

September/October 2023



Ninety-Nines

Inspiring Women Pilots Since 1929

**ANGIE
TANTON**

**FOLLOWING
HER PASSION**

p. 8

plus

AEMSF SCHOLARSHIPS

AIR RACE CLASSIC

DOUBLE MILESTONE

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ON THE COVER

Angie Tanton, First day at the Hercules controls.

Let's Get Social    



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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2023

SEP

8-9 **West Canada Annual Meeting**

Manitoba, Canada

✈️ [Cindy Pang,](mailto:Cindy.Pang@westcanadasection99s@gmail.com)
westcanadasection99s@gmail.com

15-16 **Forest of Friendship “World Friendship Through Flight”**

Atchison, Kansas

📄 ifof.org

28 **Southwest Section Fall Meeting**

-OCT 1 Ventura Harbor, California

✈️ [Pat Chan,](mailto:Pat.Chan@sbcglobal.net) chiflys@sbcglobal.net

29 **New York-New Jersey Section Fall Meeting**

-OCT 1 Elmira, New York

✈️ [Frances Englund,](mailto:Frances.Englund@yahoo.com) fenglund@yahoo.com

29 **North Central Section Fall Meeting**

-OCT 1 Columbus, Ohio

✈️ [Paula Rumbaugh,](mailto:Paula.Rumbaugh@paulapilotosu@gmail.com) paulapilotosu@gmail.com

29 **South Central Section Fall Meeting**

-OCT 1 Fort Worth, Texas

✈️ [Laurie Adams Peake,](mailto:Laurie.Adams.Peake@lacreativeonline.com)
laurie@lacreativeonline.com

30 **New England Section Poker Run**

Stops include: Goodspeed (42B); Windham (KLJD); Great Barrington (KGBR); Meriden-Markham (KMMK); Westfield-Barnes (KBAF) Terminus.
Rain date Oct. 1

OCT

4 **Amelia Earhart Birthplace Museum**

Presenter Ronda Crossland explains her AE-themed escape room

📄 ameliaearhartmuseum.org

6-8 **Mid-Atlantic Section Fall Meeting**

Chantilly, Virginia

✈️ [Laura Savino,](mailto:Laura.Savino@bigplanet747@gmail.com) bigplanet747@gmail.com

6-8 **Southeast Section Fall Meeting**

Huntsville, Alabama

✈️ [Janice Pelletti,](mailto:Janice.Pelletti@jopelletti@gmail.com) jopelletti@gmail.com

OCT (cont.)

13-14 **New England Section Fall Meeting**

Southbridge, Massachusetts

✈️ [Mary Build,](mailto:Mary.Build@mary.build@gmail.com) mary.build@gmail.com

27 **Ninety-Nines International Conference**

-NOV 2

Jordan

Hosted by the Arabian Section

📄 99sConference.org

DEC

31 **Deadline:** Intent to Seek Election

📄 ninety-nines.org/members

31 **Deadline:** Proposed Bylaws Changes to Present at the 2024 Annual Meeting

✈️ [Juliet Lindrooth,](mailto:Juliet.Lindrooth@governingdocs@ninety-nines.org) Chair
governingdocs@ninety-nines.org

2024

JAN

31 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Spring Session

📄 ninety-nines.org/resources.htm

✈️ mentoring@ninety-nines.org

MAR

1-2 **International Board of Directors Fall Meeting**

Oklahoma City, Oklahoma

✈️ info@ninety-nines.org

JUL

3-7 **Ninety-Nines International Conference**

Vancouver, British Columbia, Canada

2025

JUL

8-13 **Ninety-Nines International Conference**

Burlington, Vermont

MAGAZINE SUBMISSION DEADLINES

are one month prior to issue date.

NOV/DEC issue deadline: October 1.

Check the online calendar for the latest information.

📄 ninety-nines.org/calendar.htm

The President's Message



Robin Hadfield

President
The Ninety-Nines, Inc.
president@ninety-nines.org

Thanks to our Volunteers!

I am thrilled to share some fantastic news about the 2023 EAA AirVenture in Oshkosh. We witnessed a record-breaking number of new members joining The Ninety-Nines and, by now, all chapter chairs should have reached out to welcome these new members.

Our members' dedication and volunteerism truly paid off, and I am forever grateful for each one of you and what you do for The 99s.

But wait, there's more! Our eye-catching new banners and table cover received rave reviews. They stood out amongst other booths and brought over many women to learn about The Ninety-Nines and ultimately join our organization.

We maximized the opportunities provided by the EAA WomenVenture Center and conducted three forum presentations, which were met with great enthusiasm: Flying is Expensive: Learn Tips to Winning Scholarships – presented by Donna Miller and myself; Women Pilots of Yesterday and Today – presented by Captain Jenny Beatty; Navigating the Path to Become a Professional Pilot – Lynn Rippelmeyer and Donna Miller and myself. Ladies, your professionalism, energy, and enthusiasm resonated with everyone, and we look forward to repeating this success next year!

Our other booth, which for many years has been set up in Hangar B, was busy throughout the week.

All our volunteers throughout the week at both booths did an excellent job. They have my gratitude and thanks for representing The 99s and giving freely of their time, and a big thank you to Laura and Gayle at headquarters for getting everything ready, organized, and shipped for each trade show.

As we celebrate these outstanding results, we're even more excited about the future possibilities that lie ahead over the next several months and beyond. Especially our upcoming Annual Conference in Jordan!



Our volunteers and new members from Oshkosh

GET INVOLVED AND MAKE A DIFFERENCE!

Are you ready to take your involvement to the next level? Your unique skills, ideas, and passion can make a significant impact on our organization. Whether you have a few hours to spare or are eager to take on a leadership role, we have the perfect opportunities for you. Together, we can create positive change and shape the future of The Ninety-Nines.

All our committees meet virtually via Zoom or email, making it convenient for everyone.

This is a perfect way for those looking to check the box showing you are a 99s Volunteer on scholarship forms and job resumes.

International Awards Committee: Are you someone who does well with deadlines? Are you an effective communicator verbally and via email? Would you like the opportunity to review awards nominations, collaborating in a team environment of 3-4 members?

If so, please contact Janice Welsh, International Awards Committee Chair, at jwelshcfi@yahoo.com.

Website Committee: We're looking for members to assist with maintaining and updating our website after its launch over the next few months. If you have experience with WordPress, that's a bonus! If you're interested in helping, please contact Sophia Dengo at sdengo@gmail.com

– Robin Hadfield



Holding Short

DON'T MISS YOUR CONNECTION WITH A NINETY-NINE!

The summer is full of vacation flying, and you never want to miss your flight connection. Don't miss your connection with a Ninety-Nine either!



STEPHANIE KALAL

Paradise Coast Chapter

After a 20-year hiatus from the industry, I reached out to The 99s for assistance in re-entering the flying world. I joined the Professional Pilot Leadership Initiative (PPLI) mentor program and received invaluable guidance from my fellow 99s. I

recently completed my A320 Type Rating, and I'm so grateful to be back!



SYDNEY LAVOI

Lake Charles Chapter

The 99s helped me find a flight instructor to finish my Private Pilot Certificate. The 99s gave me a family of like-minded people who strive to help and encourage those around them.



ANNE SELF

Lake Charles Chapter

I've always been supportive and helped women realize their aviation dream. I've helped the local chapter grow through the years.

Flying has always brought peace and pleasure to me. One of my fondest

memories is flying to different airports to meet my father, who is also a pilot.



MARCIA STRANG

British Columbia Coast Chapter

I've been a 99 for many years, and some of my favourite female friends are my sister 99s! I love how we work on projects together and pull together to achieve great things.

Giving back to aviation and The 99s has really enriched my soul. My work helping 99s with their scholarship applications has led to helping them achieve their dreams.



SARAH WENDT

Austin Hill Country Chapter

I started by flying in the Air Race Classic in 2015. There, I met so many women pilots (most of whom are 99s). I have Terry Carbonell to thank for encouraging me to join. I became a member after my first race and later learned that The 99s were formed the

same way back in 1929. I'm now the Chair of the Austin Hill Country Chapter. I meet new, amazing women pilots all the time. I'm proud to be a 99!



TERESA CAMP

Oklahoma Chapter

I've flown multiple air races and cross-country adventures with my 99s sisters: both transcontinental in the United States and around countries in the southern parts of Africa. We encourage and challenge each other to be our best, and we share a special sisterly bond.



DORIS GERECHT

German Section

I got my pilot's license when I was 66 and have been a 99 since 2006. From then on, I attended The 99s annual conferences where I met women pilots from all over the world. My desire was to discover the world from Cessna heights. I realized it

with the help of The 99s. I made friends with 99s, especially from United States, Canada, Russia, Australia, Tasmania, and New Zealand. Whenever I wanted to organize a longer flight in one of these countries, my 99s friends helped me with information, addresses of flight schools where I could charter, and even invited me to stay with them. I'm so grateful for their support, and I'm very proud to be a member of such a wonderful organization.



BELLE HUTCHINS

Florida Heartland Chapter

My name is Eleanor Belle Hutchins. I soloed when I was 16. I've received the FAA Wright Brothers Master Pilot Award; CFI, Multi and Instrument Ratings; Type Ratings on DC-6/7, DC-8, B707/720, B757/767, Sim Instructor on DC-8, FAA Check

Captain DC-8, and Check Captain DC-6. When I started flying out of the Northwest corner at Miami International (KMIA), I was one of a few women pilots. But I always tried to help the few other women that I could.



A Four-Year Dream Achieved

Shannon O'Brien Selected and Sworn in for Air Force Reserve Pilot Training

On May 25, 2023, **Shannon O'Brien** graduated from officer training school at Maxwell Air Force Base (KMXF) as a second lieutenant. She'll be attending undergraduate

pilot training at Keesler Air Force Base (KBIX) in Mississippi, then C-130 training at Little Rock Air Force Base (KLRFB) in Arkansas. Afterwards she'll report on duty to the 757th Airlift Squadron at Youngstown Air Reserve Station (YNG) in Ohio. She developed a passion for aviation as a child from her family: One of her grandfathers was a safety inspector for the National Transportation Safety Board and the other served in the U.S. Air Force. Their passion for aviation and safety was contagious. Although she initially pursued a career in the federal government after college, she walked away from her desk and followed her heart to the runway and became a flight attendant for Delta Airlines. After four years, she was selected for pilot training in the U.S. Air Force Reserve.

She joined the Maryland Ninety-Nines as a student pilot with hopes to network with other female pilots. Soon after joining and attending the monthly Zoom meetings, those in her study group sessions went on flying adventures and became close friends, inspiring and encouraging her on the path to joining the Air Force Reserve.

Through The Ninety-Nines, Shannon participated in many events promoting aviation, and was honored with a scholarship in memory of one of the Maryland Chapter's founding members. Another of her memories is flying with another Ninety-Nine over a house where her grandmother was visiting. Not long after, her grandmother passed away, and she treasures the memory of her grandmother waving at her as she did circles overhead.

