

July/Aug 2025



Ninety-Nines

Inspiring Women Pilots Since 1929

A WALK IN THE FOREST

50 YEARS LATER

p. 18



plus

**CORBI BULLUCK
TRIBUTES**

FIRST WINGS AWARDS

**MEET OUR NEW
EXECUTIVE DIRECTOR**

Ninety-Nines Magazine

Published by The Ninety-Nines, Inc.[®]
International Organization of Women Pilots[®]

A Delaware Nonprofit Corporation
Organized November 2, 1929 (ISSN 1548-565X)

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The Ninety-Nines magazine is published
bimonthly by The Ninety-Nines, Inc.[®],
International Organization of Women Pilots,
at 4300 Amelia Earhart Drive, Suite A, Oklahoma
City, Oklahoma, 73159-1140.

The subscription is included in the annual
Ninety-Nines membership dues and Friends
of The 99s dues. Periodicals postage paid at
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Address Changes

Send to: The Ninety-Nines, Inc.[®]
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Oklahoma City, OK 73159-1140 USA

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Let's Get Social    

ON THE COVER

Statue of Amelia Earhart at the International Forest of Friendship.
Photo courtesy of International Forest of Friendship (IFOF).

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Thank You to Our Sponsors



2025

JUL

- 6-8 **East Canada Section Gold Cup Air Rally**
CYLS Lake Simcoe to CYRO Trois Rivieres
✈ [Grace Howell, gracehowell43@gmail.com](mailto:gracehowell43@gmail.com)
- 9-13 **Ninety-Nines International Conference**
Burlington, Vermont
Hilton Lake Champlain
☞ akatravelteam.swoogo.com/99s2025
- 15 **Deadline:** Professional Pilot Leadership Initiative (PPLI) Application for Mentoring Fall Session
☞ ninety-nines.org/resources.htm
- 21-27 **EAA AirVenture Oshkosh**
Oshkosh, Wisconsin
Wittman Regional Airport
☞ eaa.org/airventure

SEP

- 12-13 **International Forest of Friendship Celebration "Flying and Forests"**
Atchison, Kansas
☞ ifof.org

MAGAZINE SUBMISSION DEADLINES

are one month prior to issue date.
SEP/OCT issue deadline: Aug 1.

OCT

- 1 **Deadline:** First Wings Applications to Chapter AE Chair (or Section AE Chair, if there are no chapters)
✈ Apps@AEScholarship.org
- 3-5 **Southwest Section Fall Meeting**
Monterey, California
Embassy Suites
☞ sws99s.org
- 3-5 **Northwest Section Fall Meeting**
Butte, Montana
☞ nw99s.org
- 23-26 **South Central Section Fall Meeting**
Albuquerque, New Mexico
Rio Grande Norte Chapter
☞ scs99s.org

NOV

- 7-8 **International Board of Directors Fall Meeting**
Oklahoma City, Oklahoma
✈ Info@ninety-nines.org

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

Join the 99s at OSHKOSH – Be a Volunteer!

Are you heading to EAA AirVenture in Oshkosh this July 21–27? Make your experience even more meaningful by volunteering at one of our Ninety-Nines booths in Hangar B or the WomenVenture Center! We're looking for enthusiastic members to help us welcome visitors, share the benefits of being a 99, and inspire the next generation of women pilots. It's a great way to connect with fellow aviation lovers, support our mission, and have fun doing it!

**We can't wait to see you at Oshkosh.
Come be part of something extraordinary!**

**Sign up today:
HANGAR B**



WOMENVENTURE



The President's Message



Robin Hadfield

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

We're only halfway through the year, and already we're seeing remarkable momentum in our membership. More and more women are joining The Ninety-Nines – from student pilots to seasoned professionals – and many former members are returning. This sustained growth is a powerful reflection of the strength of our mission, the energy of our global sisterhood, and the continued outreach from our chapters and international efforts, especially across social media.

Many new members discover us at aviation events like SUN 'n FUN, Women in Aviation International, and EAA AirVenture Oshkosh. It's our volunteers – those of you who greet visitors, share your passion, and invite fellow aviators to join – who make the biggest difference. Thank you for being the welcoming face of The Ninety-Nines at these events!

With EAA AirVenture Oshkosh just around the corner, we're gearing up once again to host two booths. It's a fantastic opportunity to represent our organization and connect with thousands of aviation enthusiasts. If you'll be at Oshkosh, we hope you'll sign up to volunteer at one of our booths – look in this month's issue for details and sign-up links.

Why Join The Ninety-Nines?

If someone ever asks why they should join, here are 10 compelling reasons, beautifully summarized by the Reno High Sierra Chapter:

- **Annual conferences** – Fly somewhere new, meet Ninety-Nines from around the world, attend educational sessions, and participate in shaping the future of the organization.
- **Camaraderie** – Build strong friendships, find mentors, and enjoy the support of like-minded women pilots.
- **Community service** – Get involved in aviation-related service, from painting compass roses to youth outreach and disaster relief.
- **Educational opportunities** – Participate in webinars, in-person seminars, and safety sessions led by experienced aviators.
- **Let's Fly Now® program** – Share the joy of flight with others and inspire future aviators.
- **Mentorship and leadership** – Through programs like the Professional Pilot Leadership Initiative (PPLI), that help members achieve their goals in aviation.
- **Museum ownership** – Explore and support our two museums: the Museum of Women Pilots in Oklahoma City and the Amelia Earhart Birthplace Museum in Atchison, Kansas.
- **Ninety-Nines magazine** – Stay connected through inspiring stories, event ideas, and aviation insights from members worldwide.
- **Scholarships** – Apply for local, section, or international scholarships – including the prestigious Amelia Earhart Memorial Scholarship.
- **Sisterhood** – Join a network of 8,000 women pilots who lift each other up and share pride in our collective legacy.

Meet Our New Executive Director

It's my pleasure to introduce **Jill van Egmond**, our new Executive Director. Jill brings a strong background in nonprofit leadership and is already focused on enhancing our programs, visibility, and impact. Her energy and strategic mindset are exactly what we need as we continue to grow.

Jill will be attending our International Conference in Burlington, Vermont, and I encourage you to visit The Ninety-Nines Headquarters table in the Fly Market to say hello to her and meet your International Board.

Thank you for being part of our extraordinary journey. I look forward to meeting many of you in Burlington, Oshkosh, or at other events throughout the year.

