circle painted on the roof, making her easy to find from the air). They would meet next to a field, have a picnic lunch, and greet the press to promote their upcoming performance.

When not out traveling with their show, Mardoni and Aunt Louise lived with my mother and me. Having lost my father when I was five years old, Mardoni truly became a second father to me. I have many special memories of those early days, like climbing to the top of our roof, looking at the stars, and identifying constellations. He had a keen and curious mind and would talk about anything and everything. Mardoni always encouraged me, and later my children, to be open to learning, not just about aviation, but the wider world as well. I began flying with Mardoni when I was five years old, and throughout my childhood, he would fly low over our house and call out of the window, "Marie, meet me in the field and we'll go for a spin." Which he meant literally. We did all kinds of aerobatics in whatever taildragger he happened to be flying that day, and I quickly learned how to gauge the best spot to land in farmer's fields.

Mardoni held a Commercial Pilot Certificate, Flight Instructor Instrument Certificate, and an Airframe and Powerplant Certificate. I flew with him on numerous trips over the years in different airplanes. His scratch-built Beech Staggerwing was my favorite. I still have a letter he wrote, detailing how he built the high-powered speedster by piecing together parts acquired from Dan Meisinger, who was one of the first Beech dealers in the country. During World War II, Mardoni worked for Meisinger's Naval Cadet Training Program, teaching young men to fly the N3N biplane at Philip Billard Municipal Airport in Topeka, Kansas (KTOP). Mardoni and Aunt Louise also performed magic shows with the United Service Organizations, entertaining the troops during the war.

I went on to graduate from Northern Illinois University with a degree in elementary education; married Vic Martiny; taught school in Aurora, Illinois; and had two children, Ardyth (Ardy) and Victor (Butch). Since Mardoni and Aunt Louise continued with their magic act, they also lived with my young family when they weren't traveling. Thus, both of my children were exposed to the Mardoni magic and the worlds of both aviation and entertainment. My son, Butch, earned his Private Pilot Certificate while he was in high school. Ardy and Butch both attended and graduated from Purdue University in 1979 with Bachelor of Science degrees in aviation technology with major studies in pilot, avionics, and maintenance disciplines. Following graduation, Butch purchased and restored a 1963 Cessna 172 (the first model with a rear window and slant vertical stabilizer) and flew to San Diego to accept employment with a large aviation company. As his career progressed, Butch transitioned into aerospace engineering where he has held various positions in manufacturing, test engineering, and program management.

My daughter, Ardy, is married to John Williams, who is also a pilot. She has been, and continues to be, very active in the aviation

industry, and her qualifications, contributions, and awards are significant. She holds an Airline Transport Pilot Certificate with type ratings for C560/G-III/G-IV, Advanced Ground Instructor Certificate and is a Gold Seal CFII. Ardy worked for the FAA from 1982 to 2014 in many capacities, including air traffic controller and manager in the New York Air Route Traffic Control Center (ARTCC), and as an FAA corporate pilot-NASA executive transport in the G-III and G-IV. Her capabilities and performance have earned numerous awards over the years, including The 99s' Distinguished Leadership Award for Extraordinary Education in the Aviation Profession, and the FAA Air Traffic Award for Excellence in Pioneering Unmanned Aircraft Systems. She continues to instruct at CAE in Dallas, Texas.


Ardy's husband, John, graduated from Colorado State University in 1971, completed his Air Force training in 1972, and became a T-38 instructor at Williams AFB in Arizona. He's had many different assignments over the years, but being chosen for the Presidential Squadron at Andrews AFB in 1982 was unforgettable. He flew the VC-9C (DC-9) and was George Bush Senior's pilot on Air Force II. John retired as a Lieutenant Colonel in 1994.

In my later years, I met and married Tom Hamann, an air traffic controller and computer expert in the Chicago ARTCC. Tom had a long history with the ARTCCs, helping implement the very first computers. We met when we were both taking flying lessons, and we completed our Private Pilot Certificates and Instrument Ratings at about the same time. We promptly purchased a Piper Cherokee 180 (Challenger) and flew all over the country. As a member of the Chicago Area Chapter, I worked safety seminars, flew in the Illinois Air Races, did air show flybys, and my favorite, teaching the Air Bear career education program for young children.

Tom retired as an air traffic controller/supervisor in 1986, and I decided to take early retirement from teaching at the same time. The FAA was concerned about the computer conversion for the year 2000, and Tom was asked to be part of select group of ATC and computer experts to research the issues, craft solutions, and assist in the Y2K conversion process at ARTCCs around the country. While Tom was busy with those duties, I earned my Advanced and Instrument Ground Instructor Ratings. I'm happy to note all of Tom's efforts paid off, as the ARTCC system computers successfully made the transition into the year 2000 and beyond.

Tom and I moved to Southern California in 1989, flying our Piper Cherokee to its new home at Ramona Airport (KRNM). We later took a wonderful two-week trip in the Cherokee to visit family and friends around the whole periphery of the U.S. and into Canada. Our route took us from the Pacific Ocean in San Diego to Brandon, Manitoba, Canada, followed by Long Island, New York and Fort Myers, Florida, on the Atlantic. We then headed west along the Gulf of Mexico, turned north to the Monterey Peninsula, and finished our trip back at Ramona, California. "From sea to shining sea", as the song goes. Those are treasured memories as we lost Tom to a brain tumor in 2000.

I became very active in the San Diego Area Chapter, and recall holding our meetings at Fran Bera's hangar and home. I taught ground school classes at Skyline Flight Academy at the Ramona Airport (KRNM), followed by similar positions at California Flight Academy and American Aviation Academy at Gillespie Field Airport (KSEE). I frequently took my students on field trips to the Gillespie Tower and SoCal Approach, giving them valuable insight into the workings of air traffic control. I finally retired in 2012, after giving 22 years of instruction at the three flight schools.

Of special note, daughter Ardy and I are both Life Members of The 99s! I am incredibly proud of our family history in aviation that began with Mardoni in the 1920s and continues to this day. I have nine great-grandchildren, some of whom I hope will carry this wonderful flying legacy into the future. 

- 1 Mazrdoni Parachute jump in handcuffs; John Hix cartoon; Piper Cub Coupe used in Magic Act
- 2 Eleven year old Marie ready to fly with Mardoni in the Fairchild
- 3 Butch, Ardy and Marie with 1963 Cessna 172, that Butch purchased and restored
- 4 Marie and husband, Tom with our Piper Cherokee 180 (Challenger) that we flew all over the U.S.
- 5 Marie instructed for three flight schools for 22 years
- 6 Ardy flying Gulf Stream III for the FAA
- 7 Ardy's husband, John was George Bush Senior's pilot in Air Force II
- 8 Grandsons Victor and Sean: We are never too young to enjoy flying!



Jessie's flight training

– By Jessie Zuberek

When I was 39, I worked in the financial administration office at a community college. This was far from the international relations position in some remote land that I had imagined for myself when I was younger. In fact, it was about a mile and a half from the house where I grew up.

Don't get me wrong, it was a good job. The people I worked with were amazing, dedicated folks whom I admired, and as a bonus, I got to take classes for free.

A few semesters into my time there – and after staring at the aviation program poster directly across the hall from my office for months – I said to myself, “what the heck,” and signed up for ground school. Aviation had never been part of my plan but that didn't mean I wasn't itching for an adventure. If I had learned anything by then, it's that when an adventure presents itself, it depends on you to seize it.

The thing about adventures, though, is that you don't know when you start one how it's going to play out. Will it be successful? Will there be peril? Will you have fellow travelers or guides on this adventure? I was about to have my first answer to these questions.

I met Mike back when I turned 30. He was a contractor for a financial firm where I worked at the time. He told me that he was also a flight instructor and that it was an amazing feeling to fly and encouraged me to learn. It had all sounded like a fantastical impossibility, so I had turned down the opportunity. Almost 10

years later – and after having lost touch with Mike through job changes – the head of the aviation program walked into my office and told me that the flight instructor she had assigned me to knew me. My opportunity had been deferred, but not lost! Mike was now my flight instructor.

It took me about a year and a half, due to a lot of twists and turns in my personal life, to earn my Private Pilot Certificate in 2017. In the weeks following my check ride, Mike encouraged me to earn my Instrument Rating for safety reasons. I bought my Gleim study guide with full intention of following that path. What I didn't realize is that not all paths are superhighways. Some are covered in boulders, are shoulder width with scratchy thorns, and are straight uphill.

In the summer of 2019, when I saw Mike again for my two-year flight review, I shared with him the great news that I was pregnant! We talked about how I might just be able to get my Instrument Rating before giving birth, but a week or two later, I suffered my first miscarriage. For months after it happened, I was in a dark daze and obviously in no shape to begin flight training. Fast forward about six months to January of 2020, I decided it was time to give my Instrument Flight Rules (IFR) training another go. I signed up for ground school with Mike as my instructor and got down to studying.

Then March 2020 came around, and we all know what happened. The class ended, and a week or two later, my employer shut down

our offices and sent us to work from home to wait out a two-week lockdown...then six weeks...then for a couple of months. In the meantime, the flight school I was attending shut down their operations. Flight training was again on hold.

The Coronavirus, the social upheaval, and the political landscape of the next year was crushing for everyone. My partner, Christian, and I had our own personal struggles on top of the larger Bizarro World landscape that surrounded us – we suffered two more miscarriages. By the time that 2020 was coming to an end, I had had it with waiting and all the uncertainty.

On January 9, 2021, I took my first instrument flight lesson. The pandemic still raged around us, but after working from home in a small town, I felt comfortable enough to take advantage of the extra time I had not commuting to the city every day. About a month later, I was pregnant again, which is when high gear set in.