It was through The Ninety-Nines that Shannon met Maj. Gen. Mari K. Eder (Retired), author of Shannon's favorite book, *The Girls Who Stepped Out of Line*. Maj. Gen. Eder went to Baltimore to talk about her book and share more stories of women from WWII to the Maryland Ninety-Nines. After that meeting, Maj. Gen. Eder became one of Shannon's greatest mentors: conducting her oath of enlistment at the Baltimore Ravens stadium and then traveling to Maxwell Air Force Base (KMXF) in Alabama to swear her in and pin her rank as an Air Force officer.

Shannon wants to share the impact of The Ninety-Nines with future female aviators; The Ninety-Nines sisterhood has inspired her and has been a huge part of her flying journey.

– By Maria Esparraguera, *Maryland Chapter*.



Musical Chairs

By Donna Miller

"If you just look for what's right – in others, in relationships, in yourself and your journey – you'll always find it. Same when looking for what's wrong."
– Mike Dooley

Musical chairs was a fun game when I was a kid. A dozen kids would be walking around a circle of 11 chairs, listening to a fun tune, and when the music stopped, everyone scrambled to sit down, then one kid and one chair would be removed. And the game began again. It didn't really matter which chair you sat in as long as you were sitting when the music stopped.

I see the similarities now as the pilot shortage is in full swing and pilots are chasing their career positions before the proverbial music stops. I've seen pilots dive to sit in the airline chair with the faux sheepskin cover, only to realize that they are ready for the next round and for the chance to sit in the wider one with electric controls and lumbar support.

I saw an online conversation unfold from a pilot who was not happy with her current company. She was tired after a tough trip and was ready to sacrifice her year-long seniority to start over at a company she thought would serve her better. There are definitely times when change is a good move. For example, if this is your final career position, you might want to work where you live and not commute. Nothing is guaranteed, however. Bases close and you could find yourself commuting anyway. If you are at a stepping stone company, making a lateral move to work in base probably doesn't make sense. Build your flight time quickly and move up when you can.

The problem with thinking that the grass is greener on the other side of the fence (or in this case that the sky is bluer on the other side of the cloud) is that it usually isn't. It might be for a short while when yours is the company that just secured the industry leading contract, but in the next round, it all changes. It's easy to get swept into the negativity of the industry when everyone is complaining about their contracts.

Before you get caught up in the frenzy of musical chair flying careers, take some time to really do some soul searching about who you are and what you truly want. Can you align your flying career with your values? Where do you want to live? What about family? My friend Kerri shared the wisdom of Lewis Carroll she received many years ago: "If you don't know where you're going, any road will get there." Research companies beyond their pay scales. If you're planning a family, what are their maternity policies? If you aren't a night owl, perhaps freight companies aren't your best option. Are you okay with a single fleet type, or are you looking for more variety in your career? Through it all, remember to look at all that is right in your big-picture life's journey. You're flying, and that's a great start.





Angie working in Montana.

Angie Tanton

FOLLOWING HER PASSION

By Jann Clark, *Eastern New England Chapter*

Angie flies as part of a crew of three – herself, another pilot, and a flight engineer who is also an airplane mechanic – on firefighting missions following a 12-days-on, 12-days-off schedule. The Hercules can fly for seven hours and carries a load of 4,000 gallons of fire retardant. There are 70 bases for reloading retardant, mostly out West, and a typical day includes several stops to reload. A trailer with maintenance materials and tools follows the plane to fire areas, and the crew can perform most maintenance in the field. Angie is currently flying in Idaho, but she could be assigned anywhere in the United States. The furthest east she has been is Nebraska.

Aerial firefighting is just the most recent of Angie’s flying jobs. She never wanted to fly for the airlines – indeed, she prefers prop planes to jets, although she has flown a jet – but she has experienced many of the varied jobs aviation has to offer.

Angie caught the flying bug at a career day in 10th grade in Alberta, Canada, where she discovered that she could become a pilot. After that revelation, she went for an introductory flight and knew this was what she wanted to do. After high school, she took flying lessons in Alberta and got most of her ratings, then moved to Vancouver for floatplane training. While she was training and afterward, she hung around airports doing whatever jobs needed to be done (she washed a lot of airplanes in those days!). She also talked to any pilots she could, asking for a flying job or the names of people they knew who might have job openings. She sent out resumes and called at least 100 chief pilots and companies across Canada. After three years of paying her dues in various non-flying airport jobs and being persistent, she landed a job as a co-pilot for Harbour Air in Vancouver flying passengers around in seaplanes.



TOP Left to Right: Dash 8 government surveillance flying. Tanker coming back to base. Angie gives a wave after completion of her first season. BOTTOM: Twin Otter float days in the Maldives.

Angie was interested in bush flying, and someone who knew someone with a remote fishing lodge recommended Angie to fly passengers and supplies in and out of the lodge for the summer. When she returned to Vancouver, she got a job flying in the Arctic – her networking skills were paying off!

At some point, she married a pilot with similar wanderlust, and they went off to the Maldives to fly tourists around in floatplanes. Angie got pregnant with her first son there and had to persuade the Maldives government to change their regulations so that she could fly while pregnant. After the first baby and then a second, she and her husband arranged their flying schedules so one or the other was always home with the children. They moved back to Canada and bought a small airline in the Northwest Territories, where she flew a little, ran the business, and cared for her small children.

When the children got a little older, they moved back to Vancouver, and Angie got a job flying a Dash-7 for the United Nations in Uganda and South Sudan. She flew medical missions into little bush strips with about 40 passengers at a time – many of whom were armed, as South Sudan had just become its own country, and the political climate was unsettled. She also flew for the Red Cross in Africa. Although the United Nations and the Red Cross were neutral in the civil wars going on there, it was always a dangerous undertaking to fly in central Africa during that time.

When her contract in Africa was up, Angie returned to Vancouver and got a job with Transport Canada flying marine and other kinds of surveillance, including search and rescue missions. But after a couple of years, she decided she really didn't like a Monday to Friday job and the commute to the airport, so she got a job as a senior pilot with a Swiss company

that operates in Saudi Arabia, among other places. She was the first female pilot for the company in Saudi Arabia and their first female flight instructor there. Although Saudi Arabia can be a difficult environment for females, she did not feel discriminated against in her job. She connected with a Ninety-Nine there, which was helpful. She flew in Saudi Arabia for two years on amphibious floats before returning to Vancouver and then the United States to work as an aerial firefighter.

Angie feels her sons are fine with their father when she is away on her assorted flying adventures, and when she is home, she can give them 100% of her attention. They are 17 and 19 now, and both love aviation, though neither want to have careers as pilots.

Angie's advice to aspiring pilots is to never give up, even if landing that first flying job is difficult. Put in the work, make yourself visible at the airport, make the contacts, and keep trying. It took her 100 tries to get that first job, but determination and persistence paid off. You never know where your contacts will lead you – Angie recommends just following your passion and taking any opportunity that comes along. She feels her willingness to try different things has taught her a wide variety of skills and has made her a well-rounded person.

Angie thinks she may semi-retire when she turns 50 soon – but who knows what that will look like? She hasn't gone everywhere and done everything yet!

Angie has been a member of The Ninety-Nines British Columbia Chapter since 1994 and is also a member of Women in Aviation International. She will be speaking about aerial firefighting at The Ninety-Nines International Conference in Vancouver in 2024. 🌿



2023 AMELIA EARHART MEMORIAL SCHOLARSHIP FUND WINNERS

The Amelia Earhart Memorial Scholarship Fund Trustees are extremely pleased to announce the 2023 winners. We hope their flying endeavors are satisfying and help them toward their goals. For example, seven winners have already completed the rating for which they applied!

The 2023 recipients represent twenty Chapters from seven Sections. The twenty-one recipients represent several countries of origin which cover South Korea, China, Singapore, Paraguay, Canada, and the United States. The total amount awarded for this year's AEMSF scholarships is \$168,568.

Fourteen of the scholarships were for flight training. There were three Academic scholarships for aviation programs at Embry Riddle Aviation University, Purdue, and Louisiana Tech.

This year we were able to award TWO Vicki Cruse Memorial Emergency Maneuver Training Scholarships. This is a Perpetual Scholarship funded by members of the Ventura County Chapter, the Cruse Family, and Lightspeed Aviation.



Macy Arbuckle
Iowa Chapter,
North Central Section
INSTRUMENT

The love of adventure is what brought me into the aviation community. In June of 2022, I successfully completed my Private Pilot certificate. Last year,

I received my tailwheel endorsement and took my first intro to aerobatics flight. Currently, I am pursuing my instrument rating which I plan to complete in the next couple of months. My short term goals are to join Noe Aviation as an aerial applicator and become a certified flight instructor. Long term bucket list dreams include landing in a remote backcountry, seaplane rating, and learning to fly aerobatics.



Kelsey Baek
Granite Mountain Chapter,
Southwest Section
**COMMERCIAL MULTI-ENGINE
ADD-ON**

Hello everyone! I'm Seungyun (Kelsey) Baek and I am currently a Flight Instructor at Embry-Riddle

Aeronautical University in Prescott. I am from South Korea and the Philippines. Being part of The Ninety-Nines has been such an amazing experience so far because of the opportunity to meet and connect with so many amazing aviators. This AEMSF scholarship will allow me to reach my next step in obtaining my multi-engine add on. I am beyond thankful for this opportunity. as it will get me a step closer to becoming an airline pilot.



Angela Baucom
Sutter Buttes Chapter,
Southwest Section
COMMERCIAL

Who knew the pandemic would have me looking at the sky for answers, see a plane, and lead me to getting my Private certificate and becoming a 99? I found my purpose — my desire — to help others experience the joy of flying. A project manager by day, I achieve certificates as projects, breaking them down into segments, then “git-r-done” regardless the obstacle! Then I share it, feeding my soul. The Commercial rating will be followed by my Instructor certificate, improving the local instructor shortage. Under supervision, I'm teaching ground school and tutoring and helping Girl Scouts achieve their aviation patches.



Meera Bissonauth
First Canadian Chapter,
East Canada Section
MULTI-ENGINE

My name is Meera Bissonauth and I am honored to be an AEMSF recipient! Becoming a pilot was a childhood dream of mine, but I only started going for it after gaining exposure to aviation through various work opportunities at an international airport. I am now a flight instructor and will be completing my Multi-Engine rating with this scholarship. With this rating, I plan to embark on exciting multi-engine operations in Northern Canada. I am grateful to the aviation communities that have motivated me to strive for my goals and hope to similarly guide aspiring pilots to believe in theirs.



Sharonjeet Dhillon
Bay Cities Chapter,
Southwest Section
ACADEMIC

I'm Sharonjeet Dhillon, and I'm from Singapore. I began my aviation pursuit with a 10,000-mile journey to Florida where I began a professional pilot program. After graduating during the pandemic, I moved to San Francisco to continue towards my goal of flying for an airline in Singapore. Now, I'm a flight instructor with a diverse group of students from Silicon Valley, and I'm pursuing a Master of Science in aeronautics with a focus in human factors. I aspire to design evidence-based flight curricula that incorporates human performance and limitations while working towards my goals.