Robin Hadfield

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



Jill van Egmond

*Executive Director
The Ninety-Nines, Inc.*

Charting a Clear Course of Success for The Ninety-Nines

Nonprofit organizations are the heartbeat of societal progress, carrying missions that are not just important but essential for building stronger, more inclusive communities. These missions require unwavering commitment, visionary leadership, and a dynamic presence that consistently captures the attention and support of donors, volunteers, and the broader public. Throughout my career, I've dedicated myself to elevating the visibility and impact of nonprofits, working tirelessly to bring their missions to the forefront of community consciousness. By driving revenue growth, fostering innovative partnerships, and enhancing volunteer engagement, I've helped organizations not only achieve their immediate goals but also build enduring relationships with their supporters. My passion for this work is rooted in a deep belief in the transformative power of nonprofits and a steadfast commitment to their long-term success.

My extensive experience leading nonprofit organizations has provided me with a unique and nuanced perspective on the diverse needs of our communities, as well as the critical role that strategic leadership plays in addressing those needs effectively. I've witnessed firsthand how effective management, creative problem-solving, and forward-thinking fundraising strategies can turn even the most daunting challenges into meaningful opportunities for growth and impact. This insight has only deepened my dedication to driving positive, lasting change, ensuring that every initiative is thoughtfully aligned with the core values and overarching goals of the organization.

With this background, I'm truly honored and excited to step into the role of Executive Director with The Ninety-Nines. It's a privilege to join an organization with such a remarkable legacy – one that has championed and empowered women pilots around the globe for nearly a century, breaking barriers and opening doors for generations to come.

As I embark on this new journey, I look forward to working closely with the International Board of Directors and overseeing our daily operations with energy and purpose. One of my primary goals is to strengthen member engagement, ensuring that each and every one of you feels connected, supported, and inspired as part of this extraordinary community. I'm also deeply passionate about advancing initiatives that help women in aviation reach new heights. Whether it's expanding our outreach to young aspiring aviators, fostering leadership and mentorship opportunities, or growing our scholarship programs, I'm committed to creating new possibilities and pathways for women pilots at every stage of their journey.

I'm eager to meet many of you in person at our 2025 International Conference in Burlington, Vermont. I look forward to connecting, sharing stories, and learning from your experiences as we continue to break new ground together.

Thank you for welcoming me into this inspiring sisterhood. I'm truly honored to work alongside all of you as we continue to make a lasting impact on the world of aviation.

Holding Short

ME Programme Launches in Africa with Groundbreaking Mental Health Initiative by African Section 99s

– Ivana Alvares-Marshall,
Governor, African Section



This past May, in honor of Mental Health Awareness Month, the African Section proudly introduced the Mindful and Emotional

Approaches (ME) Programme, a first-of-its-kind, neuroscience-backed initiative that speaks directly to the heart of our aviation community.

Developed specifically for schools, corporations, and aviation organizations, the ME Programme is a three-day immersive experience designed to address emotional regulation, unresolved trauma, and the psychological resilience needed to navigate high-pressure environments like aviation.

What makes the ME Programme especially unique is its roots in brain science, paired with a practical, deeply human approach. Pilots, crew, staff, and students are given tools not just to cope, but to truly understand how their minds and bodies respond to stress. The program provides powerful, applicable techniques to manage emotional triggers, from flight decks to boardrooms.

While the aviation industry excels in physical safety and procedural training, emotional and psychological support often remains overlooked. The ME Programme fills this critical gap. As the first program of its kind in aviation, it doesn't just tick the wellness box, it opens honest conversations about trauma, burnout, and self-awareness.

Whether you're flying an aircraft or teaching in a classroom, emotional wellbeing is not a luxury, it's a necessity. And yet, few aviation initiatives have tackled mental health at this level and with this much empathy.

The ME Programme is not only transforming lives in the cockpit and the

classroom; it's also changing lives across Africa. All proceeds from the program directly support mental health resources for African children who currently have little to no access to psychological support or counseling. Each course delivered means more children gaining access to essential care, hope, and a better future.

If you're part of an aviation organization, airline, or school and would like to bring the ME Programme to your team, we warmly invite you to reach out. Together, we can build healthier work cultures, empower the next generation, and ensure that mental health support becomes a standard, not an exception, in aviation and beyond.

To learn more or schedule a session, please get in touch with the African Section 99s. Your support doesn't just change your organization – it changes lives.
e-mail: africasection99s@gmail.com

MEMBERS IN THE MEDIA



Las Vegas Vice Chair Speaks About Spitfires on International News

– Lauren Scott,
Vice Chair, Las Vegas Chapter

Lauren Scott, Vice Chair of the Las Vegas Chapter, has shared some exciting news: the book *Spitfires* – about the American women Air Transport Auxiliary pilots who flew in Britain for the Royal Air Force in World War II – was released in early May! Her Aunt Mary Webb Nicholson's story is included in the book. She was one of the original 99s, Southeast Section Governor, and Jackie Cochran's personal secretary.

CBS Mornings (London) produced a story on the book. They sent a camera crew to Harry Reid International Airport (KLAS) in Las Vegas, Nevada, on April 22 to interview Lauren about her Aunt Mary's story and their family's extensive involvement in aviation. Lauren was also filmed flying in a Cessna 172 as part of the story. It aired on May 3 on CBS Mornings: <https://www.cbsnews.com/video/spitfire-women-tells-the-story-of-heroic-women-who-flew-missions-during-world-war-ii/>. *Spitfires'* author, Beck Aikman, also reports that PBS NewsHour has interviewed her for a segment, and *Town & Country* online has posted an excerpt from the book focusing on Dorothy Furey.



Claudia Cohen featured on People.com

A message was received from Adam Groffman, *People* content engagement: "Just in case you missed it, I'm reaching out from People.com, one of the largest entertainment and lifestyle publications in the world, with more than 67 million unique visitors per month. I wanted to let you know that The Ninety-Nines were featured in our recent article: "I Have Flight Anxiety But My Best Friend is a Pilot. Here's What Happened When We Took Off Together"

We hope that The Ninety Nines are proud to be featured!"

Claudia Cohen of the Paradise Coast Chapter is the "best friend" featured in the story.