I talked to Mike about my situation. We knew that I now had a short timeline. He recommended that I sign up for the FAR Part 141 program offered at my flight school and coordinate with other CFIs to fly as much as possible. At first, I was paired up with a great instructor, Mark, who could accommodate my 7:00 a.m. needs. Knowing from experience over the last three pregnancies that I would likely start to get very sick and very tired by the middle of month two and at least all of month three, I pushed hard. By the end of February, I had completed my written exam after intensively studying for two weeks. That done, I kept going and flew as many times a week as Mark and Mike could fit in their schedules. There were a few times I turned green up there, as I suspected would happen from having all day pregnancy sickness, but I didn't want to back down.

About a third of the way through training, Mark was hired by the airlines and went off to train. Mike and the head instructor got to work right away and paired me with another instructor named Joe, who was super experienced and super chill. I let him know right away about the pregnancy, as I wasn't showing quite yet, and he basically said that we needed to get a move on. And move on we did! There were five or six day stretches often where I flew every day, with either Mike or Joe.

My doctor was another story all together. I let her know about the training to make sure I was not going to do anything to harm the baby. The problem was that she didn't know. There are so few women who are pilots around that she had never been asked the question before. She had to research it and get back to me. She talked about stopping training at 16 weeks or keeping under a certain altitude. This news kicked me into higher gear. I talked to a couple of my fellow 99s who knew the whole story and then read up on it a bit. The doctor and I negotiated that I would not exceed minimal additional G forces and would stay away from anywhere that needed supplemental oxygen, but that as of 32 weeks I would stop flying (and that was based solely on their recommendations to pregnant women about commercial flying). I have to say that the baby kicked early on when reaching 5,000 feet and certainly let me know she was there when doing certain air work – that was really all the reminder that I needed.

The last two weeks before my check ride, week 27 and 28 of the pregnancy, I did nothing but work and study. For those that have been pregnant before, you might remember that during this time you are getting round, you are tired all the time and can't sleep for more than a couple hours at a time. And the dreams – the dreams are wild! If you listen to pass your instrument check ride books on Audible, watch constant YouTube videos about aviation, obsessively color code markup approach plates for any possible airport in the area that you might go to on check ride day and tag a FAR/AIM like a mad woman with stickies for days at a time, you will definitely have some weird and vivid dreams.



I was stressed out by the time my check ride came but counted myself very lucky because I was able to book the same examiner that I had for my private pilot check ride in 2017. I knew that his wife was also a pilot and that they had gone through pregnancies while flying, and he seemed totally comfortable going up with me for the examination.

So, the day that I hit 29 weeks was the same day that I passed my Instrument check ride – just three weeks under the wire. In a lot of ways, I am grateful for the deadline. It gave me zero excuses to let up or take a break that I might have been tempted to do if I thought I had the luxury of time. It gave me something to focus on besides every twinge, pain, or change in my body that happened during the pregnancy that anyone who has ever suffered a loss obsesses about.

Now I get to tell my daughter all about the adventures she and I went on before she was even born, all the fellow adventurers and supporters we met along the way and how we earned an Instrument Rating together. Maybe for that reason alone, the years waiting and delaying and being blocked by circumstance were all worth it in the end. 🌊

DONNA MILLER: BRIDGING GENERATIONS

– By Jenny Beatty, *Wisconsin Chapter*

Flying different generations of aircraft – from antique warbirds to high tech Boeing jets – Donna Miller is a bridge between generations as a caring friend to World War II veterans and astronauts and as a mentor to fledgling student pilots and Ninety-Nines.

Finding Her Wings

Born in Colorado, Donna Miller found herself at age 27 in South Korea, taking a taxi, train, bus, and walking for a five-hour journey to each one-hour flight lesson.

Then she worked for the Jeppesen Company in Germany and in Denver, Colorado, where she was invited to a lunch meeting with Captain Elrey Jeppesen, the genius behind Jeppesen air navigation charts.

“Meeting Captain Jeppesen was the catalyst and launchpad for a lifetime of meeting really amazing people,” Miller says. “He brought this little black book and his Pilot Certificate signed by Orville Wright. Holding those in my hands was an epic moment. I did not want that day to end – it was one of the best days of my life and I will remember it forever.”

Miller was asked to assist Captain Jeppesen in organizing his memorabilia for display in the new Denver International Airport (KDEN) terminal that would bear his name. After work, Miller would head to Jeppesen’s house, to the basement filled with binders, charts, papers, and photographs.

“He would begin to tell a story and I would just stop and listen,” Miller remembers. “He would describe flying in an open-cockpit airplane, delivering the air mail over the mountains, using the Union Pacific Railroad tracks and road maps to find his way.”

Miller continued to visit the Jeppesens after the project was complete, and they gifted her with a special necklace made with fabric from the original Wright Flyer.

She is smart and talented, but above all, Miller is a caring friend who listens deeply and goes out of her way to help, nurturing friendships with fascinating aviators who changed her life – and whose lives she also changed.

Emily’s Lunches

When Miller heard Emily Howell Warner speak at a 99s Section Meeting, she thought, “Wow! I want to be just like her!”

A flight instructor who watched her less-experienced male flight students progress to fly for the airlines, Emily Warner Howell was hired by Frontier Airlines in 1973, making her the first woman pilot for a U.S. scheduled airline in modern times.

Warner was warm, gracious, and generous with her encouragement; and a group of women pilots in the Denver area returned the favor, hosting a monthly “Emily’s Lunch.” Because of their friendship, Warner asked Miller to introduce her when she was inducted into the National Aviation Hall of Fame in 2014.

Stealing Second Base

Working at the United Airlines training center, Miller was responsible for the navigation data coding for aircraft flight management systems, and later for coordinating training materials with manuals and simulator profiles for the Boeing 747-400. She loved it. Then a Captain on the pilot hiring committee dropped by.

“Miller, you can’t steal second base with your foot on first. There’s no connection between this cushy office job and the cockpit of our jets,” he told her. “If you want to be a pilot, you have to leave here, get your flying experience, and then come back.”

She started a new notebook called “Stealing Second”, jotting down every suggestion, idea, contact, and connection to become an airline pilot.

In 1998 she left to fly a variety of single and multi-engine Cessnas and Learjets which transported car parts and flew skydivers on weekends. She would not have qualified for the job without The Ninety-Nines.

“Winning the Amelia Earhart Memorial Scholarship for my Multi-Engine Rating was life changing because I couldn’t have afforded it otherwise,” she says.

Warbirds and Pioneers

Miller’s interest in early aircraft led her to buy a Ryan PT-22, an open-cockpit mono-wing aircraft made in 1942.

“Soloing in the Ryan, I experienced the same excitement, thrill, and giddiness in my stomach as my first solo,” Miller says. “I never thought I would have that feeling twice, but I did, 28 years later.”

She joined the Collings Foundation for their 2016 Wings of Freedom tour, flying the B-25, B-24, and B-17 bombers.

“I came for the warbirds and stayed for the veterans,” Miller says now. She would eavesdrop on pilot veterans as the stories poured out and joined a veterans group for regular breakfasts. As a friend of hers put it, “That’s your calling: to walk them home.”

Space Launches

After hearing NASA space shuttle commander Eileen Collins speak, Miller thanked her personally. Collins was intrigued by Miller’s necklace, made from fabric from the original Wright Flyer, and took the necklace on her next mission into space, putting Miller on the guest list for that and every subsequent launch.

Through Collins, Miller met Ninety-Nines member Sherry Walker and her daughter, The Ninety-Nines NASA astronaut, Shannon Walker. Miller was one of seven Ninety-Nines at the launch site in Kazakhstan for Shannon Walker’s launch into space as pilot of the Soyuz rocket spacecraft in 2010.



“I feel so honored and blessed to have spent so much quality time with these special people. I got to see them laugh, cry, hear their stories, get to know them – really know them.”

Steep Turns and Stalls

With an introduction by Ninety-Nines member Bev Sinclair, Miller was hired by Air Midwest to fly the Beechcraft 1900. From there, she always hoped to return to fly for United Airlines. But like any sensible pilot, she went with the airline that called first: American Airlines.

Miller completed training on American’s shiny new Boeing 737-800 just before September 11, 2001. The airline completed her operational experience training and then furloughed her on October 1, 2001.

Being furloughed means being unemployed with the right to be recalled to work in seniority order. Miller’s furlough was much longer than originally anticipated; she was not recalled by American Airlines until May 2013.

Net-Worth vs. Self-Worth

Miller landed a low-paying copilot position flying Learjets in charter and medevac operations. In a fixed-base operator (FBO) pilot lounge, she picked up a business magazine with the cover story, “MBAs Ten Years Later,” and discovered that she was earning less than one-tenth of what the average MBA earned. After agonized soul searching, Miller realized that staying in this copilot job meant staying current as a pilot and doing what she loved: Flying.

In 2003 she was thrilled to be assigned to fly a VIP to Kitty Hawk, North Carolina, for the Centennial of Flight celebration. Then the dreaded phone call came with a new assignment. Her heart sank.

New assignment: Pick up Neil Armstrong and fly him to the festivities. That’s right, the first man to set foot on the Moon, and Miller flew him to Kitty Hawk.

There, Miller’s necklace was carried by Terry Queijo as she piloted a replica of the original 1903 Wright Flyer, going full circle in a hundred years – from Kitty Hawk into space and back.

New Frontiers

Miller was awarded a 737 Type Rating scholarship, and with a recommendation from Ninety-Nine Aileen Watkins, landed a job flying the 737 for the jet charter company Pace Airlines.

Then she flew the Airbus A320 series aircraft for Frontier Airlines in Denver, Colorado. Being based where she lived allowed Miller to get more active in The Ninety-Nines and the Colorado Chapter. She re-launched the popular Flight Without Fear program, continuing her involvement for more than 20 years and has been writing the careers column in *The Ninety-Nines* magazine since 2006.