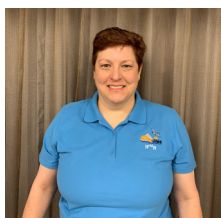
Emily Dykstra
Georgia Flying Belles Chapter,
Southeast Section
MULTI-ENGINE INSTRUCTOR

A neighbor introduced me to general aviation in 2020, and I was enamored by the views and the freedom of flight. After graduating from Georgia Tech, I worked in asset management and took on flight training as a challenging hobby. I became a full-time instructor in 2023. I'm passionate about introducing others to flight and partnering with students to achieve goals throughout all stages of their aviation journey. Outside of the plane, I enjoy adventuring around Atlanta, staring at clouds, or sitting in front of the shark tank at the aquarium.



Jackilyne Heffren
Alberta Chapter,
West Canada Section
INSTRUCTOR

My family has a history in aviation, and I continue that tradition and love of airplanes. With this scholarship, I'm excited to transfer my teaching skills as a ski and fastball coach into a career as a flight instructor. I'm married to an AME who is a private pilot and we have a one-year-old son. I love warbirds, float planes, tail draggers, and ski planes. I want to give back through aviation by flying charity medical flights with Angel Flights Alberta, COPA For Kids, and Fairview Aircraft Restoration Society's PB5-5A Canso to airshows.



Lois Horne
Memphis Chapter,
Southeast Section
COMMERCIAL MULTI-ENGINE

I'm a fun-loving adventurer who strives for excellence in everything. Some examples include: skydiving; motorcycle riding; flying; rock, glacier, and waterfall climbing; studying chemistry and biology; manufacturing pharmaceutical products; maintaining vehicles and a home; teaching STEM to children; and hiking each state's naturally occurring highest point (46 states complete). I serve and give back to the community. I've been a part of CAP for five years and The Ninety-Nines for 12 years: participating in chapter, airmarking, chapter AE scholarship, and credentials for three years; operating as Chair and Section Vice Governor for four years; and volunteering on the trademark committee, as Air Race Classic Head Timer (five times), and at community aviation outreach events.



Sarah Long
Air Hearts-Utah Chapter,
Southwest Section
MULTI-ENGINE ADD-ON

I'm a busy mom of two who finds time between my job and kiddos to fly like crazy! I'm working to move from being a flight attendant supervisor to the cockpit where I truly belong and feel most myself. I'm always up for a challenge, and this has been the best one yet. I will be using this scholarship to earn my Commercial Multi-Engine Rating and will continue to build time and skills until I achieve my dream job of working for a major airline.



Irene Lopez
Florida Goldcoast Chapter,
Southeast Section
CFI INSTRUMENT

I'm a foodie and explorer and flying reminds me how the world can be a fascinating place from different perspectives. It reinforces my discipline and makes me feel free at the same time. To balance the demands of this fast-paced industry, I work on staying grounded with yoga and exercising. I also love cooking and embroidery as creative outlets. Volunteering with different organizations such as The Ninety-Nines has given me a fantastic platform to inspire, motivate, assist, and create awareness about the opportunities that exist in aviation for everyone. I'm immensely grateful for all the support I've received.



Annemarie McMillan
NOLA Chapter,
Southeast Section
ACADEMIC

Shortly after my 17th birthday, I discovered my passion for flying and subsequently joined The Ninety-Nines. I began my flight training at a soft-field, private airport while still in high school, often waking up to fly before class in the morning. Now, I'm pursuing a professional aviation degree at Louisiana Tech University where I'm a Chair of the WAI Chapter! I'm so grateful to The Ninety-Nines for making my dreams possible and affordable, and I would like to give a special thanks to the NOLA Chapter for encouraging me throughout every part of my aviation journey.



Emma Neale
Quebec Chapter,
East Canada Section
INSTRUCTOR

I'm a commercial pilot and PhD student researching aviation policy in Canada. I began flight training in 2017 before beginning my master's degree in economics and later continued working towards my commercial license while working full time in the aviation industry. I'm passionate about learning new things and teaching others, and I've been working towards balancing my academic and flying interests. I'll use the AE Scholarship for my Flight Instructor Certificate, allowing me to start my career as a flight instructor and continue my academic endeavours.



Amanda Neumann
Wisconsin Chapter,
North Central Section
COMMERCIAL

I live in Milwaukee where I work as a Sport CFI and flight attendant. In 2020, I became a private pilot and joined The Ninety-Nines in 2021. I'm grateful for the support and friendship of the Wisconsin Chapter. Once I complete my commercial check ride, I plan on applying for the PPLI program so I can eventually mentor another Ninety-Nine. This year, I'll complete my Multi-Engine Rating and apply to a corporate airline. I've made personal goals to achieve my Seaplane Rating and take an aerobatics course. My dream is to fly international routes for a legacy airline.



Chiomma Okoro

British Columbia Coast Chapter,
West Canada Section

MULTI-ENGINE

I'm honored to be a recipient of the 2023 AE Scholarship for a Multi-Engine Rating. Alongside working on my pilot licences and ratings, I'm a PhD candidate

whose research focuses on optimizing aircraft maintenance processes using industry 4.0 principles. These efforts are rooted in my career goal of continually contributing to the development and sustainability of the aviation industry while also motivating young people and newcomers to develop an interest. Winning this scholarship encourages these goals, and upon completion of the multi-engine training, I'll proceed with multi-IFR training. I'm grateful to my mentor Caroline and the British Columbia Coast Ninety-Nines for supporting my journey.



Karen Ortigoza

Ambassador Chapter,
South Central Section

MULTI-ENGINE

My name is Karen Pamela Ortigoza and I'm 30 years old. I live in Asunción, Paraguay, and have a degree in computer engineering. I started in aviation at

the age of 19 as a security agent for American Airlines. I then became a flight attendant for LATAM and I started flight training for my Private Pilot License in 2017. I recently completed my Commercial License and Instrument Rating. I'm grateful for this scholarship for my Multi-Engine Rating which will help me achieve my ultimate goal of becoming an airline pilot.



Olivia Parmenter

Kentucky Bluegrass Chapter,
North Central Section

ACADEMIC

Hello, I'm Olivia Parmenter. I'm a freshman at Purdue majoring in professional flight and aviation management, a private pilot with an

Instrument Rating, and most importantly a Ninety-Nine. I'm a first-generation pilot who found mentorship and friendship in this incredible organization. Since joining The Ninety-Nines, I've been able to create numerous connections and learn from others' experiences. I'm currently pursuing my Commercial Rating and then focusing on attaining my Multi-Engine Rating. My career goal is to become an airline pilot and then pursue a Helicopter Rating to also be a medevac pilot.



Lauren Scott

Las Vegas Chapter,
Southwest Section

CFI INSTRUMENT

My Aunt Mary Webb Nicholson was one of the original Ninety-Nines and taught my father to fly. I soloed in a J-3 Cub at age 17 and attended flight

school at Purdue University. After graduation, I married my college sweetheart and took a hiatus from flying to raise our three children. In 2018, I resumed teaching students (including my daughter!). I'm currently a PC-12 captain for a fractional company and Membership Chair of the Las Vegas Ninety-Nines. I'm also training to be a Designated Pilot Examiner, and plan to use the CFII to teach students and conduct check rides.



Jing Suo

Washington DC Chapter,
Mid-Atlantic Section

VICKI CRUSE

I'm Jing, from Beijing. The moment I realized a girl can also become a pilot was the first time I felt a "dream" in my life. This was about six years ago. I have

since then become a triple-rated flight instructor and have been doing the most rewarding job – helping others learn to fly. I've also flown aerial surveys all over the States. In the summers, I fly seaplanes in Alaska. Aerobatic flying has been on my wish list since I started flying. Now, with the support of my Ninety-Nines sisters, I'm finally going to fly upside-down!



Stacy Uebelhor

Greater Seattle Chapter,
Northwest Section

MULTI-ENGINE ADD-ON

As a wife, mom, and flight attendant, I started my pilot journey Valentine's Day 2020 when I met a colleague in flight training. Fast forward, and now I'm a

first-generation commercial pilot. This AE Scholarship from The Ninety-Nines will get me even closer to my goal of flying jets soon. Advice from a mentor keeps me going strong: "Stay the course. Don't give up. Just keep showing up!" It can sometimes seem like a daunting journey from student pilot to ATP, but just know that all the hard work will be worth it.



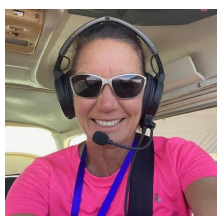
Madeline Ungurain

British Columbia Coast Chapter,
West Canada Section

MULTI-ENGINE ADD-ON

My dream of becoming a pilot began in 2015 with a desire to fly for the purpose of saving lives and reaching remote people in need. I'm passionately

pursuing my goal of serving as a missionary pilot overseas through gaining more experience as a flight instructor, earning further qualifications, and maintaining safety as a top priority. This scholarship will support my goals to increase emphasis on training and preservation of unusual attitude recognition and recovery, in what I hope will leave a lasting impression on the future generation of pilots and to create a safer flying environment for everyone.



Kristi Weber

Tucson Chapter,
Southwest Section

COMMERCIAL

I had "pilot" on my bucket list for decades. In May 2022, I earned my Private Pilot Certificate. One of my instructors was a Ninety-Nine who

assured me that she would see me finish! I got my Instrument Rating in April 2023. This scholarship will help me obtain a Commercial Rating. Afterwards, I'll complete my Multi-Engine Rating and get my CFI. I'll promote flying (especially women aviators) in Tucson through my involvement in The Ninety-Nines (I'm Chapter Vice Chair), Civil Air Patrol, Wright Flight, and EAA. As a Marine Corps veteran and ultra-marathoner, I'm so grateful to The Ninety-Nines! 🌊



TOP: Kali Hague and Robin Laws pose for their favorite team photo. Kali's 1946, 90-knot Luscombe was not to be outdone by teams in more modern aircraft. She and Robin placed 10th in the 2023 Air Race Classic. BOTTOM Left: Robin and Kali express happiness and relief after their first four-hour leg – a success with no fuel stop – and their first flyby! BOTTOM Right: Robin and Kali get a photo with the Kansas State University planes as a, “Nod to our college roots,” Robin said.

A CLASSIC RACE IN A CLASSIC PLANE

By Robin Laws, *Ambassador Chapter*



It was Tuesday, June 20, 2023. The sun was up, wind blowing, and racers scurried to their aircraft. I felt jittery. I'd flown hundreds of hours personally and while instructing, yet I still felt adrenaline pump through me.

This was my fourth race and my partner, Kali Hague, and I were ecstatic to be flying together. We were both introduced to the Air Race Classic while in college, studying to be professional pilots at Kansas State University. Having graduated over a decade ago, we were no longer collegiate racers, but now mentors. Now in our professional careers, we were excited to be racing again and opted to act as “mama birds” and mentor the first-time racers: “baby birds.”

