

November/December 2024



Ninety-Nines

Inspiring Women Pilots Since 1929



THE BEGINNING
95TH ANNIVERSARY
THE NINETY-NINES HISTORY
p. 12

plus

**2024 AIR RACE CLASSIC:
FROM THE WINNER'S
PERSPECTIVE**
AN INTERVIEW WITH JOY HALCOTT
GRASS ROOTS



Ninety-Nines Magazine

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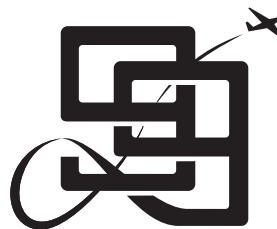
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while honoring our unique history and sharing
our passion for flight.

Let's Get Social    

ON THE COVER

Members of The Ninety-Nines at a Powder Puff Derby in the early 1930s.
(Public Domain)

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Thank You to Our Sponsors



2024

NOV

1-2 International Board of Directors Fall Meeting
Oklahoma City, Oklahoma
✉ info@ninety-nines.org

16 Gala: 75th Anniversary of the Phoenix Chapter
Phoenix, Arizona
Phoenix Chapter
✉ KarenFlysN13492@gmail.com

DEC

1-9 India Section Aviation Conclave
New Delhi, India
✉ Indiasection99s@gmail.com

31 Deadline: Intent to Seek Election
✉ Jill.Oakes@umr.umanitoba.ca

31 Deadline: Proposed Bylaws/Standing Rules Amendments
✉ [Juliet Lindrooth governingdocs@ninety-nines.org](mailto:Juliet.Lindrooth@governingdocs@ninety-nines.org)

2025

JAN

3 Deadline: Amelia Earhart Memorial Scholarship
Applications to Chapter AE Chair

15 Deadline: Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Spring Session
☞ ninety-nines.org/resources.htm

15 Deadline: AE Scholarship Application Forms to Section Chairs

31 Deadline: Nominations for The Ninety-Nines International Awards.

FEB

5 Deadline: AE Application Forms from Section to AE Scholarship Trustees

MAR

27-29 Women In Aviation Conference
Gaylord Rockies Resort, Denver, Colorado
☞ wai.org

28-30 South Central Section Spring Meeting
Sulphur, Louisiana
Lake Charles Chapter
✉ [Sandra Leder, sleder99@yahoo.com](mailto:Sandra.Leder,sleder99@yahoo.com)

APR

1 Deadline: First Wings Applications to Chapter AE Chair (or Section AE Chair, if there are no chapters)
✉ Apps@Aescholarship.org

1-6 Sun 'n Fun Aerospace Expo
Lakeland, Florida
Lakeland Linder Regional Airport (LAL)
☞ flynf.org

15 AE Scholarship Results Available

25-27 North Central Section Spring Meeting
Iowa City, Iowa
Iowa Chapter
✉ [Sue Glisson, smgflyer1@gmail.com](mailto:Sue.Glisson,smgflyer1@gmail.com)

JUL

8-13 Ninety-Nines International Conference and Career Expo
Burlington, Vermont

15 Deadline: Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Fall Session
☞ ninety-nines.org/resources.htm
✉ mentoring@ninety-nines.org

OCT

1 Deadline: First Wings Applications to Chapter AE Chair (or Section AE Chair, if there are no chapters)
✉ Apps@Aescholarship.org

23-26 South Central Section Fall Meeting
Albuquerque, New Mexico
Rio Grande Norte Chapter
✉ [Jo Cunningham, lucyfur@me.com](mailto:Jo.Cunningham,lucyfur@me.com)

MAGAZINE SUBMISSION DEADLINES

are one month prior to issue date.
JAN/FEB issue deadline: Dec 1.

Check the online calendar for the latest information.
☞ ninety-nines.org/calendar.htm



A BRIEF HISTORY OF THE NINETY-NINES

The world was a different place 95 years ago. The 1920s, known as the "Roaring Twenties," came to an end with the stock market crash in 1929. Despite that, 1929 was a pivotal year in modern aviation history.

1929 - 1939



The first Women's Air Derby, part of the 1929 National Air Races, had two classes of competition. Louise Thaden AND Phoebe Omlie (both 99s) won their respective classes. The Ninety-Nines, founded by 99 women pilots with Amelia Earhart as the first president, led the way in aviation throughout the 1930s. Members set records for speed, endurance, and altitude, inspiring more women to earn their pilot's licenses.

1940 - 1949

The Ninety-Nines played a crucial role in recruiting women for Britain's Air Transport Auxiliary (ATA) and were instrumental in establishing the Women Airforce Service Pilots (WASP) program during World War II, making significant contributions to the war effort.



1950 - 1969

After World War II, The Ninety-Nines experienced a surge in membership. In honor of Amelia Earhart, who disappeared in 1937 while attempting to fly around the world, they established the Amelia Earhart Memorial Scholarship. The Ninety-Nines also expanded internationally, in 1951 chartering the Canadian Section (now the East Canada and West Canada Sections) and the Australian Section in 1952.

1970 - 1980

Members of The Ninety-Nines continued breaking aviation speed and endurance records as airlines and the military began hiring female pilots. The Women Airforce Service Pilots (WASP) were finally recognized for their wartime contributions and granted Veteran status.



1981 - TODAY

In 1983, NASA hired its first female astronaut, Sally Ride. Today, members of The Ninety-Nines have commanded the Space Shuttle and the International Space Station, walked in space, and held key roles at NASA. The Ninety-Nines continue to grow, pushing the boundaries of aviation and space exploration.



The President's Message

After 95 years, The Ninety-Nines remain a leading organization for women in aviation, offering educational outreach, networking opportunities, leadership programs, and scholarships to help financially women pursuing aviation careers and general aviation.

On our 95th anniversary, November 2, 2024, I wanted to highlight some significant contributions and milestones over the decades, achievements that we can all be proud of.

Amelia Earhart's Leadership: As the first President, Earhart's legacy as a pioneering aviator helped lay the foundation for The Ninety-Nines, inspiring generations of female pilots.

World War II Contributions: Many Ninety-Nines members joined the Women Airforce Service Pilots (WASP) during WWII, flying military aircraft and contributing to the war effort, breaking new ground in military aviation. 99s member and past president Jacqueline Cochran was pivotal in forming the WASP.

First Women in Commercial and Military Aviation: Members like Emily Howell Warner and Rosella Bjornson became the first women to hold positions, including being the first female captain for major airlines. Dee Brasseur was the first female pilot to complete training to fly the F/A-18 Hornet, opening the doors for other women in military aviation and helping change perceptions about women's capabilities in combat roles.

Education, Scholarship, and Mentorship: Through scholarships and mentorship, The Ninety-Nines have helped thousands of women achieve their aviation dreams, supporting women at all levels of aviation education and careers.

Record-Breaking Achievements: Member Jerrie Mock, the first woman to fly solo around the world, set world records, highlighting the spirit of adventure and excellence within the organization.

Pioneering in Space Exploration: Notable member Eileen Collins became the first female Space Shuttle pilot and commander, symbolizing the expansion of women into the aerospace sector, while Wally Funk finally made her dream of space flight a reality, becoming the oldest woman to fly in space.

These accomplishments highlight just a few of our members and their role in advancing women's place in aviation, from early pioneers to modern trailblazers in both the aviation and aerospace sectors.

Although none of us were present during the early days of The Ninety-Nines, it remains crucial that we honor the organization's legacy while also evolving and finding new ways to inspire more women to enter the field of aviation.

I believe The Ninety-Nines can't grow fast enough, and that's what we've done, especially in the past several years. We need to keep building, evolving, and reinventing ourselves. Otherwise, our organization risks losing its relevance over time. We need to ask ourselves, "What's next?"

As we celebrate 95 years this year, it's an excellent opportunity to highlight all the resources we have that can help engage more women in aviation.

Robin Hadfield

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

Holding Short



Top, Mia Anderson and the Super Decathlon. (Photo by Kari Anderson.) Bottom, Kat Emery and the Pitts. (Photo by Susan Passmore.)

Aerobatic Contest

– Submitted by Susan Passmore,
Old Dominion Chapter

Congratulations to **Katrina (Kat) Emery** and **Amelia (Mia) Anderson** for competing in their first (powered) aerobatic contest in the Primary category. Both entered the James K. Polk Open Invitational International Aerobatic Club (IAC) East Coast Competition, which was held at the Warrenton, Virginia airport (KHVY) on June 29 and 30, 2024. Besides the host chapter pilots, the competition attracted many pilots from Massachusetts, Connecticut, and other states. There were eleven competitors in the Primary class!

The weather was challenging, so that each pilot could not fly the usual three flights. Low ceilings delayed the first day of competition. Heat, humidity and threat of storms shortened the second day.

Kat flew the Pitts S2-B Special. Mia flew the Super Decathlon. Each did an excellent job with the changing wind and cloud characteristics. Each received positive and encouraging comments from the judges. Each will tell you that it was a learning experience and they are ready to fly again. Mia had previously competed in aerobatic gliders.

It was amazing to watch their performances!



Sydney Lavoie at The 99s booth during EAA AirVenture in Oshkosh with 99s International President Robin Hadfield and American Airlines Captain Donna Miller.

Sydney Lavoie Assists with Air Academy

– Submitted by Sandra J. Leder,
Lake Charles Chapter

Sydney Lavoie, a member of the Lake Charles Chapter, served on the staff of the Air Academy, sponsored by the Experimental Aircraft Association held in Oshkosh, Wisconsin. She gave presentations and assisted with activities that included model rocketry, flight theory, and navigation during six camp sessions for middle and high school students. Staff members were given rides in helicopter and fixed-wing aircraft. Sydney was joined by Karen Wade of the Lake Charles Chapter to attend the EAA AirVenture airshow.



Honoring WASP Jean Landis

– Submitted by Annelie Brinkman,
San Diego Chapter

On September 28, Lesli Bandy, Lindy Rucks, and I attended a ceremony to honor Jean Landis, WASP, at the Mt. Soledad National Veterans Memorial in La Jolla, California, where a plaque has been dedicated to her. It would have been Jean's 106th birthday.

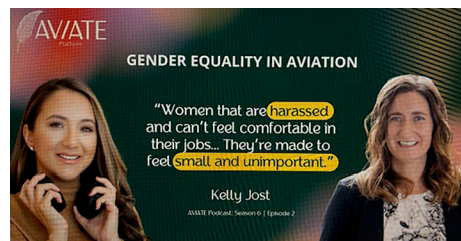


Eileen Bjorkman, Bev Weintraub, and moderator Michael Hankins (Smithsonian National Air and Space Museum's curator of U.S. Air Force, Navy, and Marine Corps post-World War II aviation) at panel discussion about women military aviators at the Udvar-Hazy Center on September 19.

Authors on Panel Discussion

– Submitted by Bev Weintraub,
Greater New York Chapter

Bev Weintraub, Secretary of the Greater New York Chapter, teamed up with **Eileen Bjorkman** of the Greater Seattle Chapter for a panel discussion on September 19 at the Smithsonian National Air and Space Museum's Udvar-Hazy Center on "The Path to Equality for Women Military Aviators." Bev, a Pulitzer Prize-winning journalist, is the author of *Wings of Gold: The Story of the First Women Naval Aviators*. Eileen, a retired Air Force Colonel, is the author of multiple books, most recently *Fly Girls Revolt: The Story of the Women Who Kicked Open the Door to Fly in Combat*. The conversation focused on the challenges faced by America's pioneering women military aviators and their fight for equality and opportunity. The discussion can be viewed here: https://www.youtube.com/live/ew_Kivag3CI.