In 2013 Miller returned to fly the Boeing 737 for American Airlines, and later, the Airbus A320 series. She’s been flying Boeing’s newest and most advanced aircraft, the Boeing 787 Dreamliner since 2019.

Inspirations

At an aviation banquet, Miller was placed at the only open seat at the table for test pilots, where she met Bob Gilliland, chief test pilot for the Lockheed SR-71 Blackbird. Miller often flew across the country on her days off from work to have lunch with Bob Gilliland and one of his best friends, Louis Zamperini.

When Zamperini became famous from the book and movie *Unbroken*, Miller helped with his speaking engagements. She flew him into Enid, Oklahoma because there wasn’t air service. A private pilot himself, Zamperini challenged Miller to an arm-wrestling match to see who would fly that day. He won and did great. He was 94.

“Meeting Louis was life changing. Hearing how he was abused and mistreated and how he was able to commit his life to forgiveness was inspiring. He endured terrible trials, yet emerged as a happy, most amazing human being,” Miller marvels.

Despite an aviation journey marked by headwinds, turbulence, and diversions, Miller says, “I’m happy where I am, and I don’t sweat the small stuff I can’t control. Looking back, I could never have imagined such an amazing life.”



THE SENIOR PROJECT

– By Hannah Shickles,
Wisconsin Chapter



Hello, I'm Hannah Shickles from Brodhead, Wisconsin. I'm 18 years old and currently work at the Kelch Aviation Museum as a museum curator, events coordinator, and archivist. I'm also working toward obtaining my Private Pilot Certificate in a 1945 Aeronca 7AC Champion. I will have to transfer to a more modern plane because the Champ doesn't have an electrical system or enough instruments for my check ride. I plan to obtain my Private Pilot Certificate by the summer of 2022.

I became involved with the Kelch Aviation Museum, located at the Brodhead Airport (KC37), through my school, Brodhead High

School. To graduate from Brodhead, you must complete a senior project which entails 20 hours community service (of your choice), journals of your work, and a 15 minute presentation about your project at the end of the year. Every senior must complete all these things in order to meet the requirement.

Originally, I was going to volunteer my time at the retirement center here in town. Fortunately, those plans fell through when the pandemic hit. The Kelch Aviation Museum reached out to the high school for volunteers, and although I had never been there, I thought it would beat picking up trash on the side of the road. To my surprise, I was the only one who answered the e-mail.

I was invited to come to the hangar in September 2020. That day will be one I'll never forget. The huge 60-foot hangar door was open, displaying 10 plus one-of-a-kind vintage aircraft inside. The scene looked like a dream as the sun set and cast a beautiful, orange glow across the hangar. I was given a tour of the airport by the locals.

The next day I went back to start logging my volunteer time. I was assigned jobs like cleaning oil pans and airplanes. I didn't mind though, I really liked being around the vintage aircraft. That same day, the executive director asked me if I wanted to go for a biplane ride in the 1932 Curtiss-Wright 12W. What an opportunity! What were the chances

that the pilot on the museum's insurance would be in Brodhead when he lives on the other side of the country? And that he would have a beautiful, vintage, newly annealed plane ready to fly? And that I just happened to be there on the most beautiful evening I'd ever seen? It was as if the stars aligned. To everyone's shock, I said no. But the executive director, the Curtiss pilot, and other airport locals would not take no for an answer, and I'm so glad they didn't! The second I sat in that biplane, something clicked inside me, and I knew then what I know now: Aviation would forever be a part of my life.

Which brings us to present-day me. My savings are going towards my education, but last summer I worked hard at the museum and made enough money to take one lesson a week, make my tuition payment for college, and pay for gas. I had a surplus of \$4 a week. I swear this is a true story! I did the math. This is how I knew I was serious about becoming a pilot. When I saw my paycheck and thought about how many lessons it would get me, I knew I'd caught the aviation bug!

If someone told me that at age 18 I was going to solo multiple planes, I would have told them they were crazy. It's amazing how life can change in an instant. I have been so blessed by the aviation world. I've met incredible people and seen remarkable things. Thank goodness for my senior project!



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ACHIEVING GREAT MILESTONES

TUESDAY, FEBRUARY 8, 2022
SAN DIEGO, CALIFORNIA

The 16-year-old female pilot **Afton Kaili-Castellanos** is achieving great milestones for women in aviation.

At the Brown Field Municipal Airport (KSDM), located in San Diego, California, Kaili-Castellanos commented, "I wasn't surprised that I could do it, I was just amazed that I did," after receiving her Complex Airplane Endorsement and soloing in a Rockwell Commander 112 on an ordinary Tuesday afternoon. "I didn't even know I was going to be soloing that day but what I did know was that I was ready for it," Kaili-Castellanos said.

Certificated Flight Instructor (CFI) Taylor Bieber helped her get familiar with the 112 and its capabilities as a complex airplane. The Rockwell Commander 112 is considered a complex airplane with retractable landing gear and a constant speed propeller, which increases the speed and performance of the plane. Just two months later – with a

lot of effort, stress, and studying – Kaili-Castellanos was endorsed to solo.

Kaili-Castellanos has been working towards her flying goals since a young age and day after day kept amazing others with her advanced flying skills. Reese Wolff, her instructor and Alaska Airlines Captain, knows her capability and dedication and even stated, "She has more advanced skills than half the airline pilots I know."

Kaili-Castellanos took her first intro flight with CFI Bob Hitchcock when she was five years old, and since then she knew that flying was what she wanted to do. At the age of 13, she started taking lessons from Jerry Furnas, a retired American Airlines Captain. Later, at the age of 15, she got with CFI Evie Ramseir, and from there, "all the magic started happening," Kaili-Castellanos said. In only five months, she was able to complete her first solo in a Cessna 150 on her sixteenth birthday. Kaili-Castellanos also has experience in many different types of aircraft, including the L-29 Super Delfin, PA-18 Super Cub (with bush wheels), Citabria, Stearman PT-17, Cessna, Decathlon 180, Robins R22 helicopter, Mooney M20J, and now the Rockwell Commander 112.



Kaili-Castellanos is a girl full of many aspects. She attends Mater Dei Catholic High School, is on the cheer team, and is very involved in her school community. Most days after school, she'll head down to the airport to do some flying or just to hang out with the pilot community she loves. "I am so proud of Afton because she has accomplished so many things in the short amount of time she has been on this Earth," Kaili-Castellanos' mom praised. "From flying an airplane, to riding a motorcycle, and having a job. She juggles so many things at once, it's crazy to me how she handles it all so well."

MY FIRST SOLO

– By Ava Rian Shelly,
Treasure Coast Chapter

My first discovery flight was on my 10th birthday in a Cessna 172, and before we could leave the parking lot, I asked my parents to sign me up for my next lesson! I knew from that moment that I wanted to be a pilot. A mutual friend introduced me to the Treasure Coast Soaring Club in Vero Beach, Florida. I joined the club just after my 13th birthday and officially started my training. I did have some experience with powered flight, and at that time, I had roughly forty hours of total logged flight time.

Soaring is different from flying. It is the extreme of energy conservation and aeronautical decision making. No additional power, no go arounds to correct a bad landing, no second chances to fix a mistake. Every decision made has consequences: positive or negative. The domino effect of bad decisions has immediate results. Thankfully, soaring has the most amazing people who love to push themselves to be better than before and teach and train the rest of us. I had the pleasure of not only one, but four fantastic Certificated Flight Instructors in Gliders (CFI-G). Tommy Augustsson is a Swedish-born glider pilot – with over 50 years of aviation experience – who continues to fly for the United States Coast Guard and holds a Ph.D. in aerospace engineering. Erdam Bural is a Turkish national, CFI, Certificated Flight Instructor Instrument, Multi-Engine Instructor, and

CFI-G who lives in Vero Beach and donates his time at the club to teach students. Randy Opat is a very accomplished pilot and has some of the most amazing skills I have ever witnessed. Scotty Bingham spent several afternoons talking with me at the glider club and was always willing to share all sorts of information about flying gliders. He reminded me several times that all the skills I'll learn from flying gliders will make me a better pilot. In August, we lost Scotty from an accident, but I carried his words and encouragement with me on my first solo flight.

My glider training consisted of many weekends at the glider port, honing my skills and perfecting my craft. Simulated rope breaks, actual rope breaks, along with slackline and boxing the wake were practiced to perfection, giving all my instructors confidence to sign off on me for my upcoming solo. In the last two months before my solo, my instructors and tow pilot turned up the heat on me, and we worked through all the potential stressors that come with being the pilot in command (PIC) of the aircraft. I know perfection doesn't exist, but excellence does. I try to be excellent in everything I do. Bob Youngblood, the tow pilot and one of the club founders, reminds me constantly that, "perfect practice makes perfect play." The week before my solo, I was given the pre-solo test that is required by the FAA. My instructors signed off on the Integrated Airman Certification and Rating Application so I could print the temporary airman certificate and then I studied during every free minute I had.



The day finally arrived, January 21, 2022, my 14th birthday. We arrived at the glider park to find the tow plane was already out of the hanger and warmed up. The tow rope was laid out and inspected. The cover was off the glider and ready for me to provide the preflight inspection as the PIC. We planned on three flights that morning, two with the instructor and the final one solo.