Kali is an aviation attorney at Jetlaw out of Washington D.C., and I'm a Certificated Flight Instructor in Denver, Colorado. We both have a high standard of safety and respect for the rules. Before ever stepping foot in the airplane, we talked about our team contract, personal, and fuel minimums. We were flying Kali's beautiful Luscombe – painted white with cobalt blue stripes tracing its midway point from its nose to tail and her company's name, Jetlaw, on the fuselage. The plane looked sleek and classy. She sure was, she's a 1946 L-8E, a Luscombe. If you've never seen one, it's like sitting in a cozy C-152.

With an IO-200 carbureted engine and 25 gallons of fuel total, we cruised at a casual 90 knots. That's right, we were the slowest airplane, but this did not dissuade us from entering this iconic race. We were the underdog, but don't underestimate us, for our motto was, “slow and steady wins the race!”

We were up against modern aircraft holding more fuel in one wing than we held total, but that didn't dampen our spirits. We were in the race to have fun, make friends, hone our skills, and (more than anything) just race in a classic tailwheel aircraft in a legendary race across the country like they did in the old days. For us, our main goal was to finish. Some of the leg lengths on the course were going to stretch the airplane's limits and our decision making.

For our safety and crew resource management (CRM) during the race, we made a specific checklist to ensure we didn't miss any items. We wrote down the estimated time enroute, expected fuel usage, and fuel reserve plus extra for safety. We knew we would need to be exceptional at leaning and monitoring fuel usage during each leg of the race at full throttle.

When we first planned to race, this year's course looked possible for us in the Luscombe. The route was projected as a mostly tailwind course, which would be great for a little plane with limited fuel. Kali and I surveyed the weather closely, making plans on what to do if we could not make a leg with our desired fuel reserve and safety margin. We considered our options, which involved flying higher for better fuel economy,

throttling back, or stopping enroute as needed for fuel and safety. We talked to the race officials – who were well aware of our limitations, aircraft speed, and plan. Everyone watched us closely.

We climbed in our cockpits and got the signal to prepare for engine starts. Classic racer one started their engines, puh-puh-puh-prrrrrrrhhhh! Each plane's engine came to life in sequence. We were number three to start and then followed the conga line of planes to taxi for takeoff. It was like we were on auto pilot, a perfectly choreographed dance. We launched, only 30 seconds apart, with an extension given to us for our aircraft speed on departure. We were off! We crept up to 7,500-foot MSL. Kali expertly monitored the climb, lean, and fuel flow. We went into CRM mode and seamlessly coordinated the climb, level off, and cruise. Our jitters had gone, and we were in our element.

We verified our expected flight time and fuel at cruise altitude, noting the fuel flow and fuel remaining. At the rate we were cruising, it looked like we would make our first leg, nonstop. We had to stay high for fuel economy, providing us a larger margin of safety. As we navigated, we flipped over to racer frequency to monitor traffic and ensure safety as each aircraft passed us. We radioed, letting the other racers know our great news of a nonstop leg. The chipper voices cheered back encouragement, and I felt like we were flying back in time to 1929.

As the race progressed, we had days where weather moved through the course, looming over the route, preventing us from making the intended progress we had hoped for. Many racers got held up in Cross City, Florida, waiting for the weather to clear. We were all in this race together. Much like the inaugural race, the ladies had to band together to finish, cheering each other along every step of the way. The camaraderie experienced on this race for us was unparalleled.

Our team needed every minute of daylight to finish this epic journey in the Luscombe. On average, our flights were 3.5 to 4 hours. There were no bathroom breaks enroute. We monitored fatigue, hydration, food, and fuel constantly. Not one leg was easy.

We did make it to the final timing line, with less than 30 minutes to spare before the flyby deadline. When we landed at the terminus, everyone welcomed us. We made it! What seemed to be a nearly impossible race due to aircraft speed, weather, and headwinds, we completed in a 90-knot, 1946 tailwheel aircraft!

We knew we embarked on a nearly impossible journey but with excellent decision making, fuel management, and great race partner, we made the nearly impossible possible. In the end, we finished, which was our goal. We also took home an astonishing 10th place, not bad for a mighty, little Luscombe. Winning 10th place was a nice surprise, but nothing compares to the experiences gained and friendships made along the way.

For posts on each day of the race and a few reels, check out our Instagram or Facebook: BG Barnstormer. 🐾

Air Racing Makes Forever Friendships

By Emmy Dillon, San Diego Chapter



When I was in college, I stumbled upon a sign on our community board about applying to fly in an air race. At an aviation university, it wasn't entirely uncommon to see signs for various extraneous flying

activities, but this one caught my eye. Being limited to women applicants, I was curious to learn more. Low and behold, I was introduced to the Air Race Classic. Learning about the organization's rich history back to 1929, I was intrigued not only by the concept of endurance air racing, but also with the continuation of the legacy. These women who flew before us were trailblazers and pioneers: Their history is something we cannot let be forgotten. I was initially selected in 2015 for my first air race, representing a collegiate team. I raced again in 2016, placing first overall and first collegiate.

After graduating from college, I encountered the harsh reality of the expense of air racing, along with the difficulty of securing funding and finding an airplane and a race partner. Having moved to a new city, I felt desperate to be involved with air racing once more, so I chose to participate in other ways. Initially, I volunteered to be a stop chair, leading and organizing efforts to host racers along the route. Additionally, I was fortunate to also have found footing in my local 99s chapter at the time, making lifelong friends who would later have a profoundly positive impact on my future air racing career.

Fast forward to January 2023, and I was fortunate enough to join the Board of Directors of the Air Race Classic as an Assistant Director. This opportunity not only deepened my commitment to the continuation of women's air racing but also to preserving the history of those who flew before us. But despite this involvement, I hadn't raced since my college days where I pursued a career as a professional corporate pilot. However, during an overnight stay in Sun Valley, Idaho, I received an e-mail from a friend in The 99s who had been a great supporter of our air race stop back in 2019. She inquired if I knew anyone that might be interested in air racing in the 2023 race. "Well," I thought to myself, "could this be my chance?" So, I promptly replied, "if you haven't already found a co-pilot, sign me up!" With that off-chance e-mail and a five-year hiatus from air racing, I was back in the game.


The 99 that reached out to me was Jeanne Willerth, from the Greater Kansas City Chapter. Jeanne and I had the pleasure of being part of the same chapter for a few years while I lived in Kansas City. She is an established air racer, having flown multiple races with her mother (including several international ones!). In addition, Jeanne was one of the first multi-

generational air racing teams, flying with both her mother and her daughter. What made this rekindling of friendship an even more beautiful thing was that 2023 would be Jeanne's 50th anniversary of her first air race, back in 1973. I was thrilled that Jeanne was willing to have me as her race partner but even more so that I could help her celebrate such a milestone in her aviation career.

Jeanne and I raced her 1999 Cessna 182: a workhorse airplane that we both love to fly. In my previous races, I'd flown Cessna 172s, so I thought it would be fun to try something new with this race. As a team, we flew exceptionally well together and had the most enjoyable racing experience. Our different flying backgrounds seemed to play a key role in our synchronicity. Her experience in flight instruction and mine in corporate aviation created a strong team dynamic that simply worked.

As with every race, the days were long and challenging, constantly battling weather at some level. In our case, we encountered variations of storm severity and relentless headwinds. However, upon reflecting on this race compared to my collegiate races, I realized the differences in my flying and in my overall experience:

- **I thought I knew how much fun air racing was when I was a collegiate racer, but it's 10 times more enjoyable racing beyond the collegiate level.** In college, I was competitive in everything: academics and flying. However, in the real world, there is no competition. It's you against yourself. Returning to air racing in my later 20s was even more fun because I didn't feel the need to prove myself to anyone or meet the standards of others.
- **Racing post college felt much more rewarding.** There's something deeply satisfying about applying the experience gained from flying professionally to this race. Everything I've learned during my time as a professional pilot has been relevant, and with Jeanne's knowledge complementing mine, it felt like I'd come full circle since my collegiate racing days. Going into the 2023 race with over five times the experience I had in college was empowering, and I could see and compare my growth as a pilot to my previous collegiate racing experiences.
- **The friendships you make in air racing truly are forever.**

Jeanne and I reconnected because of a simple e-mail more than three years after we had last seen each other. Despite several moves, job changes, and a global pandemic, the friendships forged in The 99s and in air racing connect us on a deeper level. We are keeping the legacy of women's air racing alive, and I couldn't be prouder to be a part of such organizations. 



Double Milestone

50 YEARS APART

By Diane Earhart,
Greater St. Louis Chapter



Diane Earhart and Mia Petruso.

Two southern Illinois females have recently reached aviation milestones. The 99s Museum of Women Pilots Trustee – Diane Earhart, 66, of Belleville, Illinois – has earned the Federal Aviation Administration (FAA) Wright Brothers Master Pilot Award, marking the 50th anniversary of her first solo on February 27, 1973. The award was presented to her on April 22, 2023.

Passing the flying torch, Earhart's student – Mia Petruso, 16, of Waterloo, Illinois – made her first solo flight on May 13, 2023.

The Wright Brothers Master Pilot Award is named in honor of Orville and Wilbur Wright, who were two American aviation pioneers credited with inventing, building, and flying the world's first successful motor-operated airplane. The Wright Brothers Master Pilot Award is the most prestigious award the FAA issues to civilian pilots. This award is to recognize individuals who have exhibited exemplary aviation expertise, distinguished professionalism, and steadfast commitment through at least 50 years of piloting experience.

Earhart has joined approximately 7,500 pilots listed on the Master Pilot Award Roll of Honor since the inception of the award on October 11, 2003.

Petruso is a 2023 recipient of the Experimental Aircraft Association's (EAA) Ray Scholarship, sponsored by EAA Chapter 64 and AeroCareers, NFP.

Introduced in 2019, the EAA Ray Aviation Scholarship is named for James C. Ray, and the foundation created it to carry on his legacy. Ray flew a B-17 during the D-Day invasion and later became greatly involved in general aviation. He received

EAA's 1992 Freedom of Flight Award. The mission of the Ray Foundation is to encourage the development of human potential through supporting programs that develop the recipients' life skills such as self-discipline, self-confidence, and self-reliance with a focus on aviation and aerospace.

Petruso is one of more than 230 scholars currently undergoing flight training nationally and will join over 220 other scholars who have earned a Private Pilot Certificate through the Ray Scholarship Program, which has a success rate of approximately 80%.

In addition to providing encouragement and support, each EAA chapter with a Ray Scholarship appoints a scholarship coordinator to serve as the primary mentor for the scholar, report the scholar's flight training progress to EAA, and manage the scholarship funds disbursed to the chapter. EAA Chapter 64's scholarship coordinator is Bob McDaniel of Columbia, Illinois, who also wrote a recommendation letter supporting Earhart's application for the Master Pilot Award. McDaniel called Earhart a trusted friend who is widely known in the aviation community for her extensive pilot experience and willingness to share that experience by mentoring others.