Gender Equality in Aviation Podcast

– Submitted by Barb Vukits,
Michigan Chapter

Kelly Jost of the Michigan Chapter recorded her first podcast entitled *Gender Equality in Aviation*. Kelly shared personal insights and experiences and provided advice for women pursuing careers in aviation.



The Debbie Franceus Memorial Aviation Foundation www.debbieflies.com

Debbie Franceus Scholarship

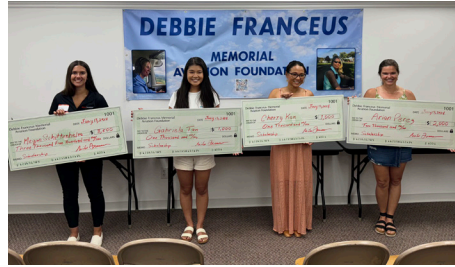
On July 13 and July 15, 2024, 11 Ninety-Nines from across the U.S. were awarded flight scholarships from

The Debbie Franceus Memorial Aviation Foundation at an in-person ceremony at Toledo Suburban Airport (KDUH) and at a virtual award ceremony via Zoom. Four women were able to attend the in-person ceremony on July 13 while seven others received their awards via Zoom on July 15. All 11 women received a personal certificate of achievement as well as the scholarship awards to be used at the flight school of their choice.

The scholarships were made possible by The Debbie Franceus Memorial Aviation Foundation, a new 501(c)(3) nonprofit scholarship foundation, created in honor of Michigan Chapter Ninety-Nine and aviatrix, Debbie Franceus, who passed from triple negative breast cancer in January of 2023 after a 10-month battle against this terrible disease.

The Debbie Franceus Memorial Aviation Foundation was soon after created by Debbie's husband, Mike, to continue Debbie's personal mission to help women of all ages pursue their dreams to fly. Debbie also believed that, "When women challenge their own abilities, that it will take them places they never thought they could go." Debbie also believed that "faith over fear" is a key belief that will help anyone who holds that belief to achieve their dreams.

In July of 2023, shortly after Debbie's passing, the new nonprofit awarded two aviation flight scholarships to two midwestern female flight students working on their Private Pilot Certificates. Then, through generous donations in the fall of 2023 and throughout early 2024, the Foundation's Board of Directors announced the opportunity for 11 flight scholarships for the 2024 scholarship program. Word spread quickly, nationwide, and the Foundation reviewed 52 scholarship applications from coast to coast, awarding 11 scholarships to Ninety-Nines across the U.S.



Four of the 11 scholarship recipients that were able to attend the in-person ceremony on July 13, 2024. They are from left to right: Megan Schittenhelm, Gabriela Tan, All-Ohio Chapter; Cherry Kan, Michigan Chapter; Arian Perez, Michigan Chapter.

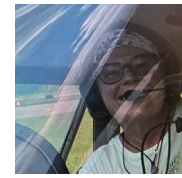
The 2024 Debbie Franceus Memorial Aviation Foundation Scholarship recipients are:

Megan Schittenhelm, from Jerome, Michigan (\$3,500); Kelli O'Donnell, Florida Suncoast Chapter, from Clearwater, Florida (\$2,000); Arian Perez, Michigan Chapter, from Midland, Michigan (\$2,000); Victoria Davenport, Kentucky Bluegrass Chapter, from Madisonville, Kentucky (\$1,000); Reagan Hunink, Florida Suncoast Chapter, from Lakeland, Florida (\$1,000); Gabriela Tan, All-Ohio Chapter, from Wadsworth, Ohio (\$1,000); Lacey Stensberg, Northwoods Chapter, from Gwinn, Michigan (\$1,000); Erin Walling, All-Ohio Chapter, from New Carlisle, Ohio (\$1,000); Emmalee Hardin, Houston Chapter, from Conroe, Texas (\$1,000); Cherry Kan, Michigan Chapter, from Ann Arbor, Michigan (\$1,000); and Linda Montilla-Celis, Indiana Chapter, from West Lafayette, Indiana (\$1,000).

The Debbie Franceus Memorial Aviation Foundation has recently become a nationally accredited 501(c)(3) organization. Recently, the Foundation received its four-star rating (98%) from Charity Navigator and its platinum transparency rating from GuideStar/Candid. The Foundation is proud of these accreditations and has committed to strong operating practices and strategic growth plans moving forward.

The 2025 Aviation Flight Scholarship Program application period begins April 1 and runs until June 15, 2025, ending with the 2025 scholarship awards on Saturday, July 12, 2025. Please visit www.debbieflies.com for more information.

Reporting Points



Jen Little of the Michigan Chapter completed her first solo cross country from Kalamazoo to Muskegon to Jackson to Kalamazoo, despite bumpy conditions and challenges with scheduling. Jen's flight instructor is her son, and she looks forward to having him be the one to sign her check ride endorsement.

Paige Fary, NOLA Chapter member, achieved her 1,000 hours.



Debra Henrichs, All-Ohio Chapter Chair and Pilot of the Year. Debra has done wonders for increasing membership and activities.



Amanda Tostos, Flight Instructor and British Columbia Coast Chapter member, achieved her 1,500 hours.



Amelia (Mia) Anderson, 2024 Primary Glider National Champion and Old Dominion Chapter member.

Scholarship News

- Barb Vukits, Michigan Chapter

Leah Murphy of the Michigan Chapter received her graduate degree in August at the Museum of Flight in Seattle, Washington. Leah was selected as an Amelia Earhart Scholarship Fund Academic Scholarship recipient in 2021 and used her scholarship toward her Master of Science degree from Embry-Riddle Aeronautical University.

Cherry Kan of the Michigan Chapter passed her Commercial check ride in September and received the For Love of Country Scholarship, a \$10,000 scholarship from the Pearl Harbor Aviation Museum Educational Endowment. Cherry is an active member of the Professional Asian Pilots Association and is the Scholarship Chair and Webmaster for the Michigan Chapter. Her goal is to become a pilot for an international operation.

Holding Short



Professional Pilot Mentorship Program

– PPLI Team Lead

Congratulations, 2024 Professional Pilot Leadership Initiative (PPLI) graduates!

The following women completed the PPLI as Navigators during this recently concluded 2024 session. Find their chapters written next to their names so you can extend your congratulations.

PPLI Overview

The PPLI aims to accelerate the advancement of women in all pilot professions, facilitate dynamic mentoring, and enhance our leadership role in the aviation community. The program typically takes 18 months to complete, broken down into three phases for participants: Captain, Captains' Circle, and Navigator.

Phase 1: Captain

Incoming PPLI participants are called Captains. They are paired with two mentors during the first six months of the program: a Navigator and a Mentoring Coordinator (MC). Navigators are still in the program as participants, about to graduate. Navigators and Captains communicate three to four times a month to provide the Captain with structure and accountability. Mentoring Coordinators are volunteers. MCs communicate

once a month with their Captain and Navigators, separately or together.

Phase 2: Captains' Circle

During the second six months of the program, Captains work together to discuss important aviation topics, such as preparing to upgrade to PIC or staying healthy with a flying job. They also have optional career advancement resources such as resume and interview workshops and seminars available to them.

Phase 3: Navigator

For the final six-month phase, participants become Navigators, working with an incoming Captain to provide mentorship and guidance. As mentioned above, Navigators work with a MC during this phase as well.

Coordination Team Members Are Volunteers

Aside from Mentoring Coordinators, the PPLI needs support with pre-program Google Classroom setup, administrative duties, payment processing, and participant tracking. Our crew coordinators, online admins, and leadership coordinators fill these roles. You may hear these terms in relation to the PPLI.

North Central Section:

Allison Harker
Jen Gouailhardou (Lake Erie)
Morgan Kuzera (Michigan)

Northwest Section:

Colleen Kozacheck (Greater Seattle)

New York - New Jersey Section:

Jennifer Prutsman-Pfeiffer (Western New York)
Meenal Paul (New Jersey)

South Central Section:

Tracy Atobatele (Dallas)

Southeast Section:

Diya Patel (Georgia Flying Belles)

Southwest Section:

Annaka Widjanarko
Delaney Jenkins (San Diego)
Emmy Dillon (San Diego)
Melanie Cranke (Orange County)

East Canada Section:

Marise Dobie (Sleeping Giant)
Meera Bissonauth (First Canadian)

West Canada Section:

Alexandra Greve (Alberta)

ALF Girls Seaplane Rating Scholarship Winners

– Submitted by Karissa Davan, *Katahdin Wings Chapter*

If you had met Alice L. Forbes, you would have liked her. Alice loved airplanes and over her lifetime she and her husband, Jim Forbes, owned a dozen of them. Alice's favorite was their seaplane, and it was the last plane Alice flew in. Alice and Jim met when they worked together. Sometimes after work Jim ferried airplanes. One such night he was flying a Piper Super Cruiser and he asked Alice if she wanted to come along. Alice not only fell in love with flying that evening but also Jim. She loved it so much that they soon bought an airplane together – making that commitment before one to each other. They were married on December 31, 1968, and over the next 56 years they had an adventurous life that centered around their love of aviation.

Although not a licensed pilot, Alice was Jim's flying companion for over 4,000 hours. She was involved in maintenance, choosing electronics, selecting planes and making flight plans. It is very important to find the right fly companion and Jim and Alice found theirs. Alice could operate the electronics, fly with a steady hand if Jim had to do something behind him, and was never frightened in the air.

Alice was very supportive of women pilots and organizations like The Ninety-Nines and especially the Katahdin Wings Chapter. Alice knew many of the members from Greenville Seaplane Fly-Ins and she was quick to offer encouragement to other women interested in flying.

After Alice passed away on October 28, 2022, Jim wanted to do something to honor Alice so contacted his old friend, Mary Build, about sponsoring a seaplane scholarship through the Katahdin Wings Chapter. The idea of the ALF Girls Scholarships (named after Alice L. Forbes) came to be this summer when four members of the New England Section were selected from a very competitive field of applicants to be the first scholarship winners. The first winners of the ALF Girls Scholarships

Letters

were Laura Curtis, Alysia Larson, Kaylee Smith, and Cassandra Tatro. The scholarship covered the rating with seaplane flight training and included the check ride fees paid directly to the flight school. One additional scholarship was given to Emma Quedzuweit, a Sugarloaf Chapter Ninety-Nine, on staff at AOPA, who successfully completed her Commercial Seaplane rating and who brought a film crew and did a training video on seaplane flying.

The scholarship winners were trained at the direction of Charles Surprenant, CFII ASEL and ASES, AGI, IGI, DPE with Central Maine Aviation in Pittsfield, Maine, along with and daughter Erin Coulter, also an instructor and a very accomplished pilot in her own right.

Jim has continued Alice's passion for aviation and found a way to continue her support of women who share that passion. Through his generosity and thoughtful guidance, five more scholarships will be awarded to members of the New England Section again next year.

The Ninety-Nines and particularly the Katahdin Wings cannot express how grateful they are to Jim for his generosity, inspiration and vision.

The first winners of the ALF Seaplane Scholarships were:

Laura Curtis is a member of the Katahdin Wings Chapter. She holds a Private Pilot certificate, high-performance, tailwheel, and is working on her instrument rating. She is a graduate of Rensselaer Polytechnic Institute with a B.S. in management. Laura was inspired by her grandfather who was a pilot and works with her husband in an aircraft maintenance business in Pittsfield, Maine. She is very active in the aviation community in Maine. *(Photo not available.)*



Alysia Larson is a member of the Eastern New England Chapter. She holds a Private Pilot certificate, Instrument rating, and a Commercial certificate. She graduated from Gordon College with a B.S. in movement science, and has an M.S. in physical therapy from Massachusetts General Hospital in Boston. She is a volunteer with the Civil Air Patrol. Alysia was first inspired by her father's interest in aviation and then re-inspired by her daughter's aviation interest. Aviation has become a family affair.