The weather was perfect, 68 degrees with one-knot winds from the east. The first tow was a pattern tow to the initial point with a smooth, normal landing. The second flight was a simulated rope break – just over 200 feet above ground level (AGL) – with a quick turn and faster than normal descent. We landed safely and just before the threshold. Without much elaboration, Tommy exited the glider, handed me the radio, secured his belts, and locked the canopy. The ground crew presented the tow rope and weak link. I went over the preflight checklist and gave the thumbs up to the wing runner. I wiggled my tail, and just like that, the tow plane darted down the grass strip. For the first time, I was alone. With no support from inside,

I was trusted to make all the appropriate decisions in command of that aircraft. Not having the instructor inside of the aircraft is impossible to simulate, and being 20% lighter than normal had a dramatic effect on tow and I popped up almost immediately. Some gentle stick pressure forward kept me from climbing so the tow plane could gather speed in ground effect before its deliberate climb. With a steady ascent and clearing 200 feet with ease, I started the first turn to the east – about 500 feet AGL – and I felt good. Keeping a hard focus on the tow plane was beaten into me during training so I didn't get a chance to look out the window and see the earth below me. After climbing to a safe release point, focusing on the tow plane was my only concern. I was right above the

airfield, so if an emergency occurred, I could land quickly. At 1,300 feet AGL the tow plane rocked its wings, signaling me to release. A hard right turn to clear my aircraft from his, and I was free.

No tow plane, no rope, just me, alone in the glider that I had been training in for a year straight, and I was ready. I made a clearing turn, checking the large canopy windows for traffic, and slowly entered the pattern. "Schweizer 2-33 entering downwind, New Hibiscus," chirped over the radio as I made my way to the next waypoint on my trip. At 900 feet – right where I needed to be – I started my base leg and had a clear view of the runway over the left side of my plane. My final turn was just as I had practiced, and I

made the necessary adjustments as needed without losing airspeed or altitude. I crossed the ditch and locked in on the barrels. At the advice of my instructors, I landed short. I used just enough spoilers to gradually descend until I was only a few feet off the ground. A gentle touch on the wheel and some more spoilers and front stick pressure brought the glider to a full stop. I did it! My first solo as pilot in command, and now, I am a real pilot. It's been a fun journey, and I'm just getting started. I have so many aviation goals to keep me busy over the next few years. But, for now, I'm going to enjoy the freedom my hard work has earned me and continue soaring and conquering my next goals, one by one.

REFLECTIONS OF A NEW MEMBER

– By *Mary M. H. Woody, Appalachian Aviatrices Chapter Webmaster, Southeast Section Membership Chair*

I joined The Ninety-Nines in January 2021, and had the pleasure of attending my first in-person section meeting this past October. Shortly thereafter Lois Horne, our Southeast Section Vice Governor, thoughtfully reached out to all new members in attendance to request feedback. I was thrilled to hear from her and glad to share my experiences, as I believe that expressing earnest interest in the perspectives of new members is a simple yet magnificent way to keep the organization strong and vibrant. So, with this in mind, I'd like to address two audiences: those that have been a member long enough to wonder what we new ones are thinking, and to my fellow newbies as they find their place in the organization and how it aligns with their aviation journey.



Veteran members, I applaud you for adapting to this new world we live in by offering virtual meetings in response to the pandemic. This enabled me to easily attend both the SES Spring 2021 Meeting and the International Annual Meeting. Listening in helped me to learn more about the organization and how it functions, all without investing in a time commitment or travel expenses. Though nothing can compare to standing in a room with some of the most inspiring pilots of our day, had I not attended those first few meetings virtually, I'm not sure I would have realized what benefits awaited me by attending in person. By the



Fall 2021 Southeast Section Meeting attendees, North Myrtle Beach, South Carolina.

time the SES Fall Meeting rolled around, I knew I wanted to make the effort to go. I do strongly recommend and hope that our organization will continue to offer a virtual component as the pandemic restrictions finally lift. This is an outreach tool that we should capitalize for member engagement and retention. It seems the world is settling now into a new hybrid reality of both virtual and in-person connections, and I encourage The Ninety-Nines to do the same. Many of us, especially those in flight school, may not have the resources available to commit to the section and international meetings, but could and would do so remotely.

For those of you who have not yet had the chance to attend a meeting and are curious about what to expect, here are a few highlights. The SES had arranged for two exceptional guest speakers, including a DPE who opened the floor for questions and answers. It was a tailored and focused "Ask Me Anything" session with an industry expert. They also arranged for several practical and relevant workshops, including a fine example of organizational internal knowledge transfer in their "How To Host A Section Meeting" workshop. During the business meeting, which took about half of one day, they gave each chapter two minutes to give an update report. To learn of each chapter's unique experiences and creative programming was fascinating and inspiring. In attendance was a representative of the International Board, chapter representatives from the entire region, seasoned members and new members. These are pilots just like you and pilots just like you want to be. Somehow I had the blind luck to share a

meal with our International President, Corbi Bulluck. Talk about being in the presence of giants!

Though only a member for about 15 months now, I am already filled with such adoration of and pride in The Ninety-Nines. I greatly appreciate the networking and support opportunities that the organization is constantly creating for the benefit of each of its members. I also see its willingness to adapt and change with the times and the dynamic of its constantly evolving membership profile. Any opportunity to connect with our fellow members, digitally or tangibly, is an opportunity for us to advance upon our aviation dreams. I sat in a room with actual Air Race Classic (ARC) competitors and learned that you can pair up with race mentors. Who knew? Entering the race is now a bucket-list life goal, when before joining The Ninety-Nines it wasn't even on my radar.

For those that have yet to do so, I wholeheartedly encourage you to attend your chapter and section meetings as you are able. Our Ninety-Nines meetings are a chance like none other to build community, and to find encouragement, support, and opportunities through mentorships and relationships. At these meetings, you'll network with inspiring aviatrixes with very diverse backgrounds, from student pilots of all ages to ARC competitors. Hopefully I'll get the opportunity to connect with you, too, if you join me in Charleston at our upcoming International Conference and Career Expo this summer!



Aida explains to the girls the different parts of the plane before Cheri shows them the flight controls from inside the cockpit.

THE GIRL SCOUTS MEET THE FLORIDA FIRSTCOAST CHAPTER

JACKSONVILLE, FLORIDA - SEPTEMBER 18, 2021

– By Meagan Huerta,
Florida FirstCoast Chapter

As promised by the FirstCoast Chapter, we found a new way to “use flying to help the community, inspire and educate them.” What better way than to share our flying passion with spirited young ladies who also carry ratings and wear them proudly like we do? We envisioned a day of lessons and activities that would somehow cover the basics of aviation for a group of Girl Scouts. Both our groups are similarly remarkable. In World War II, the Girl Scouts kept the home front positive with their deeds, such as tending victory gardens and collecting scrap metal, while some Ninety-Nines flew as test and ferry pilots in the war. We both love exploring and we’re consistent and determined students of the world. Both our groups crafted a new custom for the next generation of girls and women, and we also both really love cookies.

In making this event, we followed the guidelines of the original aviation merit badge curriculum from the Kentucky Bluegrass Chapter. We aimed to choose visually engaging yet simple aspects of each section to grab their attention and spark questions. I got very invested in making an airport model with a regular foam board, and before I knew it, I was mapping out my

dream airport complete with a glider club, a skydive center, a blimp museum, a library in the fixed base operator (FBO), cheap avgas, of course, and a hangar for community celebrations. We all became giddy digging through our old aviation boxes, finding things to show to these brave little Brownies.

We were originally going to have the event at a local flight school, but it fell through that week, so we became desperate to find a place. I currently work at an aircraft maintenance shop, Corporate Aircraft Maintenance at the Jacksonville Executive Airport at Craig (KCRG), so without hesitation, my boss Paul Markiewicz welcomed us to host it there. We are a bustling shop; we have three large hangars that are constantly full of all types of aircraft for engine replacements, annuals, pre-buys, and phase checks etc. Given that it’s a shop full of stinky male mechanics, I was a bit concerned about safety, cleanliness, and space. Nothing caution tape, heavy cleaning, and friendly signs couldn’t help. But it depicted the authentic aviation experience, and in the end, many found it comparable to their father’s garages. We towed a King Air out of the east hangar, moved a Cessna 421, and used our break room and a corner of one of the west hangars to facilitate our four programs.

The day started sunny and sticky as usual in the late summer of northeast Florida. Our team of volunteers, role models, and newly found educators showed up and the chaos began! We displayed our directional signs throughout the airport, and Joel Weaner –

also known as the Mayor of JAXEX Craig Airport – was kind enough to let us use one of his Cessna 172s for an activity. I drove to his hangar and taxied the Cessna 172 over to the shop. As embarrassing as it is, I was not acquainted with his airplane’s avionics, so I asked one of the instructors from the ATP Flight School, and they were very forthcoming and showed me how to use it! This was a little anecdote that represents an unspoken mindset in the aviation community. We may not have all started the same way, but we’re all in one large orchestra: raising each other up and making the music happen. The instructors, students, air traffic control, FBO owners, aircraft maintenance technicians (A&P), line service etc., are equally important legs of the journey. This fueled my excitement to share this world with 21 young female strangers. I remember going to an aviation camp when I was a young girl in Southern California and each of those first faces of aviation I was met with that had unique careers and roles in aviation, and how they all individually magnetized me into joining those fields of aviation. I hoped we could do the same on that day and beyond.

Did I mention we were all dressed up? One in a retired first officer’s uniform for United Airlines, one in a test pilot flight suit, a Rosie the Riveter, a 1980-1990s military flight suit, and others in the casual wear we put on every day. Pilots are among us all – we are mothers, waitresses, businesswomen, veterans, students, crafters etc. – and this was another valuable concept to expose. Pilots are anyone and everyone and are not always the character portrayed on television.

We had four stations labeled: “Preflight,” “Taxi,” “Takeoff,” and the grand finale relay race, “Flight and Landing.” I led a briefing with the Scouts and parents to communicate the danger of our active taxiway, the respect and safety around the expensive aircraft, and the exceptional history of the airport. The airport was built in the 1940s, and Sky Harbor was the hub for the Blue Angels training and where they first performed. I was pleased to see a few hands of parents who either flew, were intrigued by aviation, or wished to get involved but never had the means to. “Two birds one stone” isn’t the best expression, but we were happy to bring an experience for the kiddos and the parents.