Holding Short

MEMBER INSIGHTS

My First 99s Meeting – An Inspiring Event

– Shiela Sommers,
Orange County Chapter

April 17, 2025, was my first time attending a 99s meeting, and it turned out to be a truly memorable experience. The gathering took place inside HeliStream’s hangar, located at John Wayne Airport (KSNA), which opens to a rooftop helipad – offering a stunning view and a unique backdrop filled with a variety of helicopters. It felt like the perfect place to meet a group of women brought together by a shared love for flying. Andreas, HeliStream’s chief pilot, gave a brief but insightful talk on the key differences between helicopters and fixed-wing aircraft. He touched on dissymmetry of lift, the primary purpose of the tail rotor, and the unique challenges rotorcraft pilots face. He wrapped it up by saying that no matter what we fly, we’re all equal because we share the same sky – a message I really appreciated, especially in a group like The 99s where talented women come together from all backgrounds of flying a wide range of aircraft. What stood out most, though, was the sense of connection. It was refreshing to meet other female helicopter pilots who are local. Everyone was so welcoming and open, which really made the experience all the more enjoyable. We shared stories, swapped contact info, and I left feeling a little more inspired and supported. I’m really glad I showed up. This community feels like something special, and I’m looking forward to growing with it.

Mayday to Miracle

– Diya Sagar,
British Columbia Coast Chapter



I’ve flown hundreds of hours, but nothing prepares you for the moment your aircraft starts failing in midair.

It was supposed to be a routine flight near Agassiz, British Columbia. Then, without warning, I saw smoke. At first, it was just a faint wisp, but it quickly became thick and heavy, and the acrid smell hit me hard. My instincts took over. I radioed a mayday and scanned desperately for somewhere to land.

There was no time to think – only react. The fire was spreading fast. I spotted a stretch of open land just outside of town, far from people, and turned toward it. The aircraft was losing power, but I fought to keep it stable. My hands were calm, but my heart was pounding. As I touched down, it was rough – far from perfect – but I was still in control.

The moment I stopped, I ripped off the harness, kicked open the door, and ran. Seconds later, the aircraft was engulfed in flames. If I’d hesitated, even slightly, I might not have made it out. Standing a safe distance away, watching it burn, the reality sank in – I had just survived something most people never even imagine.



But despite the fear, despite how close it came, this hasn’t made me want to give up flying. If anything, it reminded me why I love it. This industry demands strength, skill, and resilience, and as a woman in aviation, I’ve always

known I’d need to prove myself. What happened in Agassiz didn’t break me – it proved me. It reminded me how brave I am, how capable I am under pressure, and how deeply this career is a part of who I am.

I walked away from that fire not just as a pilot – but as a survivor. A woman who refuses to be grounded.

REPORTING POINTS & SCHOLARSHIP NEWS



Eastern Idaho Chapter

– Karlen Krall

Eastern Idaho Chapter’s On-Course Milestone Scholarship was awarded to **Julia Polasik**. Julia is a wildlife biologist and has spent more than 100 hours as a passenger in a small aircraft doing aerial bird population surveys. This inspired her to become a private pilot.



Kentucky Bluegrass Chapter

– Sue Glisson

Congratulations to Kentucky Bluegrass Chapter member **Olivia Parmenter** upon her 2025 graduation from Purdue University. Olivia was a 2023 AE Academic Scholarship Awardee.

Michigan Chapter

– Barb Vukits



Frances Rose (far right) with her dad (center). Her dad, who is also a pilot, took the course with her.

Michigan Chapter members' latest accomplishments include: **Frances Rose** completing a five-day upset recovery and aerobatics introductory course at Patty Wagstaff Aviation School in St. Augustine, Florida.



Abby Shah (fourth from the right) with The Aviation and Aerospace Medicine Interest Group.

Abby Shah, a medical student at Michigan State University College of Human Medicine in East Lansing, Michigan, formed The Aviation and Aerospace Medicine Interest Group. Abby is a student pilot who recently completed her first flight into a towered airport.



Lydia Hodgson

Lydia Hodgson was awarded both the Hornsby Aviation Education Endowment Fund Scholarship and the EAA Ray Aviation Scholarship.

Suzette Biela has been named the Scholarship Chair for the Debbie Franceus Memorial Aviation Foundation (DFMAF), and she also serves as a DFMAF Board member.



Arian Perez

Arian Perez has been selected as the Brand and Mission Ambassador to the Debbie Franceus Memorial Aviation Foundation. In this newly created position, Arian will champion the Foundation's mission, vision, and values as well as serve as a role model and support stakeholder engagement/communication goals. Arian also was recently awarded the Hecksel-Sutherland Scholarship and an Amelia Earhart Memorial Scholarship.

All-Ohio Chapter

– Margaret Hazlett

Gabriela Tan received the Rick Santori Scholarship. **Peg Ballou** was awarded AOPA Great Lakes Region Best Flight School, AOPA Great Lakes Region Best Flight Instructor, and the Wright Brothers Award for 50 years of safe flying.



Syd Whisler celebrates her recent graduation with her parents.

Lake Tahoe Chapter

– Lynn Meadows

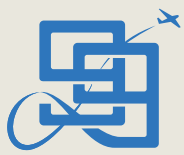
Syd Whisler just received her CFI Certificate. She graduated from the Florida Institute of Technology on May 10 with a Bachelor of Science in aeronautical science-flight. On May 28, she rang the bell for her CFI ticket. She plans to be back in Tahoe this summer and complete her CFII.



Eastern Idaho Chapter

– Susan Clarke

Eastern Idaho Ninety-Nines Chapter is proud to report that **Sydney Otis** completed her first solo flight one day after her 16th birthday. Initially planned for her birthday, Sydney's solo was briefly delayed due to weather, but that didn't stop her. With perseverance and skill, she took to the skies as pilot in command the very next day, marking a major milestone on her journey to earning her Private Pilot Certificate.



CHARTER MEMBERS

By Penny Rafferty Hamilton, Ph.D., Idaho Chapter

Blanche Wilcox Noyes

1900-1981



Blanche interrupted a movie career to marry airmail pilot Dewey Noyes. In 1929, Dewey bought an airplane and taught Blanche, who soloed in only four hours. By June, she earned her Private Pilot Certificate, becoming Ohio's first certificated female pilot.

Blanche flew in the first Women's Air Derby, but in midair over West Texas, her plane, "The Miss Cleveland," caught fire. After landing quickly, she frantically threw sand on the flames, scorching her fingers. With the

fire out and some help from locals, she climbed back on board and finished fourth in the Women's Air Derby "heavy" class, just behind Amelia Earhart.

In 1931, she became a Standard Oil demonstration pilot and earned her Airline Transport Pilot Certificate. In December 1935, Dewey Noyes was killed flying a Beechcraft Staggerwing in a sudden ice storm. Wanting to improve aviation safety, Blanche joined the Federal Bureau of Air Commerce's National Air Marking Program as a pilot-planner.