Recently, McDaniel asked Petruso if learning to fly is fun. She enthusiastically answered, "Yes!" McDaniel further quizzed her, "Is it easy?" Equally empathically, Petruso answered, "No!" She was further asked, "Is it worth it?" Without hesitation, she assured McDaniel that it was.



Diane Earhart's first solo, February 27 1973.

McDaniel is also the founder of AeroCareers, NFP. The not-for-profit organization offers aerospace mentoring, networking, and education opportunities and owns two Cessna Skyhawks for use by flying club members. AeroCareers also owns and is restoring the Lancair Columbia 300 (dubbed the New Spirit of St. Louis flown trans-Atlantic by Erik Lindbergh). The flying club works closely with EAA Chapter 64, and many people, including Earhart and Petruso, are members of both organizations. McDaniel further commented, "Mia is enthusiastic and has a bright aviation future."

Earhart spent 30 years, eight months, and ten days as an air traffic controller at St. Louis Downtown Airport in Cahokia Heights, Illinois. Following age-mandatory retirement, she remained a fixture at the airport where she was commonly known as Diane-in-the-Tower, working as office manager at Big River Aviation and as a local flight instructor. Earhart acknowledges, "You can take the girl out of the tower but can't take the tower out of the girl!" On a recent dual cross-country flight (Petruso's first), Earhart was monitoring the activity on the approach control frequency. Petruso didn't catch the exchange between the controller and an instrument training pilot. The controller cleared the flight for a practice approach at an altitude that would kiss the edge of Bravo Airspace. The instructor asked if that meant they're cleared into the Bravo. The controller answered, "Sure, why not?" Earhart laughed and explained the exchange to Petruso, who then made her own first-time request to enter Bravo Airspace.

According to Women in Aviation International, of which Earhart is a charter member (#47), fewer than 10% of pilots, aviation mechanics, and air traffic controllers are women. When Earhart started flying in 1972, it was something noteworthy in the aviation community when a female voice was heard. Teenager Earhart was often invited to visit the tower, and later when a tower 50 miles away employed the first female controller, everyone at Earhart's home airport (Madison, Wisconsin) was asking each other if they'd heard the woman at Janesville yet. Thankfully, times are a-changin'. On a recent dual flight, a female controller sequenced Earhart and Petruso behind another Skyhawk flown by a female pilot.

At her award presentation, Earhart remarked, "When my newly licensed dad took me flying in 1969, who knew where it would lead all these years later? Aviation has been good to me, and I am blessed to be honored for 50 years of fun, enjoyment, and adventure."

Petruso has similar familial influence from her grandfather, Tony Petruso of St. Louis, Missouri, who was an Air Force weapons loader on the F-4 Phantom and earned his Private Pilot Certificate in 1974 at Lambert Airport. He later earned Helicopter and Seaplane Ratings and is a longtime Tri-Pacer owner. Tony was one of about a dozen supporters watching Mia make her first solo flight during a short break between thunderstorms.

At their first meeting, Earhart told Mia Petruso, "Fifty years ago I was a 16-year-old girl learning to fly. Welcome to the club!"

Earhart and Petruso have been flying together for slightly over four months. Earhart enthuses, "Mia is the student I've waited 37 years as a flight instructor for. She comes to each lesson prepared. She is smart and processes information quickly. She is a superior pilot who uses her superior judgment to avoid needing to use her superior skill. I love her." Petruso enjoys ground lessons with Earhart that are not as dry as the online ground school lessons.

In addition to volunteering in the EAA Chapter 64, Mia plays saxophone in her high school's Jazz Band and in the St. Louis Muny band. She makes casseroles for the homeless, teaches religion classes, and tutors other high school juniors. She enjoys golfing and bowling, takes horseback riding lessons, and holds a part-time job while remaining a straight-A student. With her siblings, she looks after eight chickens. Mia is interested in a future in forestry and possibly aerial firefighting.

Diane volunteers at her church, is involved in senior citizen activities, participates in Pilots N Paws missions, and loves all things aviation. She is a 99s Museum of Women Pilots Trustee as well as a present and prior member of numerous aviation groups. She's a winner of the Writer's Digest 2020 Writing Competition in two categories.

Earhart and Petruso agree, "Flying is frickety-frackety awesome." 🍷



Mia Petruso's first solo, May 13, 2023.

THRILLS AND CHALLENGES OF AEROBATIC TRAINING: A PERSONAL JOURNEY

- By Chitra Narayanan, *Quebec Chapter*



Aerobatics, or aerial acrobatics, is a thrilling form of aviation that has captivated many pilots and enthralled spectators for several generations. From the elegant barrel roll to the exhilarating avalanche and hammerhead, aerobatics pushes a pilot to develop

skills in precision flying. One of the first elements of aerobatic flying that pilots experience is the different levels of the G-forces (gravitational forces). The G-forces experienced in aerobatic flying vary depending on the type of maneuver. Table 1 summarizes the G-forces experienced in the most common aerobatic maneuvers when flying a Cessna 152 Aerobat. The rapid change in the airspeed, pitch, roll, yaw, and the G-force constitute the different elements of aerobatic flying that a pilot works towards mastering during the training.

Maneuver	Entry speed (KIAS)	Typical G-force
Loop	115	+4
Aileron roll	115	+1
Snap roll	80	*2.5 - 3 during entry
Hammerhead	115	+4
Barrel roll	115	+3.5
Split-S	75	+4
Immelmann	130	+4
Half cuban eight	130	+4
Inverted half cuban eight	115	+4
Avalanche	130	+4

Table 1: G-forces experienced in aerobatic maneuvers performed in a Cessna 152 Aerobat

The three basic aerobatic maneuvers that every aspiring aerobatic pilot needs to master are the loop, aileron roll, and the snap roll. Many of the other, more complex aerobatic maneuvers are different combinations of these three maneuvers. Proficiency in the execution of the three basic maneuvers is essential for a pilot to be signed off for their first solo aerobatic flight. This proficiency also facilitates a swift mastery of all maneuvers such as the barrel roll, Immelmann, half Cuban eight, inverted half Cuban eight, split S, hammerhead, and avalanche.

Unlike in the U.S., there is no official aerobatic rating in Canada. Instead, the aerobatic flight instructor attests the competency of the pilot after 10 (airtime) hours of dual instruction. Interestingly, the law permits a pilot to take passengers for aerobatic flights after 20 hours of conducting aerobatic maneuvers. This attestation of competency by the instructor to perform aerobatic maneuvers with passengers requires the mastery of all maneuvers listed in Table 1. Once mastered, the different aerobatic maneuvers can be combined into sequences as demonstrated in the many amazing aerobatics shows performed by the best aerobatic pilots across the world.

PERSONAL EXPERIENCE

Prior to starting my flight training in Canada, I had limited knowledge about the many skills that pilots are required to master to get their Private Pilot License. As someone easily intimidated by turbulence during the private pilot training, I was interested in experiencing aerobatic flying to mitigate the fear associated with flying. I started aerobatic training on a Cessna 152 Aerobat, with my partner later to join me in this exciting training experience. With the right mix of humor interspersed with the technical details, the basic aerobatic manual by William K. Kershner served as an excellent theoretical introduction to aerobatics. The first aerobatic flight involved the demonstration of each of three basic maneuvers followed by my attempts to perform them. I was thrilled to learn that I did not feel sick and could easily go through almost an hour of aerobatics including a demonstration of a sequence of maneuvers. This first flight also helped me develop a deep respect for the piloting skills involved in precise execution of the aerobatic maneuvers.

One of the major challenges in aerobatic flying was getting used to the effect of the G-forces on the body and developing the strength required to pull the plus 4 G necessary for the precise execution of several maneuvers. Another big challenge was getting used to the rapid changes in attitude, bank and airspeed, and developing an intuition for the appropriate use of the elevator, ailerons, and rudder required for a given maneuver. A third challenge that was specific to my case was mastering the execution of the maneuvers while overcoming an inherent fear of making mistakes. This sometimes made for a slower learning pace and required persistence and perseverance to hone the essential skills. I was very fortunate to have wonderful instructors during all stages of the flight training that made for a pleasant and enjoyable skill development journey thus far.

The pre-solo training was focused on mastery of the three basic maneuvers during the dual flights and required the completion of a dual flight demonstrating recovery from unusual attitudes. The first solo was a very exciting flight and helped boost my confidence in performing the maneuvers that I had been signed off to perform. The remainder of the aerobatic training involved the safe execution of all maneuvers before the instructor certified the competency to perform aerobatic flights with passengers. Completing the aerobatic training and becoming competent in performing the different maneuvers has been the biggest highlight of my flying experience so far. I've had the pleasure of completing all the training alongside my partner that made this journey much more enjoyable. Aviation has introduced us to an amazing community of passionate aviators, including The 99s. I intend to continue my exciting aviation journey and give back to this wonderful community I've become part of.

HISTORY OF AIRMAIL PROJECT

– By Ivy Adams, Nashville Chapter



Ivy Adams is an aerospace undergraduate at Middle Tennessee State University (MTSU). She is enrolled in the aviation management concentration with a focus on airline administration. She is pursuing minors in university honors, business administration, Asian studies, and Chinese. Ivy has recently completed her undergraduate honors thesis on the history of United States airmail.

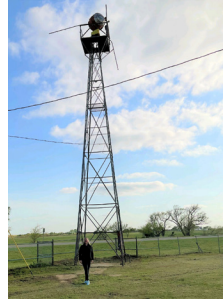
To develop its 18,000-mile network of federal airways and secure funding from Congress, the U.S. Post Office overhauled the standard of night flying. Cooperating with illumination engineers and the Army Air Corps, the Postal Service saw a beacon of hope: lighting the night with 5,000 acetylene gas beacons erected in three-mile separations. With the acetylene beacons, routes became defined at night for the pilots. Most beacon towers were secured on a concrete base in the shape of an arrow. These 70-foot, yellow arrows lay horizontally on the ground, pointing the way to the next numbered arrow and forming a path to the destination for mail delivery. Beacons were primarily used for flying during the night, and arrows were primarily used during the day. During the peak of the early airmail service, over 2,500 navigational aids guided pilots across more than 30,000 miles of airmail routes. Today, only about 87 navigational aids remain.

For her thesis project, Ivy focused on education and preservation of these significant sites. She has led presentations about the history of airmail and honors thesis process to MTSU students and faculty as well as community organizations. She has maintained an academic Instagram account (@airmailwithivy) to recap airmail history into daily tidbits.

As a private pilot, Ivy has flown to three of the remaining locations: Shelbyville, Indiana; Newark, Ohio; and Anthony, Kansas. These sites are situated on currently active, public-use airports that were formerly Department of Commerce intermediate landing fields for airmail pilots. She has researched site-specific history through observations at each site and interviews with local experts. As the culmination of her project, Ivy applied for these sites to be listed on the National Register of Historic Places and associated state registers.