The girls rotated between activities and the first was Preflight which covered the basic components of an airplane. It was led by Cheri Parsons and Aida Codrington. They instilled the principle of clearance into airspace by creating the “safety diamond.” They taped the floor around the aircraft, so the girls knew to be cautious. They were granted permission (and greatly appreciated the opportunity) to sit in someone’s airplane

and take part in some seat flying. They taught the hazards of the prop arc, so much so that when a younger sister ran up to a plane, the Scout yanked her back. The girl's mother was very confused, but the girl had the right idea in mind. Another Scout knew everything about Amelia Earhart and was obsessed and over the moon to be closer to becoming like her. The girls received a briefing of the instruments and controls, and got the chance to grab on the yoke (those who had to wait their turn colored airplanes). They had mock conversations with our imaginary control tower from takeoff to landing and took home what we called "dream sheets." In these dream sheets, they picked out of a list their dream aircraft, hangar spot, aviation job, and go-to copilot buddy. This was a treat for them to take home, and at the same time, an excuse for more airplane chat chat!

The second activity was Taxi, led by Kay Kline, which entailed an airport model and an introduction to commonly used aviation terms. She constructed a large compass rose that they used to learn each heading, and they received a compass rose sticker after completing the activity. Some of the other terms were: The Ninety-Nines, runway, windsock, tower, headset, hangar, aeronautical chart, etc. Then they used the airport model to point out how those terms are used each step of the way. The parents loved taking photos of their little girls in authentic cloth helmets and headsets holding a cute wooden drone prop. The girls were able to interact with aviation photos, dolls, an airport model, a miniature windsock, and more antique memorabilia. This activity ended with a series of little hugs and rave reviews from the parents and the girls.

The third activity was Takeoff led by Nikki Futch with Stephanie Irvin. They had a United States map, a world map, and several Miami sectional charts to play with and examine. The hardest part was teaching them that sectionals were not maps but charts, and the most enticing part was finding all the micro-sized symbols during the game of I Spy. The girls were then shown a map with photos of monuments and stunning scenic spots across the country. They got a kick out of discussing all the places in common they've visited with their parents, and the memories they already made. Next up was making new plans, new dreams, and flight planning to visit new wondrous places and make more memories. The girls attempted to make a flight plan, but to no surprise, the abundance of items on the chart was too much to grasp before preparing for their flight!

The fourth activity was Flight which incorporated the mechanical side of aviation with a creative twist. I couldn't help myself; I am almost an A&P and private pilot who loves art and learns visually. We brushed over some basic hardware names using names like Nathan the nut, Rosie the rivet,

Phillip the screw, Barry the bolt, and so on. I then showed off my colorful Snap-on tools: purple ratchet, baby blue cutters, rainbow colored drill bits, teal screwdrivers, and neon everything else. The girls were amazed by the colors and were even more thrilled to hold the heavy, dangerous tools! I explained how nuts join with bolts and screws, and they spent a few minutes competing with how many they could join. The girls each chose an aviation picture, colored it, and filled in the outlines with recycled aviation hardware. Some used a whole bottle of glue while others liked the clean, organized look (I could already foresee their cockpit management differences). One girl was completely infatuated with rivets and wanted the whole bag; so she took it home (with her parents approval of course). Many of the girls were accustomed with the terms because their dads worked blue-collar jobs and often left their tools or hardware around the house! I was extremely proud to see the girls retained the knowledge and weren't afraid to dig in and ask for the hardware they needed to fit their masterpiece.

Lastly was the Landing station which was the group relay race, and suddenly, my Boys & Girls Club staff member days came rushing back to me. I used to direct programs, but this was by far my favorite! All the girls were sitting "crisscross applesauce," eager to receive their aviation merit badges. The girls were put into three groups of seven and I explained each relay race task while our Ninety-Nines demonstrated them. The girls had to circle three lakes on a sectional, check fuel (blue Gatorade), pin a prop on an airplane, label a compass rose, fill their flight bag, join three nuts and bolts, and label three different aircraft types. They were all nervous and filled with joy to do their one task and win. The Ninety-Nines helped them along the way, but the girls still astonished us all.

The winning girls squealed vibrantly and loved their sky blue "Future Aviatrix" mugs. We had one extra mug for a bonus question, and I was beyond satisfied to find almost all of them knew a wrench is used on a bolt and not a screw. Phenomenal!

To top it off, half the girls signed up for discovery flights at Sterling Flight School. We only had one plane and one female pilot, so the girls grew anxious awaiting their turn. After all the waiting, their eyes were big and hearts full. The weather began to act up (the ordinary Florida mood swings), so a few Scouts agreed to wait it out together. They were rewarded with a luminous night flight, and they were sparkling when they landed. Future determined lady flyers with safety in mind: mission complete! Before all the Scouts left, we made sure they stated our specialized aviation pledge in hopes to keep them dreaming and thoughtful of our world above.

The pledge stated:

With this aviation merit badge, I pledge...

to always look for adventure,
to safely explore

and be open minded to the world
of possibilities

in the sky and in space.

I promise to tell myself I can do anything,
go anywhere,

to any altitude and in any airspace when
given clearance

and to tell others they can do it too.

I will look at the airplanes above,
wish them

big beautiful blue skies and safe landings.



The relay race went by so fast, but each girl has a special role and it meant the world to them!

Reports

CURATING OUR HISTORY Donating to The 99s Collection

– By Lisa Cotham, *Chair, The 99s Museum of Women Pilots* and Bonnie Johnson, *Chair, Amelia Earhart Birthplace Museum*

The 99s is set apart from other membership organizations by our commitment to preserve the history of women aviators. We tell their stories through our two museums: The 99s Museum of Women Pilots in Oklahoma City, Oklahoma, and the Amelia Earhart Birthplace Museum in Atchison, Kansas.

Integral to a museum's success is its collection – the unique objects that form the core of its exhibits and its education and research programs. A collection must support the mission of the museum, be unencumbered, protected, secured, and preserved.

To help identify proposed donations eligible for acceptance, The 99s Museum's Collection Policy and Procedures addresses the scope, categories, acquisition/accessioning, deaccessioning, loaning, and caring for all objects in our possession.

Scope: Objects offered to The 99s must contribute to the preservation and interpretation of the history of women pilots or to the life of Amelia Earhart. There is a fiduciary responsibility to properly care for, preserve, store, and exhibit in a way that meets museum standards.

Objects can be three dimensional, such as trophies or jewelry; or archival such as original letters, photographs and other paper based items; or textile. Objects that are in poor condition, that duplicate other items, or that have questionable authenticity or ownership may be rejected.

Categories: Objects fall into one of four categories:

- **Primary** – highest quality used only for exhibition and research, not for permanent display.
- **Secondary** – duplicates, damaged, or of lesser historic significance.
- **Exhibit** – used for display or educational programming.
- **Expendable** – not suitable for exhibition or research. No donations classified as “expendable” will be accepted.

Acquisitions/Accessioning: Objects may be acquired through donation or bequest. Accessioning is the formal act of accepting an object. Items approved for accessioning are considered outright unconditional gifts and permanent additions to the collection to be used at the discretion of The 99s. Donors are responsible for appraisals. Any object declined will be returned to the donor.

Deaccessioning: Deaccessioning is the process of permanently removing an accessioned object from a collection.

Loans: Objects can be loaned for public exhibition, research, and other educational purposes.

Conservation and Care: Objects shall be treated according to accepted professional practices.

Any member can facilitate a donation to The 99s, but there are specific steps that must be taken. We require an Object Information Sheet and photographs if possible. If the donor wishes to transfer physical possession prior to us taking legal possession, they must sign a Temporary Receipt. Approval by two-thirds vote of the appropriate museum board is required to accept donations.



A Deed of Gift transfers legal title to The 99s. The form is provided to the donor in duplicate with instructions for completion. Accessioning is complete once the object is thoroughly documented and cataloged with the assigned Accession Number, used for inventory, tracking, and research purposes. Items will then be ready for use or storage.

The complete Collection Policy is available under the Library section of the Members Only area of The 99s website. If you're considering making or have been approached about a donation to The 99s collection, please contact either museum or a member of the respective trust.

Update from Bonnie Johnson, Chair of the Amelia Earhart Birthplace Museum (AEBM): Remodeling and upgrading work at the museum has been completed. This was made possible by a Guy Bromley Grant for improving the museum office and archival areas. Museum Director Heather Roesch's office (formerly the caretaker's kitchen), the outer office area for Brenda Lambert and Ashley Morse, and the staff coffee bar are now finished. Archival shelves to properly store the museum's artifacts have also been installed (pictured above).

PPLI MEMBERS REUNITE Sharing the Benefits of Structured Mentoring

– By Mariko Doskow, *Professional Pilot Leadership Initiative (PPLI), Team Lead*

Members of The 99s Professional Pilot Leadership Initiative (PPLI) reunited at the WAI conference in Nashville. Several recent graduates and active members joined potential new mentees and mentors for a Social on Friday Mar 18, 2022. Stefanie Sun, PPLI Coach and United Airlines 737 Captain, and Mariko Doskow, PPLI Team Lead and Spirit Airlines A320 Captain, presented the benefits of the PPLI's structured mentoring program.

The mission of The 99s Professional Pilot Leadership Initiative (PPLI) is to develop diverse women pilots as leaders in the aviation/aerospace industry. The PPLI program aims to accelerate the advancement of women in



all pilot professions by facilitating mentoring and increasing our leadership roles within the aviation community. The PPLI provides highly motivated 99s members with tools to develop their careers and leadership skills through guided activities and formal mentoring partnerships with more experienced women professional pilots. PPLI participants go on to mentor additional aspiring women and assume leadership roles as they progress in their careers.