On September 4, 1936, Blanche, as co-pilot with Louise Thaden, won the Bendix Trophy New York-to-Los Angeles air race. Ironically, they set a world aviation speed record of 14 hours, 55 minutes in a Beechcraft Staggerwing. Upon landing, Blanche told reporters, "The credit should go to my husband."

At the Federal Bureau of Air Commerce, Blanche joined Thaden, Helen Richey, Phoebe Omlie, Nancy Harkness, and Helen McCloskey in mapping ground-based aerial navigation systems across America. With over 3,500 air markings completed, the air safety program came to a halt during World War II. After Japan's Pearl Harbor air attacks on December 7, 1941, the Civil Aeronautics Authority (CAA) feared air markings could aid enemy pilots. The CAA mandated the obliteration of almost all the air markings. Blanche tirelessly wrote countless articles on aviation safety and navigation. For many years, she was the only female pilot allowed to fly U.S. government aircraft.

After World War II, Blanche continued as head of the CAA's air marking program. She told *Flying* magazine in January 1948, "The skyway has taken hold of the public imagination and the need for air marking at last is becoming apparent to everyone." From 1948 to 1950, she also served as President of The Ninety-Nines. To this day, The Ninety-Nines paint airport compass roses. In 1970, Blanche Noyes was inducted into the National Aviation Hall of Fame. In 1972, she retired from federal service but continued to fly. Blanche Noyes's legacy is summed up in a quote by William James: "The great use of life is to spend it for something that will outlast it." Blanche Noyes did that.

Photo: Blanche Noyes, charter member of The Ninety-Nines, served as President from 1948 to 1950. (Wikicommons photograph)

Phoebe Fairgrave Omlie

1902-1975



As a teenager, witnessing an airshow hooked Phoebe. She began flight lessons, soloing after four hours. She bought a Curtiss JN-4 "Jenny" and started wing walking. Soon, Phoebe danced the Charleston and performed other dangerous stunts in the air. The press called her "a daring angel of the skies." From the air on July 10, 1921, Phoebe saw thousands lining the airfield below as she launched. The next morning, the Minneapolis Sunday Tribune front page told the world about Phoebe's record-setting 15,200-

foot parachute jump.

Hollywood called. In 1914, she flew acrobatic stunts for the movie *Perils of Pauline*. She was not credited as an actress in the film. The movie's pilot Vernon Omlie became her husband. Newspapers printed front page stories about the couple, who were barnstorming as the Phoebe Fairgrave Omlie Flying Circus. On June 30, 1927, Phoebe received Transport Pilot Certificate No. 199. The Omlies started Memphis Mid-South Airways. Phoebe became the first woman to earn an Aircraft Mechanic Certificate (No. 422). Phoebe also worked for the Mono Aircraft Company. Flying their popular Monocoupe 90, Phoebe set a 25,400-foot women's world altitude record.

She became the first woman to fly over the Rocky Mountains in a light aircraft. She flew in the first National Women's Air Derby. On August 26, 1929, landing in Cleveland, Phoebe Omlie won the sport planes Curtiss-Wright class. She became a charter member of The Ninety-Nines. During the 1932 presidential campaign, Phoebe flew Eleanor Roosevelt. After FDR's inauguration, Phoebe was appointed special adviser for air intelligence to the new National Advisory Committee for Aeronautics, another first for women. On August 5, 1936, Vernon Omlie was killed in an aviation crash. Phoebe resigned her federal position and returned to continue their Tennessee aviation business.

In 1941, she accepted a Civil Aeronautics Authority position training pilots for World War II. She established a network of 66 flight schools across 46 states, including the Tuskegee Airmen in Alabama. With the Tennessee Bureau of Aeronautics, she trained women flight instructors. Phoebe explained, "If women can teach men to walk, they can teach them to fly." These women instructed both men and women pilots in military and civilian flight training programs, including the U.S. Navy's V-5 program.

In 1952, unhappy about increasing aviation industry regulation, Phoebe resigned. In 1975, she died of lung cancer. In 1982, a new Memphis International Airport (KMEM) air traffic control tower was dedicated to both Phoebe and Vernon Omlie. In 2015, Phoebe Omlie joined the other sky stars in the Women in Aviation International Pioneer Hall of Fame.

Photo: On August 31, 1931, Phoebe Omlie won the National Air Race Transcontinental Sweepstakes Handicap Derby. She powders her nose to accept the prize and meet the press. (Library of Congress)

Evelyn “Bobbi” Trout

1906-2003



Born in 1906 in Illinois, Evelyn was “plane crazy.” In the 1920s, her mother, Lola, opened “The Radio Station,” a gas station in California. Music blasted while Evelyn pumped gas and washed windshields. When she came home with her hair in a bob – the short, boyish flapper hairstyle – Evelyn became “Bobbi.”

Gas station customer W.E. Thomas invited Bobbi to fly in his Curtiss JN-4 “Jenny.” On December 27, 1922, Bobbi’s life changed forever. In January, she began training at the Burdett

Fuller Flying School. Unfortunately, on one of her early flight lessons, a young flight instructor told Bobbi to make a three-quarter turn at low altitude. The resulting crash completely wrecked the plane. Undeterred, Bobbi completed her solo flight in April – obviously in another plane. Lola Trout bought her daughter an International K-6 biplane. By September 1928, Bobbi earned her Private Pilot Certificate.

In January 1929, Bobbi set the women’s flight endurance record. But, only weeks later, Elinor Smith broke Bobbi’s record. Determined to reclaim her record, on February 10, 1929, Bobbi set a new women’s solo endurance world record at 17 hours, 5 minutes. Bobbi also set the record for the first all-night flight by a woman, landing February 11, 1929, at Mines Field, now Los Angeles International Airport.

Later in 1929, flying a 90-horsepower Golden Eagle Chief, Bobbi set an altitude record of 15,200 feet. For the 1929 Women’s Air Derby, a 100-horsepower engine was installed. Two engine failures forced landings, but Bobbi persevered, finally crossing the finish line in Cleveland, Ohio. Later, she began flight instructing for the Cycloplane Company.

In 1938, Trout started the Aero Reclaiming Company. She invented improvements for airplanes and provided historians with early aviation artifacts. In 1976, Bobbi was named Pioneer Woman of the Year by the OX5 Club of America, an organization dedicated to the Curtiss OX5 engine that powered iconic early airplanes. In 1984, she joined the OX5 Aviation Pioneers Hall of Fame. In 1993, Bobbi was named to the Women in Aviation International Pioneer Hall of Fame. In 1996, she became the first woman to receive the Aero Club of Southern California Howard Hughes Memorial Award. On her 90th birthday, the Los Angeles Police Department flew Bobbi over the city in honor of her contributions to aviation history.