Kaylee Smith is a member of the Katahdin Wings Chapter. Kaylee has a Private Pilot certificate, Instrument rating, Commercial certificate, CFI and Multi-engine Commercial rating. She has a bachelor in aviation science from Bridgewater State University. Kaylee began flying in high school and now serves as a mission pilot in the New Hampshire Civil Air Patrol and has worked with Veteran Airlift. Kaylee works as a Flight Instructor building hours and as a line service technician working toward a First Officer position.



Cassandra Tatro is a member of the Eastern New England Chapter. Cassandra has a private pilot certificate, instrument rating, and commercial license. She is a graduate of Fitchburg State University with a B.S. in business management. She works as a professional pilot and flight operations manager at KPSM, is a C310 Captain, and Hawker 900XP First Officer. She was introduced to flight through the Young Eagles, after which she was inspired to acquire her Private Pilot certificate.

Hello Lin and fellow Ninety-Nines,



I'm thrilled to share that I completed my Instrument Rating on September 9, 2024, thanks to the support of the Mid-Atlantic Section Ninety-Nines and the financial assistance provided through your generous scholarship. This accomplishment is meaningful not just for my own aviation journey, but because it allows me to continue progressing toward my goal of corporate flying and flying medical missions in the future.

Lin, I especially want to thank you for being my emotional support human when I felt like I was moving through quicksand after a canceled check ride. Your encouragement kept me going, and I'm grateful for your support! It was just the right amount of, "There are days like these, listening as a friend, take a breather," and then, "Get back in the game."

As I understand it, the most meaningful benefit and the success rate of Ninety-Nines scholarships are attributed to the mentorship and oversight that comes with them.

I'm sorry I can't be with you today. I'm attending a fundraiser in my hometown of Buffalo, New York, for my friend's charity that supports cancer research. This cause is very close to my heart as my sister and my friend's brother both passed away from Glioblastoma brain tumors. One of my aviation goals is to use my skills to help others access treatments and hopefully, one day, contribute to finding a cure. Thank you again to the Mid-Atlantic Ninety-Nines for believing in me!

- Michelle Dvorak,
Sugarloaf Chapter

Corrections

It was brought to our attention that the caption for the President's Award, as it appears on page 22 of the September/October 2024 issue was incorrect. The editorial team regrets the error. The correct caption for the President's Award is as follows:



Professional Pilot Leadership Initiative award was accepted by Laura Matheson, Mariko Doskow, and PPLI Founder Jenny Beatty.



2024 Air Race Classic:

From the Winner's Perspective

An Interview with Joy Halcott

By Maria Esparraguera, Maryland Chapter

How does it feel to be on the winning team in a prestigious and historic air race? And why a women's air race?

Joy Halcott, our very own Maryland Chapter member, with her teammate, Deb Dreyfuss, Washington DC Chapter, raced and won the 47th Air Race Classic (ARC). From the beginning, Joy told anyone who would listen that her team would win.

History

The Air Race Classic (ARC) follows the tradition of women's air racing, begun in 1929, which also contributed to the formation of The Ninety-Nines organization. In the 1920s, airplanes and racing were a popular pastime, and airplane manufacturing was on the rise. Women were barred from air racing until the 1929 Women's Air Derby, which included renowned aviators Amelia Earhart, Louise Thaden, Pancho Barnes, and others. It was the first women's transcontinental air race, flown from Santa Monica, California, to Cleveland, Ohio, based strictly on timed speed between each leg of the course.

During the 1920s, aircraft manufacturers determined that their planes would seem safer and more appealing if “even women” could fly them; they sponsored many of the pilots and promoted the race. Nicknamed the “Powder Puff Derby” by commentator Will Rogers, the race provided the impetus for an organization devoted to the few female pilots of the time. After facing many challenges as female pilots, the women of the 1929 Women’s Air Derby saw a need for support and networking. The Ninety-Nines was formed a few months after the race, named after the number of licensed women pilots who responded to the membership call.

Other women’s air races followed, and in the 1930s women were allowed to compete against men. During WWII, racing went on hiatus. Different races were sponsored after the war, ultimately leading to the ARC in 1977, which is supported by The Ninety-Nines.

June 2024

Imagine yourself in front of your hangar at Frederick, Maryland (KFDK), on the morning of June 12, 2024, calculating the weather for a 567 nautical mile (NM) trip to Carbondale, Illinois (KMDH). You are required to be at KMDH by noon on June 15. You make sure that all your paperwork is done (logs for the plane, your credentials, required proof of safety briefings, charts, etc.). You’ve looked at the weather forecast to figure out how to make it to Illinois in time to check in and go through required inspections. Almost 50 other aircraft are doing the same thing across the country. After the race commences in Carbondale, there will be eight stops on the 2,284 NM route which ends in Loveland, Colorado (KFNL). And then, of course, you must fly back to Frederick, another 1,300 NM. Each aircraft is handicapped for speed and engine power, and the goal is to have the actual ground speed to be as far over the handicapped speed as possible. The race is limited to normally aspirated, certified (non-experimental) piston-powered airplanes. They’re required to fly during daylight, VFR only. The airplanes must be able to fly at the best continuous speed, with throttle and propeller controls full forward and engine leaned for best power.

Does this sound like your aviation dream?

What it takes to race

Wind and weather are everything in this race. You may fly more than one leg in a day, so long as you’re on the ground at a stop by the official ARC sundown. Sometimes it makes sense to hang back and complete the race on the final day, just before the terminus arrival deadline. Winning the ARC takes strategy, planning, and the ability to adjust to conditions as they develop. The cost is about \$6,000 just for the race (not including the trip to the start and return), consisting of approximately \$1,400 in entry fees, \$2,000 for fuel, \$1,400 for hotels, and other extras. Many of the competitors obtain sponsors to help defray costs.

The ARC has made a special effort to promote collegiate competition by establishing a separate Intercollegiate Class with separate awards. The team pilot must be a registered undergraduate of the college, and the ARC works with colleges to obtain college credit for participation.

Winning the 2024 ARC

Joy Halcott and Deb Dreyfuss first raced the ARC in 2022, finishing eighth. They flew Deb’s Cessna Skylane, a 182T model, which was the same plane that they flew this year. During this year’s race, Joy piloted the plane to and from Frederick, Maryland, to the start/finish. Deb was Pilot in Command during the race and Joy handled the navigation and communication.

From the second that Joy arrived in Carbondale, she corrected everyone who may have inferred that they “want to win,” to “we’re going to win.” When they came to a stop and someone requested a picture of them with the plane, she would say “you’re taking pictures of the winners.” It was a common theme, during the event, that Joy was convinced they would win.

The atmosphere during the race, while tense at the start, is one of camaraderie and safety. Joy noted that more experienced racers are generous about giving other racers tips.

The plane was evaluated for its handicap on June 14, when it was hot and bumpy. In Joy’s opinion, that impact on performance during the handicap evaluation helped them.

Along the way, bad weather was approaching some of the stops. It included a headwind followed by IFR conditions. At one of the stops, Joy and Deb had planned on staying overnight. While wandering in the airport shortly after they arrived, Joy saw a sign for a weather briefer. She walked into a huge room with a few tables and chairs, empty but for one person. The man was alone with a laptop, who asked if he could help Joy. She said, “Tell me everything you know about this storm.” In response, he said, “You need to leave now, because if you don’t you will be stuck.” And he went over the charts with her.

Joy immediately found Deb and insisted that they both go and talk to him. When they found him, Joy told him, “Tell her what you just told me.” Joy then asked about the levels of the clouds, and they determined that they still had sufficient altitude to fly below the clouds. If they’re at the lower altitude, there would be less headwind. They determined that the headwind would increase later, and it was likely that the storms would drop in their area and they would get stuck. Based on that briefing, Joy and Deb jumped back in their plane and departed, staying a bit lower than usual. A day and a half later, that storm stopped most contestants.

Joy and Deb eventually won the race by a large point margin. In part, Joy attributes it to their decision to fly another leg that day. Joy also looks for cooler weather to get every knot out of that engine. They also flew a clean race with no penalties. There are many ways to get penalties – from failing to make required radio calls to keeping the correct elevation over the timing points.

At the awards ceremony, it was recalled that Joy had continually said they were going to win. After that reminder, Joy then proceeded to say, “I just cannot believe that we won.” Will they race next year? Deb has noted that no team has won the ARC twice, and Joy stands ready to make her prediction.

The Beginning

95th Anniversary

The Ninety-Nines History

By Rebecca Burghy, *Intermountain Chapter*



Looking at the picture of the first meeting on November 2, 1929, we see a group of ladies in stylish hats and coats with fur collars, smiling over tea and cookies. At first glance, it looks like any other social function of the era, but these women are different. They are all pilots, purposefully sitting in a chilly hangar on Curtiss Field, in Valley Stream, New York, surrounded by the noise of mechanics' tools and sputtering engines. Fay Gillis lounges in a flight suit, goggles, and helmet, while Viola Gentry smiles over a bunch of chrysanthemums, arm in a sling after crashing during an endurance flight.

Traveling by plane, train, and automobile, 26 ladies responded in person to the call-to-organize letter sent to all 117 certificated women pilots in the United States, requesting their support and ideas in creating a brand-new organization of female pilots. Another 73 responded affirmatively by telephone, mail, and telegraph, bringing the total to 99. After considering names ranging from serious to frivolous, they simply named the club after the number of charter members.

While the call-to-organize letter was prepared and sent by Fay Gillis, Margery Brown, Frances Harrell, and Neva Paris, credit must be given to Margery's friend Clara Trenckman Studer. Clara was not a pilot, but firmly believed that women flyers should band together for mutual benefit; thus she helped organize the meeting place, transportation, and other details.

NEVA FINLAY PARIS



Neva Finlay Paris (1883-1930) learned to fly at the Curtiss Flying School in the late 1920s. Her calm and skilled handling of a lost propeller during one of her student solo flights prompted Curtiss to sponsor Neva in the inaugural Women's Air Derby, part of the National Air Races in August 1929. Twenty of the most accomplished women pilots flew the challenging route from Santa Monica, California, to Cleveland, Ohio, overcoming heat, harsh terrain, and sabotage. Fourteen flyers finished the race, with Neva placing sixth in her Curtiss Robin.

Inspired by the camaraderie and friendship between the racers, Neva dashed from airplane to airplane at a stop along the route, telling every pilot to meet under the grandstands in Cleveland to discuss how they could pool their collective energies and talents for greater future opportunities within the burgeoning aviation industry.

Home again, Neva was determined to build upon the spirit of the female racers, and she wasn't the only one who felt the women needed their own club. Clara Trenckman Studer, a non-flying friend of pilot Margery Brown, gathered up Neva and Margery, added Fay Gillis and Frances Harrell, and the planning commenced. On October 9, 1929, the call-to-organize letter was written, signed by all four pilots and sent out to the 117 U.S. certificated women pilots, urging them to join the meeting on November 2.

That meeting was a rousing success, as The Ninety-Nines have been going strong for 95 years. As a key organizer and charter member, Neva is remembered with gratitude and honored for her place in our history.

Neva died on January 9, 1930, when her airplane crashed near Woodbine, Georgia, enroute to Miami for an air derby. She is buried in the All Saints Cemetery in Great Neck, New York. A formation of eight airplanes from Curtiss Field Airport, led by Mrs. Jordanoff (wife of Neva's first flight instructor) graced the skies above and dropped flowers on her grave.