Mariko and Stefanie are one example of a success story. Within the PPLI, their relationship evolved from mentee-mentor to collaborators, learning from and supporting each other while mentoring newer PPLI mentees. Meanwhile, they both upgraded to captain at their respective airlines. Their story illustrates how PPLI pilots support each other and plot a course together to achieve success.

Stefanie engaged the audience in a discussion of how the PPLI works. Current members and alumnae helped describe our formal, three-phase program. Afterwards, we answered questions from the audience and commemorated the evening with some group photos.

Do you have questions about the PPLI? I'm including some FAQs here, but please reach out with any other questions you have. We would love to hear from you! You can reach us at teamlead@99ppli.org and find more information at <https://www.ninety-nines.org/professional-pilot-leadership-initiative-ppli.htm>.

FAQs

What is the PPLI (Professional Pilot Leadership Initiative)?

The PPLI is a three phase, structured leadership mentoring program that aims to accelerate the advancement of women in all pilot professions, facilitate mentoring, and enhance our leadership role in the aviation community.

Who should apply?

Highly motivated 99s who have at least a commercial certificate (and are actively flying) can apply. If you are working on advanced ratings, looking for a career move, advancing your careers with a current or future employer, preparing for an upgrade, or recovering from a setback, then it's time to consider this program.

Because mentoring activities are all conducted digitally, time zones and location are not limiting. This program is for ALL commercially-rated 99s, no matter where they live or their age. However, having access to the internet and email is essential and English is the language that bonds us. Currently, we have participants from the Far East, Middle East, Africa, Canada, USA and Europe.

When does the PPLI start?

We run two sessions each year: Spring Session and Autumn Session, with application deadlines of January 31 and July 31 respectively.

Onward!

REMEMBERING ART PHILLIPS (1938-2022)



On Saturday March 12, 2022, over 200 friends and family gathered at Camarillo Airport for a Celebration of Life for Art Phillips, husband of former 99s International President Martha Phillips. Many 99s remember Art as a companion and supporter of Martha at dozens of 99s international conferences and section meetings. There were 99s at the event from chapters throughout the United States. In addition to Martha, there were two other former 99s International Presidents—Pat Prentiss and Susan Larson. Art was the consummate storyteller and several 99s from the Ventura County chapter as well as other friends of Art and Martha shared their own memories and stories. Speakers ranged from an old Air Force buddy to present-day Camarillo Airport friends.

In addition to 99s, there were pilots from EAA, Wings Over Camarillo Airshow Team where Art was the Pyro Boss, and Pt Mugu where Art served as president of the Navy Flying Club. An Air Force honor guard from Vandenberg Space Force Base presented Martha with the traditional flag in a very moving ceremony.

In addition to Art's friends in the aviation community, there were many of his colleagues from the Thousand Oaks Police Department where Art was an active volunteer cop with the Thousand Oaks Volunteers in Policing (VIP).

Four T-34 Mentor airplanes performed a very moving traditional missing man fly over at the close of the event. The T-34 was Art's favorite airplane to fly other than their beloved Cessna 172, so it was a fitting tribute.

The Ventura County 99s have put together a short video of highlights from the Celebration of Life and the missing man formation which you can see on the Art Phillips Scholarship website, www.ArtPhillipsScholarship.com.

The Ventura County Chapter is accepting donations for this scholarship and pledging \$10,000 to match each dollar contributed to the scholarship.





Freudenfreude

By Donna Miller

I love the German language. I mean, who among us can't embrace a language that adds the suffix, "Zeug," which means stuff or thing to so many words including the word for flight, "Flug," so that the German word for airplane, "Flugzeug," directly translates to flight thing? I've just started and already I digress.

You've probably heard the term "Schadenfreude," which means taking pleasure in someone else's misfortune (you know, it's that bit of joy you experience when the mean girl trips after turning away from unleashing her unjust diatribe on the barista). Since the English language lacks such concise description, we just borrow words from other languages, and voilà, they stick. It's easy to dismiss feelings we can't express, but it doesn't mean we don't feel them, right? While the word Schadenfreude has made its way into our conversations, its lesser known opposite has not. "Freudenfreude" is the German word for being happy in someone else's good fortune. For example, when you sincerely feel joy after your friend receives a scholarship for flight training, you are experiencing Freudenfreude. When our sister 99s report their success to us, they usually hope for the empathic response of shared joy. As women, we often don't "toot our own horns" for fear of inciting jealousy or appearing boastful. But would that change if we knew our joy would be met with genuine Freudenfreude?

What I've been observing with interest is who is happy for whom. It's easy to be happy for your mentee who passed her instrument check ride when you have 25,000 hours, but maybe not so easy when you are struggling with your Private Pilot written test. I'm happy to report that what I've seen is that The 99s express Freudenfreude from the bottom up, the top down, and across the board. I've seen responses to someone getting to the 1,000 hour mark so varied but all filled with Freudenfreude. "Well done! I'm almost there myself!" Or "Congratulations! I remember that milestone well!" Is it that women are generally more empathetic than men? I hear women say, "I'm so happy you passed the check ride! You worked so hard for it! Let's celebrate!" While men might say, "Good job, man. The examiner must have been a real Santa Claus." Wow, how different those two responses feel!

One of the things I love about The 99s is that mutual support is part of our mission statement which promotes Freudenfreude from the very start. If we can identify a feeling, we can certainly begin to cultivate it. Recognizing our joy for others' success and expressing it puts us on our way. If we know that our successes will be met with genuine happiness from our sister 99s, won't we be more likely to share them? Thank you, German language. I hope you don't mind if we borrow this word until we come up with our own, or perhaps we can just adopt this one. Either way, I hope this becomes a trend. We could all use a little more Freudenfreude.

Books

FROM SAREES TO STRIPES:

True Stories of Commercial Women Pilots of India

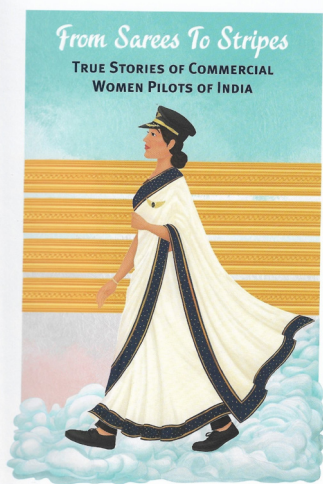
Captain Manisha M. Puri, 99s India Section

Published by Amaryllis (an imprint of Manjul Publishing House Pvt. Ltd, Bhopal, Madhya Pradesh, India) 2022. — ISBN: 978-93-90924-75-3 Available from Amazon in both hardcover and e-book.

It takes a marvelous book like this for me to ask myself, "Just how well do I know my sisters?" I've been a 99 for 45 years. I see this organization from my point of view. Yes, Amelia Earhart was one of our founders, but she wasn't the primary flight pioneer for a number of our sisters. This book fills in those holes for me. Manisha Puri has done an extraordinary job of sharing the history of women commercial pilots in her country of India. It is the mere tip of an iceberg in dealing with their experiences, both culturally and technically. It was an absolute delight of a history lesson.

The India Chapter was chartered March 26, 1976. I went online to look at the Section directory and found that several of the current members have original membership dates from the 1960s, 1970s, and 1980s. The 99s history and the history of women pilots from India are most certainly intertwined. Thank you to Captain Manisha Puri for helping me begin a new journey.

— Jacque Boyd, *Rio Grande Norte Chapter*



CAPTAIN
MANISHA M. PURI

Milestones

Mary Allen

Boeing 787 Type Rating
– Hampton Roads

Nancy Andaloro

Solo
– Bay Cities

Sarah Bottom

Instrument
– Bay Cities

Kaitlyn Clarey

Private
– Bay Cities

Erica Dugger Ames

A330 Type Rating
– Bay Cities



Stephanie Ericksen

787 Type Rating
– Phoenix

Katherine Ewald

Private
– San Antonio

Emma Farrington

Solo
– Connecticut

Callie Goodman

Instrument
– Bay Cities



Amy Hills

CFI
– Indiana

Inaia Jimenez

Instrument Ground Instructor
– Los Angeles

Afton Kaili-Castellanos

Solo
– San Diego

Callie Goodman

Instrument
– Bay Cities



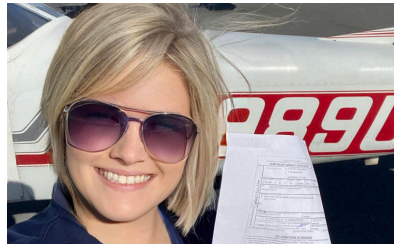
Sarah Krammen

Private
– Lake Tahoe



Zineb Louriqate

Solo
– Antelope Valley



Cindy Martin

Private
– Florida Firstcoast

Dana Jo McLaren

Private
– Wisconsin

Alex Nickerson

CFI and CFII
– Intermountain

Karyn Ranzau

Private
– Kentucky Bluegrass



Dea Payette

Seaplane
– San Diego

Karla Marlene Perales

Private
– Los Angeles



Brandy Russell

Private
– Texas Dogwood



Erin Sanders

Private
– Nashville

Chelsea Smith

Commercial Single Engine
– Kentucky Bluegrass

Shannon Sorg

Multi-Engine Instrument
– British Columbia Coast

Madeline Ungurain

CFI, Seaplane Rating
– British Columbia Coast



Galina Vesnina

Private
– Eastern New England

Jessie Zuberek

Instrument
– Eastern New England



Julie Paasch
Air Hearts-Utah Chapter

Do you have a question that you've always wanted to ask a DPE?

E-mail Julie Paasch at askadpe99@gmail.com

Your question may be answered in the next issue!

What happens and what should I do if I find something inoperative on the airplane during my check ride?