Ivy's first visit was to the arrow at Shelbyville Municipal Airport (KGEZ). "Only the arrow remains, and the concrete is cracking due to subsidence," Ivy observes. "The natural decay of this site demonstrates the need for recognition and protection of these markers." Ivy acknowledges that she is "glad to see interest from airport users in preserving the arrow." In her interview, the airport manager expressed great interest in preserving the site. In 2018, the arrow was repainted for increased visibility, but no further alterations have been made on the site. The airport opted not to raise the ground in caution of causing accidental damage to the site. "There's a clear community interest in preserving this site," says Ivy. "I'm glad to see that this site can continue to serve as a monument to the early airmail service."

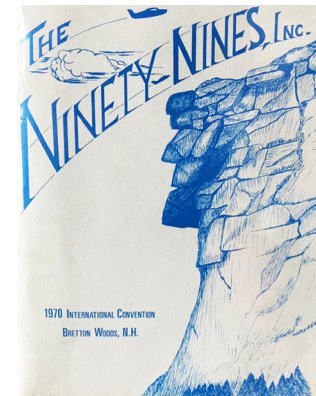
The second flight was to the site at Newark-Heath Airport (KVTA), at Treneff Field. This site was completely original, according to members of the local Experimental Aircraft Association (EAA) Chapter 402. The three major components of each station were the beacon tower, generator shed, and concrete arrow. "The EAA Chapter is very active, and they have put a lot of effort into preserving this site," Ivy comments. "It was a pleasure meeting members of their local chapter. I learned a great deal about the national airmail service, the specific beacon site, and the city's local history." This navigational aid is the last remaining marker in Ohio and the last remaining site on the Columbus to Philadelphia route.



Anthony Municipal Airport (KANY) was the site of the final station in Ivy's project. The beacon and arrow were present at this location. Ivy was excited to see the International Derrick and Equipment Company (IDECO) sign on the beacon tower. "I had learned from the Newark EAA Chapter that most of the beacon towers were made from repurposed windmill towers in nearby Columbus, Ohio. The IDECO sign acknowledged this remarkable connection." Ivy made another discovery at this site. "When I arrived, I thought the tail of the arrow was missing. As I was taking measurements and photographs of the arrow, I noticed a small piece of concrete inlay with the ground about ten feet behind the tower base." The tail of each arrow was approximately ten feet long and extended from the base of the tower. Ivy notes that a large mound of dirt separated the piece from the tower base, but she was able to carefully remove a portion of the edge of the pile to reveal the tail of the arrow. "When I saw the tail of the arrow, I was surprised to see spots of what I assume to be the original paint still present. Deviating from the standard yellow color, this arrow was red!" Ivy concluded that the red color was meant to make the arrow stand out more significantly against Kansas' waving fields of golden grain. "I feel grateful to have had the opportunity to see this side of the country. Our country really is 'America the Beautiful.'"

FLYING THROUGH A POSTCARD

– By Karissa Davan, *Katahdin Wings Chapter*



Flying in Maine is like flying through a postcard – it’s almost surreal how beautiful it is. I learned to fly in Maine and enjoyed the freedom of having only two control towers in the State. I love landing at quaint airports with interesting people and beautiful vintage planes.

I arrived early on July 17, 2021, at Brunswick Executive Airport (KBXM) which sits near the Atlantic Ocean in Brunswick, Maine. I have hangar number one there where I keep my Cessna 182R, ‘Adventure’, and my hangar overlooks the 8,000-foot runway. The airport is a decommissioned naval air station, and you never know what planes will be there – military transport, NASA planes, jets, seaplanes, even the Blue Angels – it’s always different. July 17 was going to be an adventurous kind of day, and I was ready to get started. I was picking up my CFII, Greg Curtis, at Auburn Lewiston Municipal Airport (KLEW) and he was going to give me an instrument lesson flying into Mt. Washington Regional Airport (KHIE), in the New Hampshire White Mountains. After dropping Greg back at KLEW, I was going to continue to Laconia Municipal Airport (KLCI) for the Eastern New England Chapter’s celebration of Amelia Earhart’s birthday before I returned to KBXM. That was the plan, but pilots always must have a contingency plan.

The sky was blue, the winds were light, and sunshine filled my hangar when I opened the door. I was ready for an adventure. I took off on 19L which takes me almost immediately over the ocean. On this summer day, the coves were filled with sailboats, the water danced and sparkled and I circled over familiar islands

and a favorite lighthouse before I set my course to KLEW. Greg was an U.S. Air Force pilot, and he likes routine. Right before takeoff, he asked me the same question he always does, “If you lose your instruments, what heading are you going to fly?” I knew it was coming and had my answer ready.

We headed for the White Mountains in the distance on an IFR flight plan. Mount Washington, the highest peak in the Northeastern United States, still had snow cascading down its peaks and was just west of my destination. Soon after leaving KLEW, the terrain began to rise and quiet ski slopes and deep blue lakes helped me navigate. I was going to fly higher than usual at 8,000 feet and at altitude, I felt my ears pop. I focused on flying the plane and not the blue lakes and green mountains and approached the initial descent point in broken, building clouds. I was a little uneasy descending into such high mountains. I fly to Rangeley, Maine, often, but those were hills compared to these. It was a routine approach, and with some prompting from Greg, I started to lose altitude to get on the ATC direct altitude to start the approach. Then my Garmin 750 began to do something it had never done before and began going in and out. It seemed it was losing signal and then the screen went black. It was one of those moments you think, ‘Huh!?’ I saw Greg punch in 7600 in the transponder and it took a few seconds to sink in – that I had a real problem.

I was almost to the initial approach fix and I knew where the airport was – because Greg asked where I was going to fly if I lost power and I knew. That routine simple question became very important, and it gave me a great sense of calm to know I knew where I could land. We turned off electrical items and checked the circuit breakers and headed for the airport now tucked among thick overcast clouds. At about 4,600 MSL, we left the clouds, and I flew a normal pattern. Had I known that if I stayed on course, I wouldn’t have met a mountain, I would’ve turned back. There was no place to land in the mountains nearby, and this was the best plan. We did discuss turning back, but we were close and we didn’t know what was wrong and we could see the airport.

I asked Greg if he wanted to land the plane, and he said, “No, you can land.” Land I did and without any incident. It gave me such a sense of accomplishment that with a true emergency, I could remain calm and call on my training to get to a point of safety. I was very glad to have Greg on the plane, and flying to unfamiliar places with another pilot along is a good take away. If it had happened later in the day at Laconia, it would have been much more stressful.

Once on the ground, we surveyed the one-room terminal, and someone said there was a mechanic on the field at one of the five small outbuildings. We located his shop with a handwritten phone number and called him. He said he’d come right over. A man in his 80s with a weathered truck arrived and welcomed us like old friends. He quickly determined it was the alternator, and we discussed our options. The mechanic proposed that he jump the battery and we get the engine started. If I didn’t turn off the engine, I could make it back to KLEW or KBXM. He said he could tell me how to “fly the canyon out” and if I circled above the airport for altitude, I should be fine.

I am one of those people that watch those aviation safety shows. I remembered one of them where two experienced pilots did something similar in unfamiliar mountainous terrain that did not end well. The clouds had closed in on the airport, and while Greg was instrument rated, I was not. We did not know the terrain and knew we were surrounded by 5,000-to-6,000-foot peaks. We eliminated this option and decided to call my husband, who was at home with jet lag from a work trip. My husband, Rick, agreed to start the four-hour drive to get us.

I decided to let the field mechanic fix the alternator and return the following weekend. Now what? We were only going on a short trip, and while I had water and some snacks on board, we didn't have anything else. A lesson on what should be in my cargo hold. The mechanic offered to drive us to the local restaurant for lunch, where it turned out his wife worked. It turned out he too was retired from the military and active in the Civil Air Patrol like Greg. It was fun to listen to them swap stories while enjoying an amazing home-cooked meal.

When we returned to the airport, I was sorry to have missed The Ninety-Nines birthday bash. We had time to kill, so I wandered around the little airport looking at the many posters on their walls and there was a Ninety-Nines poster from a long-ago event. This airport is in the middle of the mountains in New Hampshire – truly it's on the edge of the world. It was fascinating to me just how far reaching The Ninety-Nines influence has traveled. It was the last place I would have expected to see a Ninety-Nines poster and somehow comforting to know other female pilots had sat at the same table.

My husband arrived four hours later to turn around and start the four-hour drive home. It was a long day, but, interestingly enough, one of my favorite flights. I have practiced hours of emergency procedures, and it made me feel good to know if I needed to use those procedures, I could stay calm and get out of the situation safely. I felt lucky to have had an instructor who trusted me to handle the situation and it boosted my confidence as a pilot more than anything else I've ever done.

My husband and I returned with Greg the next weekend for the plane and I enjoyed a ride back that was filled with mountains covered with forests and breathtaking views. The pop in my ears was a ruptured eardrum; I had a cold the week before and I guess that was a bad combination with the altitude. I was a passenger because of my ear injury, and I had a great time enjoying the ride. My plane was unfortunately not better for the sleepover. A helicopter had landed next to it and blown off my cowling, and it was pretty scratched up. The helicopter pilot blamed the mechanic and mountain gusts, and the mechanic blamed the helicopter pilot. My husband got to do another eight-hour drive but agreed we had made the right decision not to fly out through unfamiliar mountains. I always watched the AOPA Air Safety Institute and FAA Safety programs and wondered how people can reach the decisions they do! I understand a little better how easy it would be to make a bad decision if you just changed one thing – like no mechanic, no cell service or less clouds.

Learning to fly is a great adventure for me. I began at age 52 after a scenic flight at Moosehead Lake in Greenville, Maine, at the infamous Currier's Flying Service. Our daughter was on her first weekend in college, and my husband and I went exploring that weekend in our new home state of Maine. We stumbled upon the annual Greenville International Seaplane Fly-In, and my husband suggested we take a seaplane ride. Rick does not like to fly, and it was very uncharacteristic of him. We walked out to a 1954 De Havilland Beaver and were the only passengers. I took the front right seat and as the plane took off without even a bump – it took my breath away. The flight awakened a sense of adventure I never knew I had and a desire to learn to fly that surprised everyone who knew me. (My husband says it was the most expensive day of his life.) I've found a whole new life full of adventure, learning and friendship with other women who were not afraid to do something different.

My big take away from my adventure on that July day was that some of the things we do as pilots are hard. As pilots, we can do hard things, but it is important we choose instructors that ask the right questions and teach us to know the right answers. 🌊

Invitation to Submit

NOMINATIONS FOR 2024 INTERNATIONAL AWARDS

The International Awards Committee is soliciting nominations for five prestigious awards to be presented by The Ninety-Nines, Inc. at the 2024 International Conference in Vancouver, British Columbia. The deadline for submitting nominations is **January 31, 2024**.

AWARD OF ACHIEVEMENT (for Ninety-Nines)

Three Awards of Achievement may be presented for:

- Contributions to The Ninety-Nines
- Contributions to Aviation
- Humanitarian Efforts

Who May be Nominated? An individual member of The Ninety-Nines (living or deceased); a group of Ninety-Nines; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee, or Trust. An individual recipient must be a current member, or have been a current member at the time of her death.

AWARD OF MERIT (for non-Ninety-Nines)

Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.