The original purpose of the club was to coordinate the interests and efforts of women in the aviation field, more charmingly stated in the call letter as “just a way to get acquainted, to discuss the prospects for women pilots from both a sports and breadwinning point of view, and to tip each other off on what’s going on in the industry.”

From that modest beginning, The 99s has grown into an international organization of thousands of women pilots united in their passion for all aspects of aviation, standing tall in their many accomplishments, proud to be 99s.


From 2024, it’s a long look back to the last years of the 1800s and the early 1900s, when most of the United States was rural, electricity was not in every home, and early automobiles bounced along muddy roads and dodged horse-drawn wagons. Early aviation experimenters and flyers continually tweaked their designs for strength and stability and tried out primitive engines, determined in their quest to discover the magic combination for sustained flight.

The founding members of The 99s were born in these years, at the very dawn of powered flight. As children, teens, and young adults, the girls joined in the fascination of flight, breathless in anticipation of each new model and record, watching as the Wright brothers and Glenn Curtiss improved their designs and began building airplanes.

It’s really no surprise that each woman developed a deep and abiding passion for flight and found any possible way to be involved in aviation, to pay for flight training and to earn pilot certificates. Some had supportive families or spouses to help, some worked in aircraft manufacturing operations or offices, while others became demo pilots or sold aircraft.

They went on to become speed, altitude, and endurance record-setters, race pilots, corporate pilots, and WASP in World War II. They’ve run every type of business from FBOs to orange groves to flight schools, written books, and funded scholarships. There are no such words as “it can’t be done” in The 99s’ lexicon, in 1929 or today. Whether it’s a local airmarking or planning fuel logistics for a global flight, a 99 will get it done.

This is the legacy our charter members have bequeathed to us. It’s a legacy we carry proudly, continually adding our accomplishments to theirs while helping the next generation find their wings.

Let us all remember and honor each of our 99 founding members as we celebrate 95 years of this amazing organization of women pilots! 

FAY GILLIS WELLS



Fay Gillis Wells (1908 – 2002) is one of our best known and most beloved charter members. From her first flight at Curtiss Field in August 1929 to her final airplane landing at 92 years old, Fay’s life was joyfully dedicated to aviation, creating an enduring legacy of astonishing accomplishments and beneficial service.

Fay was one of the first women to demonstrate and sell airplanes for Curtiss Flying Service, and, quite early in her flight training, only the second to bail out of a failing airplane, thus becoming a member of the Caterpillar Club. In 1933, she coordinated fuel and maintenance logistics in Russia for fellow pilot Wiley Post on his solo round-the-world flight, all the while designing clothing specifically for women pilots.

A passionate supporter of The 99s from the very beginning, Fay’s positive energy helped launch the first meeting, mailing the “call-to-organize” letters to eligible pilots and collecting responses. Over the decades, she served as fashion editor for 99s magazine *Airwoman*, wrote a book documenting the first 15 years of the 99s Club, as it was then known, and drove the creation of the Amelia Earhart Scholarship Fund. In 1963, she gained U.S. Postal Service approval for the 8 cent Amelia Earhart airmail stamp, and soon after, developed the idea for the International Forest of Friendship, a living memorial to the world history of aviation and aerospace located in Atchison, Kansas.

Fay’s professional endeavors took her around the world as a pilot, a foreign and White House correspondent, and distinguished broadcaster. Along with husband Linton, she covered international activity in South Africa, Syria, the Soviet Union and Latin America. Well-respected, Fay was one of three women reporters chosen to accompany President Nixon on the historic 1972 trip to China.

She sat on the board of the International Women’s Air and Space Museum, and as a member of the National Air and Space Museum’s Trophy Committee, Fay guided the restoration and preservation of records and artifacts pertaining to the famous Harmon Trophy for aviators.

It is clear that Fay never met a challenge she couldn’t overcome, her charming determination and ‘yes, it CAN be done’ spirit motivating others to work with her to achieve the seemingly impossible. Fay’s legacy of an indomitable spirit lives within us all, as we strive to achieve our aviation goals today.

Fay received many awards and accolades over her long life, but she was the first to say that nothing gave her more joy than her family and the ever-growing sisterhood of 99s.

In grateful and loving appreciation, we remember charter member Fay Gillis Wells.

WOMEN AIRLINE PILOTS HOLD ANNUAL CONFERENCE IN WASHINGTON, DC

By Terri Donner,
Kentucky Bluegrass Chapter

Every year, members of the International Society of Women Airline Pilots (ISA+21) from around the world meet to celebrate their profession and encourage women to progress in their aviation careers. Their mission statement reads, “We are the global voice to Inspire, Support and Advocate for female airline pilots.” This year the annual conference was held in Old Town, in Alexandria, Virginia, September 24-26. Ninety female airline pilots from 22 airlines and 7 countries attended the annual business meeting decked out in their respective company uniforms. Roll call was taken as they went around the room to introduce themselves, their airline, aircraft type, flight position, domicile and where they live. This year attendees were bussed to the business meeting, which was held at the ALPA (Air Line Pilot Association) national headquarters building in Washington, DC. The ISA+21 organization was formed in 1978 in Las Vegas, NV with 21 original members. Two charter members were in attendance this year.

ISA+21 members are a very photogenic crowd. In addition to the entire membership photo, sub groups are taken of each airline, charter members, Board of Directors, all cargo pilots, Captain’s Club, International members, etc. The largest sub group photo is always The Ninety-Nines, and this year’s photo boasted 39 members. A new category of membership for the ISA+21 organization is “Aspiring” membership. This category is available to ANY female aspiring to be an airline pilot – no minimum age, and it is absolutely FREE. Aspiring members have the ability to apply for the ISA+21 suite of scholarship programs. They have access to mentoring, networking and professional programs. Once becoming a female airline pilot, your first year as an “Individual membership” is FREE. Do you need to become an Aspiring member of ISA+21?

The Old Dominion chapter of The Ninety-Nines boasts many accolades this year. Laura Savino, United Airlines A320 (retired) was the conference host member and the boots on the ground for the 2024 conference. Laura sponsored the only Aspiring member in attendance, Hannah Rust. It was so fun to see a Ninety-Nines mother/daughter combo, American Airlines B777 captain, Morgen Reeb and daughter Jenny Reeb, A320 first officer at Frontier Airlines.

This year, three non-US 99s members attended the ISA+21 conference. Felicity Bush, KLM Fokker captain (retired), British Section and first time attendees, Elivsis Sofia Valdez Rodriguez, Aerounion A300 captain, Mexico Section and Esther Mbabazi, Rwandair B737 captain, Africa Section. In 2022, Esther had the good fortune of a chance meeting in the hotel lobby of Terminal Four in the London Heathrow airport with Ninety-Nines International Board member, Janet Patton, American Airlines B777 Captain. Janet told Esther about The Ninety-Nines and ISA+21 and Esther



joined both organizations. Esther was the FIRST female pilot in the country of Rwanda and the first female captain at Rwandair. She is also probably one of the tallest pilots in both organizations!

ISA+21 recognized 12 new Lifetime members. Seven are Ninety-Nines members (date indicates day they signed their first flight release as captains): Laura Savino, United A320, 11/27/01; Erin Jackson, American Airlines B737, 7/31/23; Jennifer Davis, United Airlines B737, 2/17/24; Lora Lewis, United Airlines B737, 3/21/24; Esther Mbabazi, Rwandair B737, 6/23/24; Fabiola Sanchez, Envoy Air, ERJ175, 7/9/24; and Elivsis Sofia Valdez Rodriguez, AeroUnion A300, 4/14/10.

The number of ISA members who are reaching the mandatory retirement age of 65 years or choosing to retire early is picking up speed. The newest Ninety-Nines member in attendance at the conference might surprise you. United Airlines B787 Captain, Tammy Blakey, retired 8/15/24 from a 40 year, 8 month career and joined the Western Washington chapter on 8/24/24. Literally the “oldest” Ninety-Nines member in attendance, Laurie Reeves, Florida First Coast chapter, turned 80 years old at the conference and has been a Ninety-Nines member the longest, since 1970.

This year’s conference featured a welcoming dinner cruise aboard the Cherry Blossom paddle wheeler. The next night, it was fun to see the group all dressed up in their evening wear at the conference celebration and silent auction to benefit dozens of ISA Scholarship winners. For a final highlight, the group enjoyed a private tour of the Udvar-Hazy Museum at the Washington Dulles Airport and the IMAX movie “To Fly.” The exhibits are stupendous including a real Concorde jet, the Enola Gay, hundreds of airplanes and a small display dedicated to Amelia Earhart.

One thing all Ninety-Nines and ISA members share is our love



Top: Ninety-Nines members in attendance at 2024 ISA+21 conference in Washington, DC. | Botton left: Twelve ISA+21 members were inducted into the Captain's Club. Seven were Ninety-Nines members. Esther Mbabazi (Rwandair), Laura Savino (United Airlines, retired), Jennifer Davis (United Airlines), Lora Lewis (United Airlines), Erin Jackson (American Airlines), Fabiola Sanchez (Envoy Air) and Elivsis Sofia Valdez Rodriguez (Aerounion, not shown). | Middle right: Old Dominion Chapter members, Hannah Rust, Aspiring member, Laura Savino, conference host member, Jenny and Morgen Reeb, daughter/mother attendees. | Bottom right: International attendees, Esther Mbabazi, African Section, Felicity Bush, British Section and Elivsis Sofia Valdez Rodriguez, Mexico Section.

of travel. We enjoy the annual conferences that are held at locations all over the world. Both organizations have excellent scholarship programs. Many ISA+21 members are graduates of the Ninety-Nines PPLI program and are Amelia Earhart Memorial Scholarship Fund awardees. It's very heartwarming to see that many Ninety-Nines have not forgotten their roots in aviation or are making a full circle back to general aviation after a career flying airline jets.

A post conference side trip included a two-night stay at the Landsdowne Resort in Leesburg, VA. Attendees visited Mt. Vernon, participated in "goat yoga," a tour of Harper's Ferry, a stop at Breaux Winery and a tour of the Oatlands Historic Home and gardens. It remains a mystery where the ISA+21 2025 conference will be held . . . stay tuned. Visit the ISA+21 website for more information at www.isa21.org.



INTERNATIONAL FOREST OF FRIENDSHIP INDUCTEES

– Lois Horne, *Memphis Chapter*

Deborah Yarbrough and **Owen Eugene Yarbrough**, Somerville, Tennessee, were inducted into the International Forest of Friendship in Atchison, Kansas. Deborah was sponsored by the Memphis Chapter of The Ninety-Nines. The Forest is a living, growing memorial to the world history of aviation and aerospace. Deborah was recognized for her service to The Ninety-Nines on the International level as an Amelia Earhart Birthplace Museum Trustee and her contributions to the Memphis Chapter of The Ninety-Nines.

Deborah earned her Private Pilot Certificate in 1983. In 1984, she became an air traffic controller in Gulfport, Mississippi. During her tenure as an air traffic controller, she worked in the Washington, D.C., Fort Worth, Texas, and Memphis, Tennessee FAA facilities. She also served as a controller evaluator.

In addition to her service to The Ninety-Nines, she has spoken to Girl Scout troops about her career as an air traffic controller. She is also active in the Professional Women Controllers organization, serving as President.

Owen Eugene Yarbrough was recognized for his military, public, airline, and general aviation years of service.