Quoted in *Airport Journals* in July 2001, Bobbi explained her devotion to aviation: “What do I love about it? What does anybody love about it? You can go places and fly like a bird.” In 2003, Ninety-Nines charter member Bobbi Trout flew west.

Photo: Bobbi Trout set the record for the first all-night flight by a woman, landing February 11, 1929, at Mines Field, now Los Angeles International Airport. (Wikipedia)

Marjorie Claire Stinson

1895-1975



Marjorie Stinson’s life was not easy. After the family was abandoned by Marjorie’s father, they formed a close and lasting bond. Her older sister, Katherine, became a celebrated air star. In 1913, Marjorie’s mother, Emma, partnered with her daughter, Katherine, founding the Stinson Aviation Company. Marjorie worked with her older brother, Eddie, the aircraft mechanic, learning about airplanes. Soon, Marjorie began flight training.

Marjorie trained at the Wright Flying School in Dayton, Ohio, in the summer of 1914. She arrived on June 25, flew solo on August 4, and earned her Private Pilot Certificate (No. 303) on August 12, 1914, at the age of 19. Then, Marjorie debuted as a stunt pilot in Brownwood, Texas. Marjorie performed throughout the year, gaining practical knowledge and experience. In 1915, when the Stinson School of Flying opened in San Antonio, Texas, Marjorie joined her mother and older sister as chief flight instructor. Her brother, Eddie, was their mechanic and airplane designer. Marjorie taught her brother, Jack, to fly.

The Stinson family flight school trained Canadian pilots. In November 1915, their first class graduated. Many joined the Royal Air Force in England to fight in World War I. Before Marjorie was 22 years old, she trained over 100 male Canadian pilots. She earned the nickname “Flying Schoolmarm” because of her chief flight instructor status. Marjorie Stinson was the only woman granted a Pilot Certificate by the Army and Navy Committee of Aeronautics during World War I. In early 1917, when the U.S. entered World War I, civilian flying was grounded. The Stinsons had to close their successful flight school.

As she could, Marjorie continued to barnstorm across the nation at fairs and air meets until 1928. By 1930, she folded up her wings to work in the U.S. Navy Aeronautical Division, with an eye for future designs. In 1928, Marjorie became a founding member of the Early Birds of Aviation. Only pilots who soloed before December 17, 1916, were eligible for membership – limited to only those who piloted a glider, gas balloon, or airplane. The date of December 17 honored the first flight of Wilbur and Orville Wright in 1903. Because of the large number of World War I aviators trained in 1917, 1916 was set as the cut off year, limiting membership to pioneering aviators such as Marjorie.

In 1968, Marjorie received the National Aeronautic Association Elder Statesman of Aviation Award. When Marjorie flew west, her ashes were scattered over Stinson Field in Texas from a 1931 Curtiss Pusher. In 2003, Women in Aviation International added Marjorie to their list of the 100 Most Influential Women in the Aviation and Aerospace Industry. Marjorie Stinson was a founding member of The Ninety-Nines. She once said, “I wanted to fly, so that’s what I did.”

Photo: Marjorie Stinson was named an Early Bird of Aviation, earning her wings August 12, 1914. (Library of Congress)

2025 SPRING FIRST WINGS AWARDS

Congratulations to the 21 student pilot members named recipients of the Spring 2025 First Wings Awards. These women represent 17 different chapters in eight separate sections.

They represent the United States, Canada, and Ukraine.

The First Wings Award is a progressive scholarship of up to \$6,000 towards an initial Private Pilot Certificate. Awarded each spring and fall, First Wings payments are based on specific flight training milestone achievements, which include:

- Written exam \$500
- Solo \$2,500
- Long cross-country \$2,000
- Private certificate \$1,000

For the Spring 2025 cycle, the AEMSFS Trustees were able to fund these awards in the amount of \$91,500.

Originally, the scholarship was not milestone based. The awards for our student pilot members began in 2001 as the New Pilot Award of \$1,500, which was increased to \$2,000 in 2012. In 2013, the award was renamed Fly Now and was worth up to \$3,000 based upon specific milestone completion. Soon after, the award amount was doubled, increasing the value to the current \$6,000, and most recently, it became the First Wings Award.

Our grassroots approach within the organization begins at the chapter level. One of the biggest changes leading to the most success was the addition of a mentoring process. The follow through and open exchange between the recipient and their mentor are hugely important. Many of the mentors in this award cycle are past winners of the New Pilot, Fly Now, First Wings, and AE Flight Training Awards. Once again, the Trustees extend a special thank you to the mentors of our winners, who have a special means of giving back to The Ninety-Nines.



Sydney Alquiza-Dacumos

Monterey Bay Chapter,
Southwest Section
Mentor: Bridgett Higgins

I'm a 20-year-old student pilot training with Aerodynamic Aviation at Monterey Regional Airport (KMRY). I'm working toward my Private Pilot Certificate with the long-term goal of flying for an airline. I've found flying – and the tight-knit community around it – has captured my heart in ways I never expected. I'm deeply inspired by the women who pave the way in aviation. I hope to be that same kind of encouragement for others. Receiving the First Wings Award is not only a huge source of financial support, but also an investment I plan to pay forward by lifting others up alongside me on my journey.



Kathryn Baum

Aloha Chapter,
Southwest Section
Mentor: Anais Rodriguez

I've been an English professor for many years, shaping students' lives by expanding their minds and exposing them to new ideas, challenging them on what it means to be human and the purpose of being alive. I'm adventurous and always trying to expand my own understanding of what it means to be me, happily challenging my own boundaries of what is possible. I bring a warm environment to others wherever I go, welcoming others to be their authentic selves. I enjoy the outdoors, whether it be hiking, paddleboarding, or swimming in the ocean.



Dawn Bender

Los Angeles Chapter, S
outhwest Section
Mentor: Makenzie Mobley

My film and theology degrees have led me to a life of purpose. After a decade of nonprofit work, helping the hopeless retell their stories, I transitioned to making documentaries that tell stories of what makes us human. In a life of stories, adding aviation to mine to become a Part 135 charter pilot will take others on a journey to live their story. Despite setbacks in my story, including the recent Eaton Fires, I persist. I graduate in June with my commercial pilot degree. I hope my story inspires my four daughters to see life's potential as their story perpetually unfolds.