Who May be Nominated? An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

GEORGE PALMER PUTNAM AWARD (for non-Ninety-Nines)

Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.

Who May be Nominated? An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.

Who may submit nominations?

A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address, and telephone number of the nominee, or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter.

Email your nomination to **Awards@ninety-nines.org**. Nominations should be received by the deadline, Wednesday, January 31, 2024.

Note: Previous nominees may be resubmitted.
Questions? Email Awards@ninety-nines.org



EAA AIRVENTURE

Sky-high Success: With over 64 dedicated volunteers assisting at our two booths during EAA AirVenture, we soared to new heights, making this tradeshow a record-breaking triumph for welcoming over 100 new and reinstated members into The Ninety-Nines.

Upgrade your next flight without upgrading your plane

\$300 rebate on the Garmin GDL® 52 portable SiriusXM/ADS-B receiver



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AVIATION

Learn more at garmin.com/GDL52

NOMINATING COMMITTEE - 2024 ELECTION

– Virginie Rollin, *Chairman International Nominating Committee*

The International Nominating Committee is seeking candidates for the following positions to serve for the 2024-2026 term: President, Vice President, Secretary, Treasurer, Directors (two positions), Nominating Committee (three positions). All four of our trusts (Amelia Earhart Memorial Scholarship Fund, Museum of Women Pilots, Amelia Earhart Birthplace Museum and Endowment Fund) are also looking for candidates for their 2024-2027 term. Please contact the Trust Chairman for more information (found in the Member Area of The 99s' website).

The Intent to Seek Election Form is available in the Library in the Members' Area of The 99s' website. For questions or more information, contact one of the Nominating Committee members:

Virginie Rollin, *Chair*

Lin Caywood

Karissa Davan

Mae Marquet

Margaret Wint

The deadline to submit your packet to the committee is **December 31, 2023.**

Milestones



Mia Anderson
Private
(Glider add-on)
– Old Dominion

Amanda Boyd
Ground Instructor
– Bay Cities



Samy-Rae Brain
Seaplane
– Alabama



Eleanor Brunzman
Hawker 900XP
Type rating
– Old Dominion



Melissa Carlson
CFI
– Nashville



Lindsey Yadana Chen
Multi, Instrument,
Multi-Instrument
– Orange County



Jinifer Conover
Solo
– Orange County

Molly Deupree
Private
– San Antonio



Lynn Harbinson
CFII
– Mid-Columbia



Jen Hotsko
Solo
– Sugarloaf



Jennilee Huculak
Commercial
– Canadian Rockies



Anna Jones
Commercial
– Las Vegas



Stephanie Kight
Commercial Multi-Engine
– Old Dominion

Brie Lorey
Commercial
– Bay Cities



Juliana "Juli" Martinez
Solo
– Austin Hill Country



Elizabeth McCusker
Private
– Eastern New England

Andrea McGilvray
Commercial &
helicopter add-on
– San Antonio



Frances Melina Velazquez Mercado
Private
– Old Dominion

Valeriya Mordvinova
Instructor
– Eastern Ontario



Leah Murphy
Multi-engine
Commercial
– Maryland

Mandi Neumann
Commercial
– Wisconsin

Jayme O'Bryant
CFI
– Bay Cities



Glynis Olgado
Commercial
– Las Vegas

Cindi Pokorny
Light Sport
– Wisconsin

Jenny Reeb
ATP/Embraer
145 Type rating
– Old Dominion



Kristy Robbins
Commercial
– Maple Leaf

Anna Scott
First Officer at Endeavor
– Michigan

Lauren Scott
CFII, DPE
– Las Vegas



Sabina Szymanska
Helicopter Turbine
Transition
– Arabian Section



Victoria Waller
Multi-engine
– Maryland



Syd Whisler
Instrument
– Lake Tahoe



Nashwa Zokari
Commercial
– Orange County

Book Reviews

Jacque Boyd, Rio Grande Norte Chapter



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ISBN: 979837774518
Available on Amazon

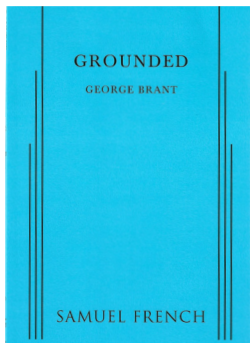
THE FIRSTS: Women Pilots and How They Changed the Airlines

Author: Mary Bush Shipko

In my opinion, this book is one of the best illustrations of persevering and self-publishing; a very necessary addition to the libraries of aviation historians, enthusiasts, and story collectors of women in the early airline realm.

Shipko includes the stories we've heard before and adds the experiences of women in Norway, Pakistan, the Republic of Singapore, the Federal Republic of Nigeria, the Republic of Kenya, Japan, Russia, China, Malaysia, and Brazil.

Anyone who knows my reading propensities knows I love a good book Appendix. This book doesn't disappoint. The tidbits in the back of the book are certain to lead the reader down new avenues of research. It's a great introduction to learning about the experiences of pioneering women in the airline industry.



A Samuel French Acting Edition
Copyright 2014
ISBN: 978-0573702785
Available on Amazon

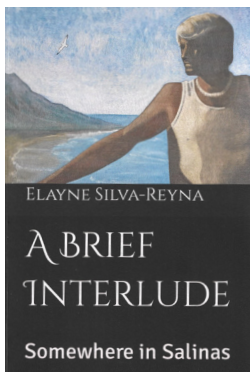
GROUNDED

Author: George Brant

This is not a book: It's a play. A friend sent this to me. I'd never heard of this production, but the subject matter is compelling and very timely.

From the play notes on the back of the manuscript: "An unexpected pregnancy ends an ace fighter pilot's career in the sky. Reassigned to operate military drones from a windowless trailer in Las Vegas, she hunts terrorists by day and returns to her family each night." And so it begins. As you read, remind yourself that it's the writer and the entertainment industry who have taken license with the material and subject matter.

Frankly, I need to do some more research regarding the back story. If anyone knows it or has actually seen the play, I'd love to hear from you. I've heard that there was a production, but the male actor replaced the lead character, which makes no sense to me, given the subject matter. Regardless, it's a fascinating journey into a rarely discussed realm.



Peace Vision Arts Books,
San Juan Batista CA
Copyright 2021
ISBN: 9798843059309
Available on Amazon

A BRIEF INTERLUDE SOMEWHERE IN SALINAS

Author: Elayne Silva Reyna (Laynee Reyna, Monterrey Bay Chapter)

The author is a member of the Monterrey Bay Chapter and a life member of The 99s. According to The 99s online directory, her original join date was May 25, 1978. This fictionalized memoir certainly chronicles that particular period in time. I will admit that some of the chapter intro-blurbs made me smile. There are quotes from a Rod McKuen poem, a quote from Richard Bach's *Jonathan Livingston Seagull*, and a selection attributed to the band leader Artie Shaw. Those things alone set the time period perfectly.

Reyna offers up a very personal memoir. This is the story of a general aviation pilot who loves the sky. The back-cover blurb states: "It took nine months for Elayne Silva Reyna to live it and forty-seven years to publish it." The book is full of gut-wrenching honesty and openness, sharing a story that couldn't have been easy to live. But it is also full of the love of the air, and we can all relate to that.



Laurie Probst installs Chicago Area Chapter officers—Chair Madeleine Monaco, Vice Chair Larisa Kano, Treasurer Shelley Ventura, and Secretary Vickie Szewczyk

CHICAGO AREA CHAPTER

Our recent meeting was held at Chicago Executive Airport (KPWK). The Chicago Area Chapter officers for 2023-2025 are: Chair Madeleine Monaco, Vice Chair Larisa Kano, Treasurer Shelley Ventura, and Secretary Vickie Szewczyk. Our thanks to Laurie Probst – North Central Section Amelia Earhart Scholarship Chair and Wisconsin Chapter member – for traveling from Sheboygan, Wisconsin, for the event and for her clever aviation inspired installation. Thank you, Laurie! A big thank you goes to Mona Knock as well for all her service as out-going Vice Chair and many other helpful duties!

Chair Madeleine Monaco also recognized and awarded certificates to some of this past year's best and brightest, who sometimes just quietly pitch in all the time and are there whenever they are needed:

50-plus year members: Ellen O'Hara, Diane Cozzi, Mary Story, Barbara Silagi, and Carole Hickman

Members who hosted meetings or events: Diane Hromek-Sawyer, Shona Williams, Maria Linstrom, Eva Kozlowski, Yanina Belazorava, Jill Feldman, Megan McArthur, and Madeleine Monaco

Officers and Committee Chairs: Mona Knock, Shelley Ventura, Vickie Szewczyk, Karen Ballard (Membership), Cynthia Madsen (Webmaster), Sharon Schorsch (AE Scholarship), Diane Cozzi (*Ninety-Nines* magazine Reporter), Yanina Belazorava (Waypoint Reporter), and Megan McArthur (Social Media). The current Nominating Committee consisted of Jill Feldman, Megan McArthur and Ana Adona

Student Pilot of the Year: Elizabeth Sazdanoff

Member of the Year: Eva Kozlowski

49 1/2 of the Year: Tony Greco

Piper Colantone is a brand-new member who joined the Chicago Area Chapter in June. She's a student pilot at Lewis University Airport (KLOT) and was winner of the RAY Scholarship sponsored by her EAA Chapter at KLOT.

Lydia Walker started at the Aviation Institute of Maintenance in Chicago to obtain her Airframe and Powerplant Certifications (one of the top students in her class!) and just accepted an aircraft maintenance apprenticeship position for Spirit Airlines at O'Hare Airport (KORD). She's very excited to start working on the airline's Airbus fleet.

– Diane Cozzi



TOP LEFT: The Lake Tahoe Chapter booth set up. TOP RIGHT: Lake Tahoe Chapter members at the Truckee Airshow & Family Festival (L to R) Sarah Krammen, Lynn Meadows, Alanna McClellan (Chair).

LAKE TAHOE CHAPTER

The Lake Tahoe Chapter worked a vendor booth at the Truckee Airshow & Family Festival on June 24 at the Truckee-Tahoe Airport (KTRK). This is the second year our chapter has done this. Our booth had tablecloths with aviation print material and we sold pillows made of different aviation print material made by our chapter member Elaine Yeary. We also sold the book *Fate on a Folded Wing* which is about Joan M. Smith, who flew solo around the world in 1964 following Amelia's route. Jackie Cochran also circumnavigated solo the same year and received all the publicity! The author of the book is Tiffany Brown, who lives in Reno and came across her grandmother's diary following Joan's flight (as she was Joan's good friend).

– Lynn Meadows



Members of the Lakes Charles Chapter at the Duffel of Dreams fly-in in Pineville, Louisiana.

LAKES CHARLES CHAPTER

The chapter met at the Duffel of Dreams fly-in in Pineville, Louisiana. The event was a fundraiser for foster children and featured a poker run participated in by pilot Sydney Lavoi, and co-pilot Cathie Cox. Carla Ladner brought one of our newest members, Raylei Smith. Raylei was inspired to fly when she was a high school student in Carla's aerospace education class. Sandra Leder brought prospective member Abbigail Rougeau, who the group met at a meeting touring the Lake Charles Regional Airport tower. Also present was Maurine Alexander. Upcoming meetings were planned for Abbeville, Louisiana, in August and Jennings, Louisiana, for the STOL competition in September. Plans are underway for the section meeting in Lake Charles, Louisiana, in the spring of 2025.