Owen obtained his Military Chief Warrant Officer Pilot Certificate in 1967 in fixed-wing aircraft. Yarbrough did two

combat tours in Vietnam. From 1968 to 1969, he flew Otters, and from 1971 to 1972, P2Vs. He served 12 years in fixed-wing aircraft.

After the Army, Owen returned to the Memphis Police Department, joining the aviation unit. He also served in the U.S. Army and Army National Guard for 20 years. He retired in 1993 from the military as Chief Warrant Officer Four (CW4). In 1996, after 25 years, he retired from the Memphis Police Department aviation unit as helicopter pilot.

He continued to work as an American Airlines ground school instructor from 1999 to 2007. He holds an Airline Transport Pilot Certificate as well as Flight and Ground Instructor Certificates.

Owen Yarbrough was nominated by the Memphis Flight Standards office for the Certified Flight Instructor of the Year Award in 2012. In 2015, he was awarded the Wright Brothers Master Pilot Award. He has also received the Southeast Section's 49½ of the Year Award.

DEADLINE FOR PROPOSED BYLAWS/STANDING RULES AMENDMENTS

The International Bylaws/Standing Rules (IBL/SR) Committee is now accepting proposed amendments for the 2025 Annual Meeting. Chapters, sections, Council of Governors, International Board of Directors, or International Bylaws/Standing Rules Committee may propose amendments to the bylaws and standing rules. In order to be presented at the 2025 Annual Meeting in Burlington, Vermont, electronic copies of proposed amendments must be received by the IBL/SR Committee by December 31, 2024.

To assist in preparing proposed amendments, follow the instructions for submission of proposed amendments to the bylaws and standing rules, available in the Bylaws section of the Library in the Member-Only Area of the website. Electronic submission will be the only accepted means of submission. For documents that require a signature, such as the letter from the Chair/Governor or the minutes from the Secretary, please scan these documents and send them along with the proposed changes. Send proposed amendments (and questions or requests) to:

Juliet Lindrooth, Chair, International Bylaws/Standing Rules Committee at governingdocs@ninety-nines.org

NOMINATING COMMITTEE REPORT: 99S ELECTIONS 2025

– Mae Marquet, *Chair, Nominating Committee*

There will be several positions available in 2025. Two Directors and two Nominating Committee Members are needed.

We hope you'll consider one of these positions. Please contact the Nominating Committee via e-mail at nominating@ninety-nines.org if you're interested in serving your organization. We'll gladly help you in your consideration.

INVITATION TO SUBMIT NOMINATIONS FOR 2025 INTERNATIONAL AWARDS

The International Awards Committee is soliciting nominations for five prestigious awards to be presented by The Ninety-Nines, Inc. at the 2025 International Conference in Burlington, Vermont. The deadline for submitting nominations is January 31, 2025.

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, Friday, January 31, 2025.

Note: Previous nominees may be resubmitted

Questions? E-mail awards@ninety-nines.org

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Visit of the Riachuelo School to the Colonia Aero Club

By Heike Schweigert, *Brazil Section*



Within the framework of the institutional project known as Strengthening Our Identity, the students at School No. 56 visit important places in their surrounding area. To coordinate an educational visit to the Colonia International Airport (CYR), the director of the Riachuelo School recently contacted pilots from the Colonia Aero

Club. We, the members of the Aero Club, gladly introduced the students to the fascinating world of aviation and airport operations. This visit represented a unique opportunity for students to learn first-hand how airplanes work and everything related to aviation.

End of the visit on a wonderful day

We are sure that this complementary experience gives students a more complete and deeper understanding of airport operations and aviation in general, contributing to their education. Plus, everyone involved – the meteorologist, the air traffic controllers, the flight instructor, and the Aero Club pilots – loved sharing their enthusiasm for aviation. We hope to have more opportunities to offer young people new ideas about options for their future. An activity like this is a great way to

enrich the education for students of all ages through hands-on experiences. These experiences allow them to better understand this field and possibly inspire future interests and careers in aviation. There are so many professions in aviation and qualified people are needed everywhere. We want to open the door to that world of aviation in Cologne, Uruguay. For us, the activity with the school was the first step in this direction.

Heike Schweigert is from Germany. She now lives in Uruguay and is a member of the Brazil Section. Heike invites all members to experience flying in Uruguay and to visit the airport in Colonia del Sacramento. Contact her at heike@fly-uruguay.com.

<https://www.fly-uruguay.com/>



Flight Paths: My First Flight and Southwest Section Meeting with The 99s

By Andrada Costoiu, *Orange County Chapter*

I woke early Friday morning as the sun stretched lazily over the horizon. Its golden light caressed the earth, stirring it from slumber. With bags packed, I started driving and picked up Sofia Nosratabadi. For those who do not know, Sofia is now our Secretary for the Southwest Section. We drove, our excitement buzzing, as we made our way to Diane Myers' airport. The road was already filled with cars, because even on early Friday mornings, California highways do not sleep! They never sleep!

At the airport, Diane's plane stood proudly outside the hangar, basking in the early light. I had never seen it before, and at that moment, it felt like meeting a new friend—a beautiful one,

full of stories and journeys, some of which Diane shared with me, and others yet to unfold. Diane was ready for our day in the sky, and I couldn't help but feel a sense of awe.

As we set out for the trip, I found myself in the backseat, next to Mary Wich's desk, belted with its legs in the air. If the desk was turned upside down, and I put some papers on it, it could have easily been a makeshift office in the clouds.

The sky greeted us with open arms, and soon, we were soaring through the clouds, the hum of the engines the soundtrack to the breathtaking views. It was a Glorious Morning! Glorious indeed! Diane surprised us with a box of muffins that were nothing short of heavenly.



When we landed, there was Mary waiting with a smile, and Diane parked her plane next to hers. The scene felt right, as if the two planes were like old friends reuniting. Their captains, too, were creating the magic.

After settling in the hotel, we went to the Estrella Warbird Museum in Paso Robles, a place alive with history and the spirit of aviation. A teacher, deeply passionate about aviation history, gave a wonderful presentation, his voice filled with reverence as he spoke of the town's aviation heritage and the legacy of the WWII Women Air Service Pilots (WASP). These women, warriors in the clouds, had paved the way for generations to come. It was more than just a history lesson — it was a tribute to the courage that has always flown alongside the planes.

The second day was made even more special by the incredible women from the organization. Each one carried the same passion, bound by a love of flight and adventure. There were seminars and a banquet, which all sparked inspiration. Alessandra Rizzo gave us a “license to learn;” Jill Oakes showed us how to create a flight club designed to empower women; Alex Pompeii, a remarkable young woman, impressed us all with her achievements and filled the room with infectious energy; and Jamie Tanabe (Fullerton Chapter) was honored as Pilot of the Year, a testament to her incredible skill and dedication in the skies.

I met so many inspiring women, too many to mention! Among them was Robin Hadfield, our International President. We sat to discuss ways I could lend a hand. I had a lengthy conversation with this incredible woman, and she is not only a very accomplished and fascinating individual, but she also exudes warmth and a genuinely uplifting spirit. I felt an immediate connection to her. I found myself drawn to her

passion and wisdom, and I can't wait to contribute to The Ninety-Nines.

And then there was Diane. Diane, whose grace and quiet strength gave me a sense of grounding. I was new, and except for her, my CFI, Ingrid, and a few other women I met and cherished from our Orange County Chapter, I knew nobody. Diane's presence made everything feel steady, and I couldn't help but think about the way she navigates the world, both on the ground and in the sky. Her heart is as big as the sky she so skillfully flies, and she inspires me in ways I can't even put into words. I'm incredibly grateful for her presence in my life and for the serendipity that brought us into each other's orbit.

Sunday was the time for our trip back home. This was another treat! Sofia and I both took turns flying with Diane in her beautiful plane, Sofia on our way to Paso Robles and me back home.

This weekend's experience is one I will treasure for a long time.

I discovered my tribe among these incredible women. Their shared passion for flight and adventure created a soulful and deep bond as if we were all threads woven together in a beautiful tapestry of life. In their presence, I felt a sense of belonging that ignited my spirit and reminded me that I was never alone on this journey. It takes a village to raise a child, and in The Ninety-Nines, we are that village. I am grateful to be part of it.

A heartfelt thank you to the organizers for creating such an extraordinary event. Their dedication and attention to detail were evident in every aspect, making it inspiring and seamlessly organized. Their hard work truly made this experience unforgettable.



Top left: Diane Earhart and Mia Petruso (from EAA Chapter 64) ready to compete. | Top right: The course plotted on a paper sectional. | Bottom left: TJ Smyka and Bradley Mueller from EAA Chapter 1675 at KSUS in Chesterfield, Missouri | Bottom middle: The Long-EZ with '83' on it is N83DT and built/flown by Dave Aazzaadams of EAA Chapter 1402 in Sullivan, Missouri. | Bottom right: Diane and Mia flight planning.

Paper Has Never Failed Me

By Diane Earhart, *Greater St. Louis Chapter*

I've told this story many times. A couple years ago, I was flying a Cherokee from Abraham Lincoln Capital Airport (KSPI) in Springfield, Illinois, and I was ready. I had ForeFlight programmed in my iPad. I had Avare on my phone. I settled in the plane and turned on the devices. First the iPad: "Too Hot Needs to Cool Down." I threw it in the back seat and picked up my phone. "Too Hot Needs to Cool Down." I tossed it in the back seat. I pulled out a paper sectional and flew home. Paper has never failed me!

Yes, I'm a dinosaur.

Mia Petruso of Waterloo, Illinois, who earned her Private Pilot Certificate on her 17th birthday in November 2023, and I, 67, of Belleville, Illinois, participated in the Navigation Challenge Event hosted by EAA Chapter 1402 in Sullivan, Missouri, on April 20, 2024. The idea was born to give the St. Louis University Parks College (SLU) Flying Billiken Flight Team some good competition to help them prepare for the National Intercollegiate Flying Association Safety and Flight Evaluation Conference (NIFA SAFECON) in May. That mission was well accomplished. Mia and I left the Millstadt, Illinois, Flight Park

(11L4) bright and early in N123AC for our adventure.

Eight teams participated in the event. EAA Chapters 1402, 64, and 1675 were represented along with flight team members from SLU. Contestants ranged from student pilots to CFIs and even a retired Airline Pilot and a retired Air Traffic Controller. A variety of aircraft participated including: a V-tail Bonanza, Rutan Long-EZ, Aeronca Champ, C172, and a Diamond DA20. The event also had an unlimited category, which permitted teams the use of electronic flight planning devices and GPS/RNAV based navigation. (Only one team entered in this category.) NIFA-participating flight teams from Southern Illinois University and Central Missouri University were invited but didn't participate.

Each team of two, a pilot and a navigator, was required to find checkpoints on a paper sectional, plot a course, and fly over the four checkpoints and return to Sullivan. Fueled with pancakes and sausage provided by EAA Chapter 1402, we sat down to flight plan. Each team was given a set of latitude and longitude coordinates and a picture from Google Earth. The checkpoints were a pond on a farm, a Walmart distribution

center, a power substation, and a high school football field. They intentionally omitted helpful information like the name of the town in which the school was located. (Locals may have known, so Illinois pilots should have been given a handicap for that!) No electronic devices were allowed. (Perfect for 'Diane-saurus'!) After plotting the checkpoints, each team needed to determine a course with a plastic plotter, including wind correction angle and ground speed. Then, using that information, they had to calculate the fuel burn, all using only an E6B whiz wheel. According to Flight Service, the wind at 3000 feet was from the north at 20 knots. One of the organizers looked at the five-legged round robin course we'd plotted and acknowledged, "That should get you pretty close!" Teams were released to fly the 100-mile course using only pilotage and dead reckoning. After an aborted takeoff (my door popped open), we navigated as planned and were elated to spot the triangle pond, right on time. Bonus points were available if we could identify some sort of big letter near the pond. We didn't see it and moved on to the next checkpoint.