Analisa Brignac

NOLA Chapter,
Southeast Section
Mentor: Charity Ison

I'm a first-generation aviator from Louisiana, whose love for flying began as a teenager. While my journey faced a three-year detour after a medical certification hurdle, my determination remained unshaken. I now train at ATP Flight School and participate with the NOLA 99s, where I've found a nurturing community and invaluable mentorship. As a proud First Wings Award recipient, I've set my sights on becoming an airline pilot, driven by ambitions to aid others' needs through flying. My strong Christian faith fuels my aspirations, and with a deep love for aviation, I'm soaring toward a bright, impactful future.



Catherine Check
British Columbia Coast,
West Canada Section
Mentor: Judy Cameron

My name is Catherine Check, and I've been a member of The 99s since February 2024. My desire to become a pilot began when I was five years old, as I always loved flying. During high school, I realized that aviation was the passion I wanted to pursue as a career, and I haven't looked back since. Recently, I was recognized as the first Canadian to learn to fly and solo on an electric plane. Currently, I'm obtaining my PPL, which is the first step in my overall goal of becoming a captain for a commercial airline.



Katelyn Dunn
Air Herts-Utah Chapter,
Southwest Section
Mentor: Jen McPhie

I began my aviation journey in March of 2022 with a discovery flight and instantly knew this was my calling. The road since hasn't been easy, with hurdles like medical certificates, financing, and getting my husband on board with a career shift. But in July of 2023, I finally started flight training. Through it all, I've learned to be patient with myself. Mastery takes time, and growth rarely comes without effort. My dream is to take my husband on incredible adventures and soon, to be flying for the airlines.



Gabrielle Fullilove
Chicago Area Chapter,
North Central Section
Mentor: Victoria Szewczyk

I'm a 25-year-old student pilot from Matteson, Illinois, currently training out of Bult Field (C56). I graduated from Spelman College with a Bachelor of Arts in mathematics, and I'm a proud member of The 99s, Sisters of the Skies, and the Organization of Black Aerospace Professionals (OBAP). My goal is to become a United Airlines pilot and help increase representation in the skies. I was honored to be crowned Miss Illinois with Wings 2025, a title that allows me to inspire others while pursuing my passion for aviation.



Christina Gilmore
San Diego Chapter,
Southwest Section
Mentor: Krystene Zehnder

I'm a registered nurse with a fire department and a proud mom of two teenage boys. As they began stepping into their independence, I found myself searching for what would define my next chapter. During a work training at Palomar Airport (KCRQ), I watched a woman take off solo in a Cessna 172, and in that moment, I knew aviation was my future. As a member of the San Diego 99s, I'm honored to receive the First Wings Award. The support and mentorship of The 99s makes it possible to begin a journey in aviation at any stage in life.



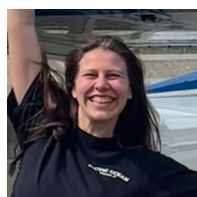
HalliAnn Glover
Arkansas Chapter,
South Central Section
Mentor: Hannah Lane Garner

I'm starting my senior year at McCrory High School in McCrory, Arkansas. I'm only 17 years old, but I know where my future is leading me. I fell in love with flying while on vacations with my family. It's an ambition of mine to get my Private Pilot Certificate this summer, and thanks to this scholarship this can happen. I can't wait to travel the world and make many memories with family and friends. I would like to thank the Arkansas Chapter for their help with this scholarship and leading me down the right path towards my future.



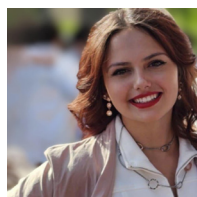
Yuanqing He
Minnesota Chapter,
North Central Section
Mentor: Cheryl Ann Daml

I, PingPing, am a student pilot and a member of the Minnesota 99s. I graduated from UW-Madison with a bachelor's in computer science and currently work as a cybersecurity consultant at CliftonLarsonAllen. I was introduced to aviation through my father and our summers together at the Golden Wings Flying Museum. Later, while volunteering at OshKosh Airventure with EAA Chapter 237, I was introduced to the inspiring group of women known as the Minnesota 99s. Through these women, my dreams of flight were reignited, and I was encouraged to start my pursuit of my Private Pilot Certificate.



Shondra Martin
British Columbia Coast Chapter,
West Canada Section
Mentor: Colette Morin

Flying in the mountains has always been my dream, and I'm grateful for the opportunity to complete my training with Glacier Air in my hometown of Squamish, British Columbia. Over the past year of my training, my love for aviation has only grown, and as well as my appreciation for the community that surrounds me and for the supportive members of the British Columbia Coast 99s. Winning the Spring 2025 First Wings Award is such an incredible honor, and it will help me to continue working towards my aviation goals.



Taylor Peeff
Kentucky Bluegrass Chapter,
North Central Section
Mentor: Terri Donner

I'm Taylor, born in 2007 in Louisville, Kentucky. My love for aviation began early, but it truly took off at age nine after attending Girls in Aviation Day. I found mentors, friends, and a community through The 99s Bluegrass Chapter and an EAA chapter. I trained in paramotoring, becoming one of the youngest females to solo. Despite weather delays, instructor changes, and financial hurdles, I soloed an airplane at 16-years-old feeling total freedom and purpose. Now, I'm determined to inspire other girls to chase their dreams, just as others believed in me. I'm ready for what's next.



Julia Polasik
Eastern Idaho Chapter,
Northwest Section

I'm a wildlife biologist who fell in love with flying in small aircraft after my first time in a floatplane in the Alaskan wilderness. Later – after a couple of hundred hours spent conducting aerial surveys for raptors across Wyoming – I became interested in learning how to fly. I'm completing my flight training in Rigby, Idaho, and I'm a member of the Eastern Idaho Chapter of The 99s. After I obtain my Private Pilot Certificate, I hope to continue flight training with the ultimate goal of becoming a pilot flying fellow biologists to conduct aerial wildlife surveys.



Aymie Rioux
Quebec Chapter, East Canada Section
Mentor: Rosalie Pouliot

I grew up in a rural area of Québec, on the shores of Lac-à-la-Tortue, where there's a small airfield and a hydro-aerodrome. I remember winning a scenic flight at a drawing in third grade; I think that flight planted a seed somewhere in my mind. But life took me on a different path, and I've combined my passion for nature and adventure in the travel industry for over a decade. This year I took the challenge of a career re-orientation and currently working towards my CPL. I'm new to the aviation world and am truly inspired by The 99s' community.