– Dr. Sandra J. Leder

Grass Roots



AFRICAN SECTION

Exciting news: The Ninety-Nines have been nominated for prestigious awards at the upcoming Aviators Africa Tower Awards for the third consecutive year. We were recognized in 2021 and 2022 under the Community Building Award category, and this year, we have been nominated for the Gender Empowerment Award.

The Tower Awards ceremony is a highly regarded event that aims to acknowledge, celebrate, and honor excellence and sustainability within the African Aviation sector. Being nominated not only raises visibility of our work, it also showcases who we are as a community dedicated to empowering women in aviation.

Now, we need your support more than ever! We kindly ask you to cast your vote for The Ninety-Nines. By doing so, you will contribute to our ongoing efforts to make a difference in the aviation industry and promote gender equality.

Your vote matters! Let's stand together as one strong community and show our dedication by making our voices heard at this prestigious event.

To cast your vote for us, please visit <https://theaviatorsafrica.com/awards/> and follow the simple instructions provided. You need to select one in each category and then submit. Remember that every vote counts towards our success!

Thank you for being part of our incredible Ninety-Nines family. Together, we can continue making strides in aviation and empowering women across Africa.

The African Section Ninety-Nines: Gratitude and Future Support

We would like to take a moment to express our heartfelt gratitude to Linda and Todd Wright for their unwavering support in establishing and sustaining the Departure Sign Scholarship for African women. Their dedication has played a significant role in empowering aspiring female aviators across the African continent.

However, we regret to inform you that due to changes in their financial disposition, the Departure Sign Travel African Women Pilots Scholarship will no longer be available moving forward. We understand that this news may come as a disappointment, but rest assured, we remain committed to our mission of supporting women's aviation advancement in Africa.

In light of this change, we kindly request your continued support for our scholarship program. By contributing to our scholarship fund, you directly impact the lives of aspiring female aviators who dream of soaring through the skies. Your generosity will provide them with access to quality education, flight training, and mentorship opportunities.

Together, we can uplift and empower more African women in aviation. Your support will make a profound difference in their lives and enable them to pursue their dreams with confidence.

To make a donation or learn more about our scholarship program, please reach out to us directly. Every contribution counts, no matter how big or small.

Thank you for standing by us as we strive towards gender equality in aviation. With your continued support, we can create opportunities that transcend boundaries and inspire future generations of female pilots.

– Ivana Alvares-Marshall



Left to right: Dena Stoltz, Doug Tilghman, and Cheri Thompson set up the ARC Timing Pole at Hastings.

NORTHEAST KANSAS CHAPTER

The Northeast Kansas Chapter sent three members and one Friend of The 99s up to the Hastings, Nebraska airport (KHSI) to staff the Timing Line for the Air Race Classic (ARC) stop there in June 2023. Cheri Thompson, Sara Tompson, Dena Stoltz, and Doug Tilghman brought the re-decorated timing pole created by 2022 Lawrence (KLWC) ARC Stop Chair Clancey Maloney and her husband up to Hastings, and staffed the operation along with Nebraska 99 Kathy Spahr, Timing Chair.

– Sara Tompson



SAN ANTONIO CHAPTER

The San Antonio Chapter was pleased to hold our annual awards banquet in the Lewis Air Legends hangar. Two chapter flight scholarships were awarded and new chapter leadership installed, all while being surrounded by an eclectic collection of aircraft ranging from the World War II era to modern-day business jets. Among this impressive array was the featured airplane Glacier Girl: a P-38 with a rich history including a laborious extraction from its icy burial site in Greenland. The Lewis Air Legends Foundation recently restored the Constellation “Bataan” to flying status, showcasing the classic airliner at Oshkosh. See the foundation’s website and social media to learn more about the complete collection and viewing opportunities.

To help further commemorate the event, outgoing Chapter Chair Andrea McGilvray gifted small P-38 models to the incoming Chair and Vice Chair. The recipients of our two chapter flight scholarships were Heather Aguillon and Cecilia Imbus.

Through the efforts of our volunteers, this year’s banquet was a night to remember! These volunteers include our members Cheryl Mora, Patty Taylor, Olga Custodio, and Reni Baker, along with Jessica Worth, who graciously offered access to the hangar. Finally, this event could not have happened without Jessica’s expert, generous, and patient liaison

– Lisa Snow

Ellen Albers and Jamie Jones are the chapter’s new Chair and Vice Chair respectively. The next meeting has already been organized, which will include a tour of the air traffic control tower at Stinson Municipal Airport (KSSF) on August 19. Tentative plans are in the works to collaborate with the Austin Hill Country 99s Chapter on a compass rose painting at Kerrville Municipal Airport/Louis Schreiner Field (KERV) in October.

– Lacey Law



SPACEPORT CHAPTER

Spaceport Chapter held their May meeting at the hangar of Pat Ohlsson (a 48-year member of The 99s) at the Spruce Creek Fly-in Community near Daytona Beach, Florida. What better, more appropriate, location than in a hangar with a Cub in the background? Over 20 members and several members of the Daytona Chapter attended to hear our guest speaker Stacey Heaton, the AOPA Southern Regional Manager. Besides listening to a very informative talk from Stacey, we also got to see the Ohlsson’s three planes: a Cub, a Waco biplane and a Grumman Tiger. Pat provided pizza and dessert for everyone, and we all had a great opportunity to hangar fly and get to know each other.

– Judi Oswald



COLORADO CHAPTER

In June, a group of chapter members and other volunteers from the aviation community convened at Northern Colorado Regional Airport (KFNL) in Loveland, Colorado, to refresh the compass rose. The team included members of the FNL Pilots Association and the local Women in Aviation International Chapters. This airmarking on the ramp at KFNL was very fun and took place on a lovely morning with warm sunshine and views of the beautiful Front Range mountainscape across the field to the west. Seeing the finished work provided a communal sense of accomplishment. This enhancement benefits aviators and contributes to an improved setting in advance of hosting the terminus for the 2024 Air Race Classic.

The chapter fly-out to Fremont County Airport (1V6) had an excellent turnout. It was fun to have 99 visitor Deb Dreyfuss from the Washington DC Chapter! In mid July, three chapter members flew up to Johnson Creek Airport (3U2) in Idaho for a backcountry aviation adventure with other members of the Colorado Pilots Association. Summertime flying fun in the Rocky Mountains!

- Lydia Baldwin



EASTERN NEW ENGLAND CHAPTER

On July 15, Eastern New England Chapter held its annual party to celebrate Amelia Earhart's birthday in Laconia, New Hampshire. The weather was fine in Laconia, but surrounding rain and predicted thunderstorms kept many members from flying in. Two members from the Katahdin Wings Chapter and a couple of 491/2s attended. The tradition will go on and here's to hoping for better weather next year!

- Jann Clark

Our newest Life Members

Amy Ecclesine
Bay Cities Chapter

Sylvia Harris
Carolinas Chapter

Dorothy Hornsby
Michigan Chapter

Helen Hyles
Fort Worth Chapter

Delores Jewett
Lake Erie Chapter

Dianna Klein
Las Vegas Chapter

Wilma Nichols
Air Hearts-Utah Chapter

Judith Portnoy
Florida Goldcoast
Chapter

Tracy Ramm
Payson Rim Country
Chapter

Isabel Rilvas
Washington DC Chapter

Patricia Rockwell
Long Island Chapter

Stella Ross
Connecticut Chapter

**Gwendolyn
Vasenden**
Reno High Sierra
Chapter

New Horizons

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

Taya Dunn-Mangnall
Life Member
October 19, 2022
Bay Cities Chapter

J.C. Stephens
49 1/2 of
Beverly Stephens
June 2, 2023
Golden Triangle Chapter

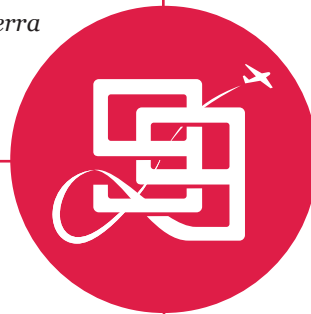
Alice Guthrie
June 8, 2023
Tennessee Chapter

JC Follender-Birns
June 27, 2023
Long Island Chapter

Ellen Spindler
July 20, 2023
Florida Heartland Chapter

Devyn Reiley
July 29, 2023
Austin Hill Country Chapter

E. Diane Stafford
August 6, 2023
Kentucky Bluegrass Chapter



Thank You to Our Sponsors



Our most recently enlisted Friends of The 99s

Amir Ahmed
Redondo Beach, CA

Sandra Cather
Fremont, IN

Kimberly Claypool
Ottumwa, IA

Betsy Durkin
Shelter Island Heights, NY

Destin Eddy
Bentonville, AR

Marianna Fielden
Bartow, FL

Joseph Hall
La Vista, NE

Batty Anne Northup
Vernon, BC Canada

Laurel Page
Vernon, BC Canada

Dan Raines
Santa Monica, CA

Jeannette Rooke
Woodstock, ON

Gerri Sorbie
Empire, MI

Mark Thompson
Monee, IL

Doug Tilghman
Perry, KS

Dirk Wilhelm
Franklin, WI

CORRECTIONS:

July/August issue: In the article "Excitement in Atchison – The New Amelia Earhart Hangar Museum," the name of Museum Executive Director Mindi Love Pendergraft was spelled incorrectly. The Publications Committee regrets the error.

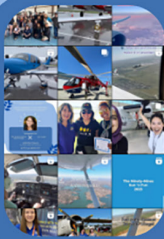
May/June issue: In the article "Sharing the Adventure," Jenny Reeb graduated from The Florida Institute of Technology. The scholarship to attend the EAA Air Academy was from EAA Chapter 186.

FOLLOW THE NINETY-NINES ON SOCIAL MEDIA



Get in a laugh or find some motivation!

Make sure to follow us on TikTok to see the videos our social media team creates. **We like to follow the trends, create content for pilots, and also cater specifically to our Ninety-Nines.** You can come to us for a quick laugh or a burst of motivation! Check out our most popular video. Just scan the QR code below to go to our account!



See what your fellow 99s are doing!

Instagram is our primary platform for sharing what our chapters are doing around the world. Send us your **pictures to be featured** on our account! We also hold **live interviews** with a notable member once a month and **commemorate our members' accomplishments** once a month! Scan the QR code to stay up to date with your sisters.



Share all things Ninety-Nines!

Facebook is where sections and chapters from all over the world announce **scholarships, upcoming webinars, races, and meetings.** Members are also showcased for achievements, and special aviation-related locations and flights of interest are highlighted. You can also ask your fellow 99s for **advice or motivation** by posting in our private group. Scan below to stay in the loop!



TikTok



Instagram



Facebook