Two superior pilots used their superior judgment and skills to figure out where the Walmart distribution center was in relationship to the town. The shape of it, as depicted on Google Earth, helped us to spot the checkpoint from several miles away. Then, the third checkpoint, which we ascertained using our superior judgment and skills, would be where some high power lines came together. We found the power lines and followed them to our predetermined checkpoint. Again, using our superior paper skills, we spotted Foristell and the Labadie power plant and flew to a point we had marked on the sectional as shown in relation to Foristell. We were fighting a significant crosswind, which blew us away from the checkpoint we had marked. We knew we were close but couldn't spot Borgia High School's football field. Deciding we were probably within the half mile of allowed wiggle room, we decided to turn back to the airport and hope for total-time points. In the turn, I said, "Hey, look!" I'd spotted a football field of the correct color with an emblem in the middle. When we got closer,

expecting it to say Borgia Knights, Mia said, "It says St. Clair Bulldogs." I said, "Shoot." We went back to Sullivan anyway.

There was a line at the fuel pump. Superior pilots in a competition would have turned the airplane off and towed it to the pump like the Bonanza ahead of us did. I'd been carefully monitoring "Alpha Charlie's" fuel consumption over the last several flights and was confident I knew her actual usage. Originally, the teams planned to top off before and after the flight, so the precise usage during the competition would be known, but instead we were allowed to estimate how much fuel had been burned flying from Flight Park before the beginning of the competition. That was our mistake. The fuel calculation penalty was one point for each half gallon off our projected burn. Mia and I weren't told how much, but we took a big fuel penalty. We know what to do differently next year.

Using ADS-B track log data, judges assessed penalty points to each team for differences in flight-planned time versus actual time and for planned fuel burn versus actual fuel burn. Mia and I were in fourth place. First place winners were Troy Ettenson and Hudson Pettit from SLU, who took home a Flashforge Adventurer Pro 3D printer and a trophy. While it wasn't us, I'm happy it was the home team.

We were pleased we were within one or two minutes of each of our checkpoint estimates, including the elusive Borgia Knights field. We did fly pretty close to Washington, Missouri, so we must have accidentally flown close enough. Not that we're admitting it was accidental!

Mia and I'd agreed to split the rental cost of "Alpha Charlie" while she logged the pilot in command cross country time. Later I asked myself, "Did I have \$180 worth of fun today?" The answer is a resounding, "YES!"

Diane Earhart is a Master Pilot and retired Air Traffic Controller. She is a CFII for AeroCareers, NFP, based at 11L4 Flight Park, Illinois, where she teaches using paper sectionals, an E6B whiz wheel, and phone calls to a live person at the Flight Service Station.



Celebrating Julie Clark's Prestigious Award at the WASP Reunion

By Tammy Meredith, *Sierra Gold Chapter*

When our chapter heard about our own **Julie Clark** being the 2023 recipient of the NAA (National Aeronautic Association) Katharine Wright Trophy, we were so happy for her!

The other exciting news was that Julie chose the Women Airforce Service Pilots (WASP) Reunion at Avenger Field where they trained in Sweetwater, Texas, for the venue to receive the award. For me, this was the icing on the cake.

Julie was nominated by a high official in the airshow business. Nominations are received January 1 through March 31. A selection committee looks at the criteria listed on their website: "An individual who has contributed to the success of others or made a personal contribution to



Left: Tammy Meredith, Dennie Salzman, Mike Brewer, Julie Clark, Barb Crum, Larry Littlepage. | Middle: WASP Museum. | Right: WASP Reunion Awards Dinner at Avenger Field in Sweetwater, Texas.

the advancement of the art, sport, and science of aviation and space flight over an extended period of time.” The selection committee carefully reviews each nomination and a meeting is set up to determine the recipient.

Amy Spowart, President and CEO of the National Aeronautic Association out of Washington D.C., was in contact with Julie. She was wonderful in providing me with information to make our trip a success. From our chapter, Dennie Salzman and I traveled together along with Barb Crum – a neighbor and friend to Julie. Besides chapter members, Julie also had her boyfriend, Mike Brewer, and her son, Larry Littlepage, to help her celebrate the event. Julie and Mike each flew their T-34s while Dennie, Barb, and I flew commercial and arrived Thursday, April 25, flying into Midland International Air and Space Airport (KMAF). We all stayed at the same hotel, making it convenient to get together for meals and fun to hang out.

On Friday, Dennie, Barb, and I went to the National WASP WWII Museum on the old airfield. I’d heard about this museum but had no idea what incredible artifacts and documentation it held. We spent several hours combing over all the displays and, of course, the gift shop. If you ever have a chance to see this museum, make the effort. What they have preserved is impressive.

I have a new respect for the WASP and what they endured during this time to support their country during WWII. In August 1943, the WASP were formed from two existing groups: Women Auxiliary Ferrying Squadron (WAFS), created in 1942 by Nancy Harkness, and the Women’s Flying Training Detachment (WFTD), created by Jackie Cochran. Twenty-five thousand women applied to train at Avenger Field in Sweetwater, Texas; 1,785 accepted and 1,074 graduated.

The award presentation took place at the Rendezvous Dinner on Friday night in one of the two original hangers normally used for the museum. Jordan Bentle, Media Manager, graciously coordinated with me to ensure everybody traveling in for the event sat at Julie’s table, which was full. Julie, Mike, Larry, Dennie, Barb, Amy, husband Greg, and I all had front-row seats for the evening.

There are six surviving WASP; unfortunately, none were able to make the trip this year. They’ve had several in attendance at past dinners.

The Commemorative Air Force (CAF) presented an original jacket from family members of a WASP, which will be on loan to the museum. At breakfast the next morning at our hotel, we were fortunate to meet the ladies from the CAF and have a lovely conversation with them regarding the jacket and several warbirds they have.

Susan Kilrain, NASA Astronaut, Navy Test Pilot and author, was the keynote speaker. Her stories were an inspiration to the women in the crowd. The dinner was delicious. Since they’re fundraising to make improvements to the hangars, they had some fun games during the evening. No one at our table won, but it was pretty exciting for a bit.

On Saturday, Dennie, Barb, and I headed out to the airfield to meet up with Julie and Mike before they took off for home. While hanging out in the FBO where their planes were hangered, some of the pilots with their warbirds began getting ready for the airshow. We had the best time visiting with them and caring for Julie and Mike’s dogs, Chloe and Zoe respectively, while they prepped their planes. (You read that right, their adorable pups travel with them.) Although not part of the airshow, Mike and Julie flew out in formation with smoke ahead of the show’s start.

The FBO was on top of a hill with a perfect vantage point for the airshow.

We had a great day watching the flights and eventually went down to join the crowd, meeting more 99s, military pilots and locals enjoying the tasty Texas cuisine. The second museum hangar, where the dinner was held, opened for seating. We were able to enjoy more museum displays during the afternoon.

One of the highlights for me was meeting the two women pilots who flew the C-130 the night before for the airshow. We had so much fun talking to them and learning about their travels to airshows with their beautiful aircraft.

We left for home on Sunday, taking with us new memories of another fun aviation weekend.

Being able to support a friend and fellow 99 along with visiting a rare and historical site made for a memorable trip. Congratulations, Julie. Your energy and inspiration in helping women and the next generation of aviators have not gone unnoticed.

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Knowing Your Limitations

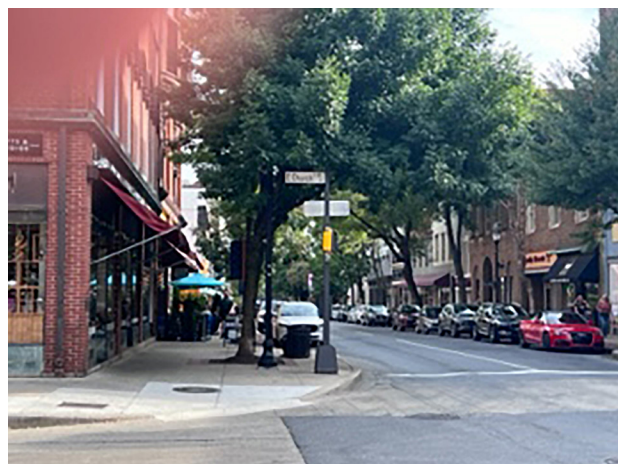
By Donna Miller, *Colorado Chapter*

It is a delicate balance. We got to where we are by pushing ourselves beyond where we thought we could go. We've constantly surprised ourselves from the moment we soloed an aircraft to having earned each type rating. We finally reach a point where we're comfortably at the top of our game enjoying the view. Along the way we learn to become more and more at ease at the edge of our comfort zone, and we push our limits farther out. But to what extent?

I've had a few experiences as a new Captain that tested my limits until I had to draw the line and say, "No." One was in Eagle/Vail, Colorado, which for my airline is a special qualification airport; you must have additional training to operate in and out of it, and both the Captain and the First Officer must be qualified due to mountainous terrain. My First Officer and I had a layover there and enjoyed the beauty of the high peaks surrounding us. I got up early the following morning and went for a run in the crisp air before having breakfast and getting ready for the 11 a.m. van to take us to the airport to fly to LaGuardia Airport (KLGA) in New York, New York. Then the delay started. It would be 2 p.m., then 5 p.m., then 6 p.m. I tried unsuccessfully to take a nap to be ready for the long night ahead. We'd soon run out of duty day, and the part time control tower would close. The delay continued until finally I told the scheduler that we were on the edge of timing out, and that we should delay the flight until morning. Instead of the concurrence that I expected that this was the safe and wise decision, I got the opposite. I was told to hustle downstairs to catch the van and hurry to the airport and get the passengers loaded as quickly as possible. It was now almost 8 p.m., so the tower would be closed when we arrived and we'd have to coordinate with Denver Center to take off. Somehow, our flight time to New York was shortened so we would be legal to make the flight. I discussed this with my First Officer. He told me that this happened to him at his previous airline and it hadn't gone well. "Doesn't this sound like the start of an NTSB report?" he asked me calmly. He was absolutely right. I called Scheduling back and filed a fatigue report and gave them the time we would be ready to fly in the morning. I felt like I'd failed. The passengers would be disappointed. I felt like I let the company down. But I fell asleep knowing somewhere in the back of my head that I'd done the right thing.

The next morning, we took off into the clear blue sky, fully rested, climbing safely above the mountains and off to New York. We discussed our decisions from the previous night and were grateful for the support of each other in what was a difficult decision to make. We knew our limitations and we trusted ourselves enough to stand by them. It's days like that that make us better pilots.

Places to Go & Things to Do



Left: Welcome sign on AOPA ramp. | Middle: Mary Bryant and Victoria Jones visiting AOPA. | Right: Downtown Frederick Maryland



Mary Bryant

Florida Suncoast Chapter

Mary has been a pilot and 99 for over three decades. She holds ATP, CFII, MEI, and CE500 Ratings. She is an aviation business owner, aircraft owner, and active pilot. She loves to fly and is always looking for places to go and things to do; suggestions always welcome!
marybryant100@gmail.com

Frederick Maryland and AOPA

Recently, I was scheduled to join a group airplane tour starting in Frederick, Maryland (KFDK). Notable weather was forecast between my Florida home base and Frederick, so we allowed an extra day enroute to ensure arrival in plenty of time. Having managed to accomplish the trip in one day, we had extra time to explore. Anticipating the opportunity, I'd contacted Frederick-based AOPA in advance to inquire about a potential tour. AOPA instructed us to stop by upon arrival and we would be able to tour the facility most weekdays.