Olessiya Russell
Old Dominion Chapter,
Mid-Atlantic Section
Mentor: Kat Emery

My name is Olessiya and I'm a high school junior. I've loved planes and traveling ever since I was little, and decided I wanted to pursue a pilot career. I started flight school when I was a sophomore and also studied for my Private Pilot Certificate written through the aviation class that my school offers. Once I graduate, I plan to major in aeronautical science and get my bachelor's degree. I will then become an airline pilot! I also want to help other student pilots as a part of The 99s like me.



Emily Smith
Waterloo on the Grand Chapter,
East Canada Section
Mentor: Emma Toth

My name is Emily Smith, and I fell in love with aviation at age 12 after my first introductory flight. That moment sparked a dream that led me to the University of Waterloo's Geography and Aviation program where I'm now a second-year student training at the Waterloo Wellington Flight Centre. The support from my instructors and The 99s has been incredible. Being part of such an inspiring group motivates me every day. The 99s have opened doors to amazing connections and unwavering support, helping me fully embrace my journey toward a fulfilling career in aviation.



Myranda Stingley
Wyoming Chapter, Northwest Section
Mentor: Melissa Martin

In the spring of 2023, I embarked on my journey to become a career bush pilot while acquiring the technical skills to maintain my own aircraft. I started as an apprentice aviation maintenance

technician and enrolled in ground school. However, upon discovering my pregnancy, I paused my training to prepare for motherhood. To maintain a connection to aviation, I collaborated with women pilots in Wyoming to revive the Wyoming 99s Chapter. Now, with steadfast support from friends, mentors, and family, I'm ardently pursuing my Private Pilot Certificate in Cody, Wyoming.



Rachel Stivers-Bender
Kentucky Bluegrass Chapter,
North Central Section
Mentor: Erin Thompson

As a student pilot and member of The 99s Bluegrass Chapter, I'm honored to be a recipient of the First Wings Award and lucky enough to be training at the same airfield that ignited my love of aviation as a little girl. I've had two loves in my life: archaeology and aviation. Archaeology led me to work on excavation projects all over the world helping to identify, document, and protect cultural heritage materials. Now I'm pursuing my love of aviation with the goal of blending my two loves together to bolster my remote archaeological work.



Joclyn Strickland
Arkansas Chapter, South Central Section
Mentor: Amanda Roberts

I'm a junior in high school and a student at Ultimate Aviation in Northwest Arkansas where I'm pursuing my Private Pilot Certificate. I'm honored to receive this scholarship, which would not have been possible without the support and inspiration of numerous female pilots who have guided me on this journey. My passion for aviation ignited after my initial discovery flight where I fell in love with the idea of reaching for the skies. I'm excited to continue my training and hope to inspire young women to become pilots.



Yana Synytska
Long Island Chapter,
New York-New Jersey Section
Mentor: Patricia Ann Ohlsson

My name is Yana Synytska. I'm Ukrainian, and today I live in New York and work as a manager at a law firm. I'm passionate about aviation and dedicated to personal growth on my journey to becoming a pilot. I study at the Global Aviation Center in Farmingdale, New York. I recently earned my NYC SFRA Certificate and fulfilled a dream by flying my mother over Manhattan. I'm very grateful to my Long Island Chapter for the support. I believe in living with purpose and pursuing goals with heart and determination. Such incredible moments give me wings to move forward.



Madison Wooley
Air Hearts-Utah Chapter,
Southwest Section
Mentor: Kitty Leineke

I'm Madison from North Louisiana now living in Salt Lake City. My grandfather was a crop duster and my biggest hero, but flying never seemed accessible to me until becoming a flight attendant in 2023. I quickly realized my dream of flying and began pouring my heart into the aviation community in person and online. With each flight hour and milestone, I hope to make my papa proud and inspire other women and flight attendants so that they can take the leap towards the flight deck, too! Thank you to the AEMSFT Trustees and my 99s chapter for supporting me! 🌊



I Fly Because the Sky Is My Home

A Tribute to Corbi Bulluck

By Barbara Stevens



I discovered many new things when I met Corbi Bulluck on January 21, 1980, not the least of which was how important it would be to chase adventures throughout life with your very best friend. The recipient of a four-year full-ride Morehead-Cain Scholarship to the University of North Carolina (UNC), Corbi graduated from the Department of Education and was placed with me, her supervising teacher, at a high school in Raleigh that memorable day for her required practice teaching. Corbi proved herself to be an exceptional future teacher, completing her student teaching in a mere three months. After graduate school at UNC Chapel Hill, Corbi returned to Raleigh, where I had been living, to teach in a nearby middle school. Friendship renewed; the adventures began.

We taught during the school year and had fabulous trips in the summer, but something wasn't clicking professionally with Corbi. Just as a special interest, she enrolled in Wake Technical College to take an aviation course. I think you know the rest of the story. Yes, she had found her passion! Corbi earned her Private Pilot Certificate on September 15, 1988. The more she flew, the greater her passion grew. She would say, "I fly because it challenges me, and it restores me; it inspires me and sets me free."

Having investigated every avenue to furthering her flight training, she moved to Vero Beach, Florida, and worked at Flight Safety International accumulating hours as both a flight and ground instructor. She decided she wanted to fly for a scheduled air carrier. She packed her bags, took off her flip-flops and headed to Atlanta, where she was hired by Delta and flew for Atlantic Southeast Airlines from 1993 to 1998, advancing to the left seat as Captain Corbi Bulluck.

Returning to North Carolina in November 1998, she began her next employment at the North Carolina DOT Aviation Division. After becoming the first female executive pilot flying for the state of North Carolina, she flew many governors and government officials. She also flew precision aerial

photography at altitudes ranging from 1,000 to 24,000 feet AGL. She often remarked that this kind of flying gave her a distinct advantage during the Air Race Classic (ARC).

Three very important things happened while Corbi was flying for North Carolina DOT Aviation: First, she joined The Ninety-Nines. Second, she flew her first ARC. Third, she organized and developed the Aviation Art Contest for the state of North Carolina, offering children the chance to explore different aspects of aviation. When Corbi was first given the responsibility of chairing this contest, there were 24 entries. Under her guidance, participation in the statewide contest grew, with a record 2,416 students participating in 2020. Since 2013, 11 students have placed in the national contest and three students have placed in the international contest. Corbi was very proud of this accomplishment and very proud to still be a part of the educational system of North Carolina.

Since 1998, we spent many days and weeks at three places that brought us the most joy: the farm known as Gocker's, Goat Neck Lodge on the Alligator River, and Edgewater at Virginia Beach. There are so very many happy memories with family at those three places. Almost all involved one adult beverage, one prayer, one song, and one Bailey's!