This is a great question and may come up both on a check ride or if you are on a regular training flight. There are many scenarios that can arise, and it does depend on each operation and what type of aircraft you are flying. Also, in both the Private and the Commercial Airmen Certification Standards (ACS), there are knowledge and risk management areas that applicants can be tested on during their check ride.

A good example of this scenario, which happened recently on a Private Pilot check ride I conducted, was when an inoperative position light was found during the preflight. The airplane being used for the check ride was a Cessna 150. In the Code of Federal Regulations (CFR) under Section 91.213, it describes how to handle situations when there is inoperative equipment. In the case of this Cessna 150, there was no Minimum Equipment List for the airplane; therefore, we referred to Paragraph (d) of Section 91.213.

There are **four different documents** that must be reviewed to determine if it is legal to takeoff with inoperative equipment.

First, under Section 91.213 Paragraph (d)(2) (i) of the CFR, it states that if the inoperative instruments and equipment are not part of the VFR-day type certification instruments and equipment prescribed in the applicable airworthiness regulations under which the aircraft was type certified, then a person may take off in an aircraft with inoperative equipment. When we looked up the type certificate data sheet, we did not find the position light listed as required.

Second, you must check that the inoperative instruments and equipment are not indicated as required on the aircraft's equipment list or on the Kinds of Operations Equipment List (KOEL) for the kind of flight operation being conducted. When we looked up the equipment list in the Airplane Flight Manual (AFM), it listed that the position light was only required at night. Since we were performing a day flight, it was not required.

Third, check that inoperative instruments and equipment are not required under Section 91.205 of the CFR or any other rule of this part for the specific flight of operation being conducted. This is the acronym many pilots memorize as ATOMATOFLAMES and FLAPS (or something similar). Again, position lights were listed as required equipment at night only.

Lastly, make sure the equipment is not required to be operational by an airworthiness directive (AD). For the Cessna 150 there are no AD requirements for the position light.

Since the position light is not required, it would then need to be removed or deactivated, placarded, and written in the maintenance log. If all these steps are taken, a determination is made by a pilot who is certificated and appropriately rated under Part 61 in Chapter 1 of the CFR, or by a person who is certificated and appropriately rated to perform maintenance on the aircraft. If they determine that the inoperative instrument or equipment does not constitute a hazard, then it is legal to take off. This is an important step. It may just be a burnt out bulb or it may be something more serious with the electrical system.

Unfortunately, for the private pilot applicant, removing the fuse that was connected to both the position light and other lights on the aircraft was a maintenance function. On the day of the check ride, there was no mechanic on the field, which resulted in the applicant discontinuing the check ride and finishing another day. Another option – depending on the situation – is trying to do preventative maintenance to fix the broken item. Just make sure to check in Part 43 of the CFR to determine if it is allowed under preventive maintenance.

This is just one scenario of addressing inoperative instruments and equipment. Each airplane is unique, and it's important to know the process to ensure you are safe to fly when something is broken on an airplane whether you are on a check ride or a training flight. Stay safe!



Appalachian Aviatrices L-R: Brenda Robinette, Megan Armstrong, Candace Lamb, Janice Pelletti, Pam Phillips, Trish Love, Raquel Magana, Mary Woody, and Mary Dwyer.

APPALACHIAN AVIATRICES

The Appalachian Aviatix Chapter had a record turnout at the February 12 meeting at Tri-City Aviation. Nine 99s and three 49½s attended the planning session for 2022.

New ideas include: a Tri-Cities Airport (KTRI) tower tour – as soon as the federal mandate is lifted – a maintenance seminar, and new T-shirt designs.

We are excited to learn that Megan Armstrong, student pilot member, has been accepted into the Southwest Airlines' Destination 225° Cadet pathway. She's heading to CAE Aviation Academy in Phoenix, Arizona, for training. If all goes according to plan, she will be in the right seat of a 737 in five years.

We also enjoyed a pizza lunch, Valentine cookie exchange, and trivia challenge.

– Janice Pelletti



Flying Companion Seminar participants with seminar organizer Diana Andresen (kneeling in the front row wearing the purple T-shirt).

PHOENIX CHAPTER

Flying Companion Seminar

Diana Andresen deserves a big round of applause! The Flying Companion Seminar – held at Falcon Field Airport (KFZZ) in Mesa, Arizona – was a huge success with 11 ladies in attendance. Andresen, Paula Barron, Sam Resop, and Andresen's husband Mike taught lessons and answered questions. Thank you to the Falcon Warbirds for their continued support of the local flying community. The use of their meeting space was perfect for the seminar. Thank you to Rugged Pilot Coffee for the samples and door prizes they provided for the seminar.

– Theresa Farley



Photos provided by Jeff Yapalater, Airport Voice

GREATER NEW YORK CHAPTER

On Saturday, March 19, members of the Greater New York Chapter joined Jessica Cox at John F. Kennedy International Airport (KJFK) for a special event with youth who are limb different. Cox is the first armless pilot. Through her nonprofit organization, Rightfooted Foundation International, Cox seeks to inspire and advocate for people with disabilities.

Approximately 20 youth – many of whom were Girl Scouts – and their parents attended Limb Difference Airport Day. In conjunction with JFK Port Authority, Cox gave tours of her 1946 Ercoupe plane. In between visits to the ramp, Shannon Osborne and Chapter Chair Deb Henneberry spoke with attendees about opportunities in aviation. Handouts, patches, and training booklets were generously provided by Air Race Classic, Inc. Also in attendance from the Greater New York Chapter was a new member and Private Pilot, Leah Ferrari. Student Pilot Cecilia Delgadillo took pictures throughout the event.

Cox spoke with the attendees after she showed them her plane. She stressed that aviation is for everyone; disability does not mean inability. Everyone has obstacles to overcome, whether they are visible or invisible to others.

As a motivational speaker and life coach, Cox has traveled to dozens of countries to spread her message. Her special events continued during Women's History Month.

– Deb Henneberry



ATLANTIC CHAPTER

An important message from The 99s living in Atlantic Canada: If you are a member who either resides in, frequently travels to, or will soon be moving to Atlantic Canada, then this is of interest to you! We are thrilled to announce the reactivation of The 99s Atlantic Chapter, which will serve members in the provinces of New Brunswick, Nova Scotia, Prince Edward Island, and Newfoundland and Labrador.

The Atlantic Chapter was formed in 1989 and hosted several special events, including The 99s International Conference & Career Expo in 1995. Unfortunately, the chapter folded in 2011 due to a decrease in membership. Since then, the closest chapter for 99s living in the Atlantic provinces has been the Montreal Chapter (recently renamed the Quebec Chapter) – which is a bit far for members to participate in chapter events. Now, with more and more women pilots training and working in the Atlantic provinces, we believe the time is right to reactivate a chapter comprised of Atlantic Canada members.

The Atlantic Chapter was officially reactivated on February 21, 2022. Our goal with this chapter is to facilitate networking and allow members to feel connected to others living and working nearby. We aim to achieve this by providing fellowship through flight; networking opportunities through virtual meetups and in-person events like socials, tours, and fly-ins (hopefully soon); aviation scholarship opportunities specifically for Atlantic Chapter members; and by encouraging aviation education within the community.

It is our expectation that the Atlantic Chapter will be recognized at the East Canada Section's Annual Meeting scheduled to take place on the weekend of May 19-22, 2022, in Harbour Grace, Newfoundland and Labrador. This event is coinciding with celebrations of the 90th anniversary of Amelia Earhart's historic solo flight across the Atlantic Ocean. Amelia Earhart departed from Harbour Grace on May 20, 1932, to begin her adventure! To commemorate the occasion, the town of Harbour Grace is planning celebrations at the Harbour Grace Airport (CHG2). Members of The 99s are invited to participate in the various activities during the weekend, and we are very much looking forward to getting together and soaking in the Newfoundland hospitality!

If you're interested in rejoining the Atlantic Chapter either as an executive or general member, we would love to hear from you! Please contact the Atlantic Chapter Chair, Elizabeth Walker, at elizabethwalker2@hotmail.com.

Until then, blue skies and tailwinds.

– Zahabia Faizy and Kim Winsor

SUTTER BUTTES CHAPTER

Sutter Buttes Chapter Takes On New Life!

If The 99s gave an award for chapters that have exploded with enthusiasm and energy, the Sutter Buttes Chapter in the Southwest Section would surely qualify.

Since Mary (Fairbanks) Wick became our Chapter Chair two years ago, we have grown to 30 members who are willing and able to step up and take responsibility in the chapter. As a charter pilot flying King Airs, Wick spends her down time instructing at the Lincoln Regional Airport/Karl Harder Field (KLHM) in Lincoln, California. She is a magnet for pilots – particularly women – who want to get their Private Pilot Certificate or to get back into flying after years away from it.

Angela Baucom joined our chapter in 2020 and has since earned her Private Pilot Certificate. She is now working on her Instrument Rating. Barb Donovan, who joined in 2021, has earned her Private Pilot Glider Rating. Hannah Treehan, a member since 2020, and Hillary Pearson-Smith, a member since 2021, have both received their Private Pilot Certificate. A member since 2019, Lorin Ponton received the Amelia Earhart Memorial Scholarship for her Instrument Rating in 2020, and then followed that by earning her Multi-Engine Rating, Commercial Pilot Certificate, and CFI Certificate. Kendall Larson joined in 2021 and passed her written and is approaching her Private Pilot check ride. And Donovan's mom, Betsy Donovan, joined in 2021 and has recently re-entered the aviation world after being hired by Alaska Airlines. Ponton has also taken on the chapter's scholarship program, while Baucom is on the events committee with Lisa Simpson, member since 2021. Lesa McArdle joined in 2021 and has become the Membership Chair. Finally, to top it all off, Wick went single-pilot solo in the Super King Air.