Although we parked at Signature on the general aviation (GA) ramp with the rest of our group, as we approached the AOPA facility, we noticed a sign welcoming us to park on the AOPA ramp. Signature was very helpful and welcoming, but next time we might take advantage of the AOPA ramp. AOPA is just a very short walk from Signature, so either parking works well.

At the front door of AOPA, we found a touchscreen terminal mounted on the wall instructing us to check in. After answering a few questions and having our photos taken, the computer indicated someone would be with us shortly. After a few minutes, we were greeted by an AOPA staff member and our tour began. We were shown around the building and saw the offices, planning and conference rooms, simulator, and other features. It's a very modern, beautiful facility. The best part of the tour was getting to meet many of the AOPA staffers who answer questions from members when they call in or contact AOPA otherwise. They are also part of the group who provide the many other services for which AOPA is famous.

On the next leg of our trip, we were planning to fly the Hudson/East River VFR route to see the Statue of Liberty and overfly Central Park. Since neither of us had done this before, we had lots of questions. We were introduced to AOPA Chief Pilot, Luz, who was very familiar with our planned trip and was very patient and helpful in answering our many questions. We felt much more prepared to undertake the adventure after her input.

After an opportunity for a snack and receiving some AOPA mementos, we were on our way. There is a small airport restaurant a short walk away. We didn't have time to check it out, but it receives good reviews if you're looking for a quick and easy meal within walking distance.

That night, we were scheduled to meet our group in downtown Frederick, a short Uber ride away. I really wish we'd had more time to explore. We could have happily spent multiple days exploring the shops and enjoying the many restaurants. Our group met at Brewer's Alley on Market Street, which had great beer and burger specials and a variety of other menu items. We thoroughly enjoyed the food and comfortable pub-like atmosphere. For those looking for the iconic Maryland crabcakes, I have it from knowledgeable Frederick local, Lin Caywood, that Dutch's Daughter or Callahan's are great choices. The Tasting Room and Manalù Italian Restaurant also come highly recommended for those seeking fine dining.

In summary, you can readily tour AOPA if you have a few hours to spare or, if possible, I recommend exploring downtown and enjoying the great food and attractions in the charming City of Frederick.

Here's your issue on getting ready for gift-giving this holiday. I LOVE giving books for any occasion, but these might give you some November, December, and New Year ideas. So, I'm going to "feature" books for younger people — a couple of picture books with great illustrations and a story series. The first series has probably the widest age-group spread, but the other two would work for anyone.



Pennywell Books, 2013/ Nimbus Publishing, 2020

Nimbus Publishing, 2020

Nimbus Publishing, 2024

Nimbus Publishing Limited
3660 Strawberry Hill St. Halifax, NS, B3K 5A9
Available from Publisher or on Amazon

THE GINNY ROSS SERIES – Three-book series *Amelia & Me | Under Amelia's Wing | Beyond Amelia*

Author: Heather Stemp

Book 1 opens with: "All of the main characters in this story are real people. Ginny was my aunt, her mom and dad were my grandparents, and her brother, Billy, was my father. Aunt Rose was my great-aunt, and Uncle Harry was my great-uncle." Even though the story is set in Harbour Grace, Newfoundland, because of the interplay of real characters rounding out a fictional story, everything feels familiar. AND we get Amelia Earhart as a supporting character for Ginny's goals and aspirations.

This is a great little series — each book follows a specific period of time in Ginny's growth through aviation and her association with Earhart. She has given us great fictionalized accounts of a very real time. Stemp, who now lives in North Bay, Ontario, gives us a gift of wonderful Author's Notes, a glossary (when necessary to keep us familiar with Canadian verbiage), and a collection of photos in the back of each book. Even though the series should be in order — my advice! — it really doesn't need to be. This is the sort of thing I would have read in elementary school, but it suits from that age through adult, and I thoroughly enjoyed coming across these books now.



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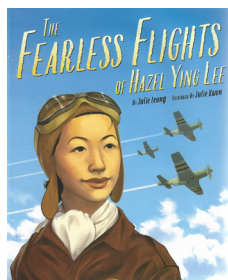
WHEN I'M AN ASTRONAUT – and Accompanying Activity Book

Author: Dr. Samantha Pillay | Illustrator: Harry Aviera

When I'm an Astronaut is Book 3 of Pillay's "series" Inspirational Careers for Kids with "Dreaming is Believing – STEM" books. She has a wonderful approach in utilizing being an astronaut as an "inspirational career" spotlight. It's a great "picture book" with simple but attention-getting verbiage and illustrations. I love the expressions on our "heroine!"

The accompanying Activity Book has more than one word search, a maze and other activities that will make anyone stretch a bit. It's definitely worth the expense of ordering both pieces together.

Pillay has a fascinating background — she's a urological surgeon. Go to www.samanthapillay.com for more information on her background and motivation.



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and Company, Hachette
Book Group
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Available on Amazon

THE FEARLESS FLIGHTS OF HAZEL YING LEE

Author: Julie Leung | Illustrator: Julie Kwon

I have always felt that Hazel Ying Lee was among the "forgotten" WASP. Although she's always mentioned in books dedicated to the Women Airforce Service Pilots' story, there has never really been enough for me. Since I'm "featuring" books for young people, including "picture books," let's use this as a taste for more that will be coming in January/February book reviews. This book goes far beyond being a "picture book." The illustrations are beautiful, almost ethereal in places. However, the text, which is beautifully written, conveys so much more than simply the history of another WASP. This book conveys the uncertainty felt by a young woman who is outside the "norm" yet keeps striving to do what she knows she can do.

Hazel was the first Chinese American woman to fly for the US Military as a civilian when she joined the WASP as a member of Class 43-4. She was also among that group of WASP who were killed while on duty.

The Author's Note section is extremely well written and necessary to complete the entire story. I don't know how I missed this book when it came out in 2021, and I'm most certainly glad that I read it now. It's a wonderful foundation to use to review *AMERICAN FLY GIRL* by Susan Tate Ankeny, which will be reviewed in the January/February issue of *Ninety-Nines magazine*.

Milestones

Sophia Barton
Private
– Sutter Buttes



Sydney Schumsky-Nicholas
Private – San Diego



Maddy Bloom
Type BE-300 Rating (Captain) – Orange County

Jackie Burch
Instrument
– San Diego



Kim Burton
Instrument
– Air Capital



Madi Cann
Private – Maple Leaf

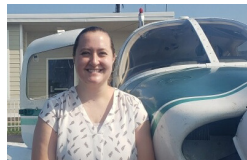
Tiara Cummins
Private – San Diego



Timber Dawson
CFI
– Kentucky Bluegrass

Lizzie Domingue
Commercial Seaplane Add-On – NOLA

Michelle Dvorak
Instrument
– Sugarloaf



Meghan Dressel
Private – Keystone

Taylor Edwards
Instrument
– San Diego



Giovanna Eiler
Private – San Diego



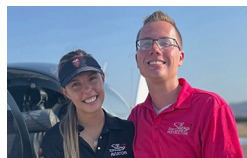
Kristyn Feldman
Private – British Columbia Coast

Karen Ghatala
Solo – British Columbia Coast

Lindsay Grant Préjent
MEI & CFII
– San Diego

Erica Hansen
Private – San Diego

Anastasia Heitmann
Solo – Sutter Buttes



Alli Hinmon
Solo – Orange County



Stephanie Irvin
Inspection Authorized Mechanic
– Florida First Coast

Allison Joas
MEI & CFII
– San Diego



Sigma Kar
Private Pilot
– Michigan



Sarah Krammen
CFII – Lake Tahoe



Candace Lamb
Private – Appalachian Aviatrixes



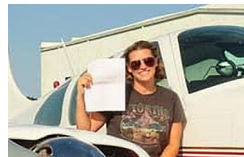
Alysia Larson
Seaplane – Eastern New England



Tanya Lindley
Multi-engine
– Alberta

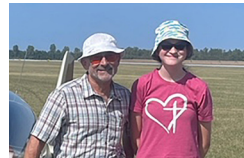
Jeanine Machell
Solo – Sutter Buttes

Jen Markovska
Private
– Chicago Area



Sidney Martin
Commercial, Multi-Engine
– Kentucky Bluegrass

Layla McMillan
Solo – NOLA



Lydia Munro
Glider Solo
– Kentucky Bluegrass



Hannah Nakka
Solo – Sutter Buttes



Jun Oikawa
Commercial
– All-Ohio

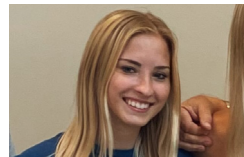
Kate Olaf
Commercial multi-engine add-on
– San Diego



Chloe Park
Instrument
– Kentucky Bluegrass



Cassidy Roberts
Instrument
– Orange County



Madison Rucinski
Private – Wisconsin



Cameron Rucinski
Private – Wisconsin



Samantha Schroeder
Solo – Fullerton



Caroline Seurer
Private – Minnesota

Kaylee Smith
Seaplane
– Katahdin Wings



Cassie Tatro
Seaplane
– Eastern New England

Lien Tran
Seaplane Rating
– British Columbia Coast

Jennifer Walinowicz
CFI – Orange County

Kiki Williams
Instrument – NOLA



Devin Wilson
Instrument – Keystone

“With SiriusXM I feel safer in my cockpit.”

Lin Caywood,
Vice President of the Air Race Classic



“During my fourth Air Race Classic, there was a weather front coming in as we were flying through the mountains. A combination of good luck, analysis and faith in SiriusXM’s weather allowed us to be one of the few teams that made it out of the mountains before the weather came in.”

Lin Caywood

Commercial SEL & MEL, tailwheel, seaplane, CFI, CFII, Cessna 182T and 150 owner

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Top: Kentucky Bluegrass Chapter members at the Rough River State Park | Bottom left: Chloe Park and Maddie Breitenstein | Bottom right: Maggie Hettinger, Honoree in the 2024 International Forest of Friendship Induction Ceremony

KENTUCKY BLUEGRASS CHAPTER

The Kentucky Bluegrass Chapter met in August at the beautiful Rough River State Park. We enjoyed the buffet lunch and catching up on each other's summer flying adventures.

Chloe Park and Maddie Breitenstein staffed the Kentucky Bluegrass 99s booth at the WAI Girls Aviation Day, September 21, 2024, at Bowman Field (KLOU), Louisville, Kentucky. They challenged visitors to the booth to find aeronautical symbols on our sectional chart scavenger hunt. Over 500 girls and their family members attended the event.

Maggie Hettinger was Kentucky Bluegrass Chapter's Honoree in the 2024 International Forest of Friendship Induction Ceremony. Maggie, a former Chapter Chair, spearheaded the 2014 North Central Section Fall Meeting, volunteered for many Kentucky Bluegrass Chapter events, and helped revise our chapter scholarship. She is well-deserving of this honor.

- Sue Glisson



MARYLAND CHAPTER

On Saturday, September 14, 21 girls and women were introduced to the basics of flight at Easton Airport (KESN). Despite foggy beginnings across Maryland, planes were prepped and flew into Easton Airport (KESN) to provide introductory flights for the inaugural Maryland Ninety-Nines' Let's Fly Now event. Participants learned about airplane safety, the parts of the airplane, pre-flight inspections, and airport markings. Volunteer pilots shared their passion of flight, and attendees experienced airport communications, and took flights where they could hold the controls. Students that wish to continue with training will be registered as student pilots, and all heard about aviation career opportunities.

One potential pilot drove from Brooklyn, New York, to Easton, Maryland, to participate. Ninety-Nines members also traveled from Texas to Maryland to support the event. Some of the women who got the chance to fly said that they always wanted to go up in small airplanes but never had a chance.

At many airshows and other aviation events, women can sometimes be talked over or pushed aside when waiting for a chance to ask aviation questions or fly a simulator. Let's Fly Now events offer women an opportunity to explore aviation without having to push their way in. The Maryland Chapter looks forward to hosting more Let's Fly Now events within the state as support for adjacent chapters.

- Maria Esparraguera



Top: Michigan 99s celebrate the chapter's 90th anniversary. Front row: Linda Haynes; Sheila Ralph; Margaret Wint, North Central Section Vice Governor; Frances Rose; Susan Siporin; Shawnee Schroeder; MonaLisa MacLaughlin. | Middle: Michigan 99s at The Festival of Flight. Left to right: Sarah Haskett, Linda Langrill, Frances Rose, Janet Patton, Susan Siporin with her husband Sandy. | Bottom left: Dr. Kelin Prokurat. | Bottom right: Linda Langrill, Chapter Chair, and Frances Rose, Chapter Secretary.

MICHIGAN CHAPTER

Our chapter celebrated its 90th anniversary at the Owosso Community Airport (KRNP) on August 24, with 10 members participating in our summer celebration. Thank you to Margaret Wint, North Central Section Vice Governor, for attending. Hard to believe in just 10 more years we'll be celebrating 100 years as a chapter! And in five years (2029), The Ninety-Nines will celebrate 100 years. Secretary Frances Rose (Bloomfield Hills, Michigan) and Vice Chair Suzette Biela (Ottawa Lake, Michigan) did a great job planning the Michigan Ninety-Nines' 90th Anniversary summer bash. Members and non-members were invited to join the celebration.

On Sunday August 11, 2024, The Festival of Flight was held at Oakland County International Airport (KPTK). The event celebrated the airport's rich aviation heritage and showcased the impact of aviation on the area. The Michigan Ninety-Nines had a table at the open house and volunteers spoke to many women and girls who were interested in flying or were already in training and were interested in membership. We raised over \$350 in sales and donations. Janet Patton – formerly a Michigan Chapter member, Chapter Chair of the Ambassador Chapter, and also an International Ninety-Nines Board Director – signed copies of her new book at our booth. Frances Rose, with help from Susan Siporin and husband Sandy, did a fantastic job planning and organizing our booth. Thanks to members Frances Rose, Susan Siporin, Sigma Kar, Sarah Haskett, Linda Langrill, Erin Riley, Melanie McNicholas, and Janet Patton. Also, thanks to Sandy Siporin, Susan's husband, and Aditya Kar, Sigma's brother, for their help.

Dr. Kelin Prokurat, a board-certified OB-GYN Physician and FAA Certified Aviation Medical Examiner, was our September Zoom meeting speaker. Dr. Prokurat, a Michigan Ninety-Nines member, achieved her Private Pilot Certificate, Instrument Rating, Commercial Pilot Certificate, Certified Instrument Flight Instructor, Multi-Engine Rating, and Certified Multi-Engine Instructor by the age of 20. Dr. Prokurat shared information about medical issues women face throughout their lives and answered questions from our members.

Frances Rose, Chapter Secretary, and Linda Langrill, Chapter Chair, represented the Michigan Chapter at the North Central Section Meeting on September 13-15, 2024, in Minneapolis, Minnesota. They enjoyed the behind-the-scenes tour of Delta Airlines as well as seeing old friends and meeting new ones.

Kim Fanelli (Clarkston, Michigan) flew her Cirrus SR 20 from Pontiac, Michigan, to Rochester, New York, on August 4 to meet the pilots and watch the Italian Air Force Aerobatic Team (Frecce Tricolori) perform.

- Barb Vukits

Grass Roots



Top left: Dinner Cruise on the Mississippi River. | Bottom left: View of the city coming back to port. | Right: North Central Section 99s attending the IFOF Ceremony.



NORTH CENTRAL SECTION

The Minnesota Chapter hosted the North Central Section Fall Meeting in Bloomington, Minnesota, on September 13-15, 2024. A dinner cruise on the Mississippi, a balloon demonstration, a behind-the-scenes tour of Minneapolis-St. Paul International Airport (KMSP), an evening banquet with speaker Martha Whiteaker, former U.S. Navy Pilot and current Delta Captain, as well as our business meeting highlighted the enjoyable weekend. Thanks to the Minnesota Chapter for their planning and hospitality.

International Forest of Friendship Honorees 2024

The North Central Section was well represented at the September 21, 2024, International Forest of Friendship Induction Ceremony. NCS Honorees included Diana Austin (Indiana Dunes), Minnetta Gardinier (Iowa), Maggie Hettinger (Kentucky Bluegrass), Gail LaPook (Chicago Area), and Madeleine Monaco (Chicago Area). Thanks to these honorees for their service to The Ninety-Nines and for their contributions to aviation.

- Sue Glisson

Top left: Sue Glisson, North Central Section Governor; and Kaye Combs Moore, Kentucky Bluegrass 99; with Captain Marth Whiteaker, banquet speaker, former U.S. Navy Pilot, and current Delta Captain (center) | Top right: The balloon demonstration was very informative. | Middle left: Forest of Friendship honoree Minnetta Gardinier | Bottom right: Forest of Friendship honoree Diana Austin. | Bottom right: A real hands-on, behind-the-scenes tour of Minneapolis/St. Paul International Airport (KMSP)



Top: Minnesota members experienced flying the C-130 simulator event. | Bottom: North Central Section Fall Meeting attendees enjoyed a Mississippi River cruise.

MINNESOTA CHAPTER

The Minnesota Chapter had an extremely busy summer. On August 23, 2024, we were able to fly the C-130 simulator at the Air Force Guard base at the Minneapolis-St. Paul International Airport (KMSP). Attendees were able to land the C-130 simulator, do a go-around, and perform in-flight turns.

We held our Summer Quarterly Business Meeting on September 8, 2024, at the Anoka County Airport (KANE), and we welcomed three new members to our chapter. As part of the meeting, we all dug in and stuffed swag bags, assembled name tags, and wrapped the silent auction items for the North Central Section Fall Meeting the following weekend.

We hosted the North Central Section Fall Meeting on September 13-15, 2024. Our “Fall for Minnesota” themed event hosted 68 attendees and events included: a hot air balloon demonstration, a sunset dinner cruise on the Mississippi River, a lunch provided by the Metropolitan Airports Commission (MAC) followed by a behind the scenes tour of the Minneapolis-St. Paul International Airport (KMSP), and our Saturday night banquet featured a fantastic talk by Delta Captain Martha Whiteaker.

At the end of the summer on September 21, 2024, we had a booth at the very popular Girls in Aviation Day event at Flying Cloud Airport (KFCM).

Finally, congratulations to Caroline Seurer for earning her Private Pilot Certificate in August!

– Dr. Melissa Aho



Joyce Parker, Tammy Willits (Girl Scout Liaison), and Laura Burnham (Chair) at the Women in Aviation Day.

NORTHEAST KANSAS CHAPTER

On September 21, a team from the Northeast Kansas Chapter once again participated in the annual Girls in Aviation Day for Girls Scouts at Forbes Field in Topeka, Kansas. We received this lovely thank you from the sponsoring museum:

Thanks so much for your great presentations during Girls in Aviation Day at the Museum of the Kansas National Guard on Saturday. I don't have everybody's e-mail, so please pass our thanks along to the others in your presentation group.

We had approximately 160 girls and 140 sponsors here, so the event was again very popular. Your repeated presentations were outstanding and much appreciated by those of us at the museum and by all the girls and their sponsors present. You challenged the girls to think about flying, about careers in aviation, and about a whole new world: This made their day. You touched a lot of lives, and we greatly appreciate your time, talents, knowledge, and generosity in sharing your aviation knowledge with everybody. You did great. Thanks.

Ed Gerhardt, *Retired Brigadier General*
President, Museum Board of Director

– Sara Tompson

Grass Roots

SOUTH CENTRAL AND SOUTHWEST SECTION MEETINGS



South Central Section Meeting, Houston, Texas. Current President: Robin Hadfield. Past Presidents: Jan McKenzie, Susan Larson, Lu Hollander.



President Robin Hadfield; keynote speaker Liz Warren, PhD, Chief Scientist NASA's Human Health and Performance.



President Robin Hadfield at the Southwest Section Meeting enjoying games around the firepit with members of Sutter Buttes and San Diego Chapter members.



Our newest Life Members

Dee Bond
New Zealand Section

Janet Caldwell
North Central Section

aJill Hopfenmuller
Long Island Chapter

Deb McGee
Iowa Chapter

Eva Parks
Greater Seattle Chapter

Carol Reukauf
Antelope Valley Chapter

Margaret Shaffer
Old Dominion Chapter

Kathy Walton
Reno Area Chapter

Margaret Wint
Indiana Dunes Chapter



Our most recently enlisted Friends of The 99s

Lacey Bowman
Oklahoma City, OK

Nautica Carter
Oklahoma City, OK

Sophie Dignan
Sandpoint, ID

Stephanie Folsom
Atchison, KS

James Forbes
Monkton, MD

Kelly Gordaul Hamilton
Oklahoma City, OK

Effie-Alean Gross
Maricopa, AZ

Grif Leary
Frankston, TX

Amy Stout
Oklahoma City, OK

Jessica Thelin
Qualicum Bay, BC, Canada

William Thiele
Flemington, NJ

Jonathan Ward
Camden, ME



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.

Sylvia Roth
June 19, 2024
Carolinas

Linda Mattingly
July 25, 2024
Indiana Dunes

Chris Hutson
Life Member
August 12, 2024
Coachella Valley

Chuck Herring
49 ½ of Ellen Herring
August 21, 2024
Chicago Area

Margaret (Peggy) Doyle
Life Member
September 14, 2024
Old Dominion



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For all ages and training levels
 - Mentorship
Meet 99s through local chapter seminars and events
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Creating tomorrow's aviation leaders today
-

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THE NINETY-NINES



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Nominations Now Open!

DO YOU KNOW A 99 MEMBER, AN ORGANIZATION, OR A NON-99, WHO DESERVES RECOGNITION WITH AN INTERNATIONAL AWARD FROM THE NINETY-NINES?

EACH YEAR, WE INVITE NOMINATIONS FOR OUR PRESTIGIOUS AWARDS, HONORING OUTSTANDING INDIVIDUALS AND ORGANIZATIONS IN AVIATION AND BEYOND. THIS YEAR, WE ARE SEEKING NOMINATIONS FOR THE FOLLOWING CATEGORIES:

- AWARD OF ACHIEVEMENT FOR CONTRIBUTIONS TO AVIATION
- AWARD OF ACHIEVEMENT FOR CONTRIBUTIONS TO THE NINETY-NINES
- AWARD OF ACHIEVEMENT FOR HUMANITARIAN EFFORTS
- AWARD OF MERIT
- GEORGE PALMER PUTNAM AWARD

SUBMIT YOUR NOMINATIONS THIS FALL FOR THE 2025 AWARDS BY VISITING THE AWARD SOP IN THE LIBRARY SECTION OF THE MEMBERS AREA ON OUR WEBSITE.

FOR MORE INFORMATION, PLEASE REACH OUT TO THE AWARD CHAIR AT AWARDS@NINETY-NINES.ORG.

LET'S CELEBRATE EXCELLENCE IN AVIATION TOGETHER!