Chartered in 1998, the chapter maintained around 20 members for most of its longevity. As is happening with many chapters, membership is aging out and flying less or not at all. So, this burst of enthusiastic new life has been inspirational. We are reviving!

– Carol Andrews





BRITISH COLUMBIA COAST

Glacier Air, British Columbia Coast Ninety-Nines, and Women of Aviation International Worldwide presents

FLY IT FORWARD 2022

Thank you to everyone who came out to support us on Saturday, March 12, 2022 at Glacier Air at the Squamish Airport (CYSE), British Columbia, Canada. Colette Morin, owner and chief pilot of Glacier Air, and the British Columbia Coast Chapter have been hosting the Fly It Forward event for the past 11 years in support of Women of Aviation Worldwide Week. The goals are to encourage young women to learn about and consider aviation as a career while providing an opportunity to fly in a small aircraft for the first time.

We had 29 volunteers consisting mainly of British Columbia Coast Chapter members, a few of whom joined our chapter recently or since the pandemic began, and this was the first in-person event where we were able to gather physically to meet and welcome these new members! Also volunteering were many members of the Squamish Flying Club and Glacier Air staff.

Despite the gloomy start to the day, the low clouds lifted just enough for a small weather window after lunchtime. Glacier Air – with the help of local pilots also donating their time, aircraft, and fuel – were able to take 33 girls and women safely on their first flight!

Throughout the day we had four incredible guest speakers who made presentations and answered questions on their backgrounds and unique paths in aviation.

Angela Mourad is an experienced glider and airline pilot from Europe, where she began at FTEJerez, one of Europe's top flight training academies. She has flown all over Europe, West Asia, North Africa, and the Gulf on the A321neo and Gulfstream. She just so happened to be visiting relatives in Vancouver and generously offered her time to speak at our event!

Ramona Reynolds, former president of the Victoria Flying Club and successful entrepreneur, spent her entire life growing up around airplanes. She didn't begin flying until she was 38 years old as a single mother of two. Reynolds was not only the president of the Victoria Flying Club, but

also the first female president of the club, the oldest flight training and maintenance facility on Vancouver Island!

Katie Cowley, born and raised on the Sunshine Coast, found her passion for aviation through the ski and snowboard industry where she trained as a competitive snowboarder with the National Slopestyle team. From there she shifted her focus to aviation and completed her commercial training with Glacier Air. Katie trained on float and tailwheel aircraft and worked a couple of seasons in Northern Ontario as a float pilot before landing her current job working with Pacific Coastal Airlines.

Jessica James is the pilot on the History channel's new television show, "Lost Car Rescue." Growing up in a small aviation community sparked her interest in flying, and she was riding shotgun on her first flight at just six months old! Jessica has flown privately and commercially since achieving her Pilot's Licence in 2012. With many mentors in the industry, Jessica – like our other guest speakers – is keen on giving back and promoting women in the aviation industry.

In addition to flying and speakers, we had musician Monik Macias perform live music in the hangar to keep the excitement of the day alive! Our chapter member Michaela Chroustova, who is also a professional photographer, took photos for us. We also had local businesses Tim Hortons, Domino's Pizza, and Save on Foods sponsor our event with donations of food, coffee, and cake!

During a short awards ceremony, we presented awards to our members Jenna Madrid and Rebecca Peric. Madrid won The Ninety-Nines Amelia Earhart Memorial Scholarship for her Multi-Engine Instrument Rating and completed this training in 2020; however, due to the pandemic we were not able to present her award until this time. Peric won the Vicki Cruse Memorial Scholarship for Emergency Maneuver Training last year and completed her training at the end of 2021.

The perfect way to celebrate these achievements was with cake cutting, live music, and the clouds clearing to kick off the flights for our 11th annual event!

We look forward to hosting our 12th annual Fly It Forward event, tentatively scheduled for Saturday, March 11, 2023. We hope to see you there!

– Madeline Ungurain

Grass Roots



BAY CITIES CHAPTER

The Bay Cities Chapter recently celebrated our 90th anniversary on March 20 at the Oakland Aviation Museum. The party was attended by over 60 chapter members along with their friends and families. Some of our members hadn't seen each other in over two years. Several members flew in from afar. We toasted to our accomplishments, our chapter's longevity, and our growing membership which now stands at 101 members. We wouldn't be here without those that came before us, and we have a long way to go for the generations that follow. Here's to making it to 99!

– Christine Oksas

CHICAGO AREA CHAPTER

Our Chicago Area Chapter has always been committed to safety education, and this year's annual IFR/VFR Safety Seminar was the ultimate expression of that commitment. Over the years, we have attempted to involve more and more organizations in the process, and for the last three events we have hosted a dinner in conjunction with the local Women in Aviation Chicago's Leading Edge Chapter. This year – for the first time – we jointly entertained our vendors, sponsors, exhibitors, and speakers at a cocktail hour and dinner the evening before the big event. All of which helped to make the seminar a great success!

The IFR program's educational sessions included: "IFR Competency Review," "What Do You Mean I Can't File Direct?," "Do You Want More Go Than No Go?," and "How To Get the Most Out of an Aviation Weather Briefing." The VFR program included: "Surface Safety Runway Safety," "Protecting Your Vision," "Your Health and Flying," and "Whiskey Tango Foxtrot I'm Flying VFR Around Chicago." The "Flying Companion Course" was designed, researched, prepared, and presented by chapter members and CFIs Jessica Best and Yanina Belazorava Necker.

The Chicago Area Chapter expo staff included: Autumn Alderdice, Karen Ballard, Yanina Belazorava Necker, Natalie Berman, Jessica Best, Claire Carr, Maureen Hallacy, Larisa Kano, Leire Kennedy, Mona Knock, Grayce Kohlert, Eva Kozlowski, Brittini Latos, Cynthia Madsen, Madeleine Monaco, Colleen Murphy, Sue Nealey, Ellen O'Hara, Dinah Spadoni, Ceci Strom, Vickie Szweczyk, Shelley Ventura, Tina Willman-Hammar and Lora Yowell. Most played multiple

roles organizing, greeting, announcing, and of course, selling raffle tickets. Some were also vendors, including Lora Yowell, Natalie Berman, and Claire Carr. Thanks to Larisa Kano's photography, we had great pictures including all the IFR and VFR speakers and all the vendors. We also wish to acknowledge the Chicago Executive Pilots Association and the Chicago Executive Airport (KPWK) for generously donating the AV equipment for this event.



(Top) Ellen O'Hara, Dinah Spadoni, and Autumn Alderdice
(Bottom) Eva Kozlowski and her crew at the front desk greeting pilots and guests arriving for the seminar

Our newest
Life Members

- Pauline Baughman**
- Jennifer Butler**
- Rabia Futehally**
- Susan Kennedy**
- Shelly Lesikar-deZevallos**
- Chantal Mathieu**
- Mary McCune**
- Deborah McEndree**
- Barbara Mead**
- Susie Mitchell**
- Ruth Shadel**

New Horizons

This space is dedicated to our members and 49 1/2s who have passed on to New Horizons. We will miss them, and thank these 99s for all of their contributions to our organization.

- | | |
|---|--|
| Lavelle Betz
January 17, 2022
<i>Alaska Chapter</i> | Joan Mace
Life Member
December 28, 2021
<i>All-Ohio Chapter</i> |
| Virginia Batzel
February 10, 2022
<i>Delaware Chapter</i> | Daniel McGlasson
49 1/2 of RJ McGlasson
January 12, 2022
<i>Old Dominion Chapter</i> |
| Patricia Hallett
February 14, 2022
<i>San Fernando Valley Chapter</i> | Victoria Paluzzi
March 27, 2022
<i>Las Vegas Chapter</i> |
| Harvella Johnson
Life Member
August 18, 2021
<i>South Central Section</i> | Linda Pecotte
October 15, 2020
<i>El Paso Chapter</i> |
| | J. Priscilla Wilson (aka Pat)
Life Member
August 8, 2021
<i>Greater New York Chapter</i> |



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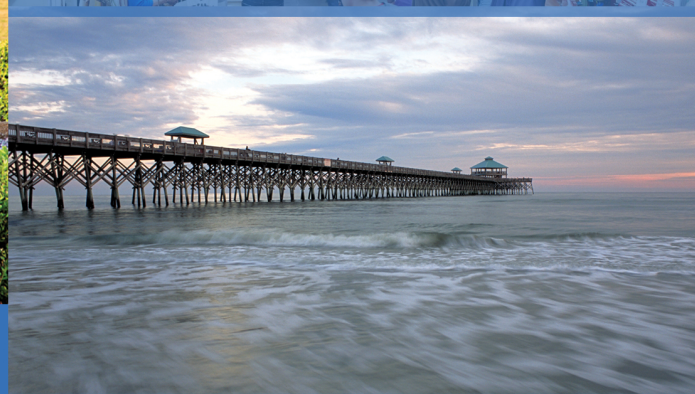
Our most recently enlisted
Friends of The 99s

- | | |
|--|--|
| Elise Dempster
<i>Chandler, AZ</i> | Kimberly Schroeder
<i>Fairview, TN</i> |
| Patti Goodenow
<i>Mount Pleasant, SC</i> | Barbette Yingst
<i>Lexington, KY</i> |
| Andrea Hill
<i>Richland, WA</i> | Madison Vogelsang
<i>Long Beach, CA</i> |
| Forrest Manda
<i>Pleasant Hill, MO</i> | Charlette James
<i>Lancaster, WI</i> |
| Hunter Pehrson
<i>Omaha, NE</i> | Brian Barsanti
<i>Southern Museum of Flight
Birmingham, AL</i> |

CORRECTION: San Antonio Chapter's Let's Fly Now! event was actually held in February 2020. It was mistakenly reported as February 2021 in the magazine. – Lacey Law, Vice Chair, San Antonio Chapter

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