In February 2022, Corbi was diagnosed with ovarian cancer. After extensive surgery and many rounds of chemotherapy, she was declared cancer free. However, in less than a year, the cancer returned. Always fighting for life since that time, it was subsequently determined that all options to destroy the cancer had been exhausted. Corbi spent a month in the hospital and four months at home before she found her second set of wings on Sunday, April 6. She found comfort in being at our home with her family and her boys, Codi (Dakota) and Racer, her beloved Pomeranians.

"I fly because the sky is my home."

You are home, Corbi.

Blue skies!! 

Corbi Bulluck

Passionate, Practical, & Fun

By Terry Carbonell,
Paradise Coast Chapter



Corbi was passionate about The Ninety-Nines, and always looked for ways to improve the experience for our members and to “preach the gospel” of The Ninety-Nines to those who did not know about us.

To that end, Corbi had some pet projects. First and foremost was the development of the Friends of The Ninety-Nines. As The Ninety-Nines’ bylaws specifically limit membership to female pilots, Friends of The 99s was formed as a 501(c)(3) supporting organization. It has 75 members as of this writing. Another item on the list was the life membership category. With Corbi’s computer and mathematical abilities paired with a little creativity, we created the formula currently in use today and made the life membership both more affordable and attractive to our members. Corbi cared deeply about our members, especially our life members who make a lifelong commitment to the organization. She wanted to honor those individuals and created the Life Member Luncheon at the annual conference just for that purpose.

As serious as Corbi was about The Ninety-Nines and our members, she also had a mischievous side and killer sense of humor. I remember Jan McKenzies’s challenge to Corbi: if she wore a flapper outfit to the 90th anniversary gathering at HQ, Jan would make a \$1,000 donation to The Ninety-Nines. Next thing you know, Corbi was shopping for her flapper outfit – and getting me in on the action as well.

Corbi and her dad, Don, helped facilitate a fun and memorable working retreat for the International Board of Directors at his hunting camp, Piney Island Club, situated

in coastal North Carolina. It was then that Corbi asked me to be her Mother Bird for her Air Race Classic debut. She had a strong competitive spirit about racing as much as she was passionate about The Ninety-Nines, and her sense of humor shone through as well. Flying through Arizona on one leg of the race, we heard Corbi and her race partner, Ramona Banks, break in over the radio singing, “I was standing on the corner in Winslow Arizona, and such a fine sight to see...” To no one’s surprise, Corbi won first place in the race in 2019.

Corbi believed in aviation education, especially for girls. She and her dad created many fun, interactive educational toys for youth aviation events, including a ride-on, steerable taildragger for kids to try their skills, a communications station, an astronaut workstation, and a famous women pilots timeline. She mentored the girls, encouraged them to work harder and talked to them endlessly about her career in aviation and the joys that aviation and The Ninety-Nines brought to her life.

Corbi will be missed: her passion for the organization, her bright smile, her sly sense of humor, and her tenacity and commitment to getting the job done right. Corbi was a great friend to many and an outstanding mentor to me and countless others. She guided me through my various leadership roles at all levels of the organization. The Ninety-Nines is certainly a stronger and more vibrant sisterhood having been touched by Corbi. Her legacy and many accomplishments will benefit us all for years to come. 🐦



Contributions to The Ninety-Nines

By Susan Larson, *Rio Grande Norte Chapter*

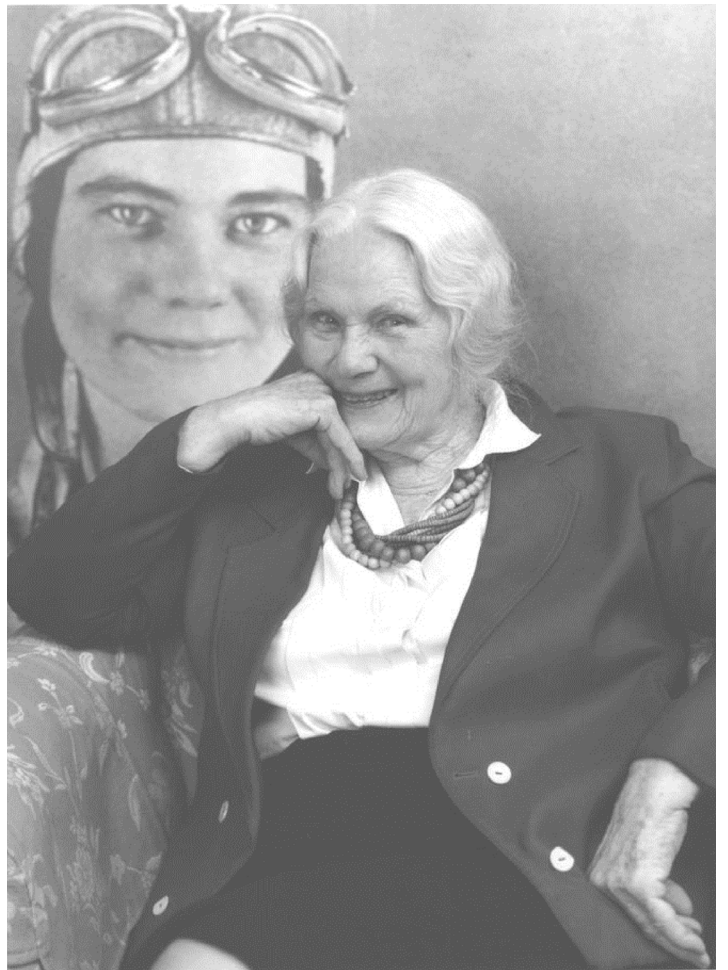
In July 2008, at The Ninety-Nines Annual International conference in Washington, D.C., a woman I had never met asked me such well-thought-out questions that I asked whether she had time to sit down for a chat. At the time I was the President-Elect. We went to lunch, and I found myself very engaged by her intelligence, wisdom and her desire to further The Ninety-Nines. Throughout the years we worked together – particularly while we both served on the International Board of Directors – I found Corbi to be totally selfless. Even when I visited with her in March this year while she was in hospice, she was focused on my recent endeavors and adventures, with little to nothing about herself and her inevitable death.

Corbi lived in Apex, North Carolina, a suburb of Raleigh, and was a member of the Kitty Hawk Chapter, Southeast Section. Rosemary Gibson introduced Corbi to the local chapter and Marie Grein, Florida Suncoast Chapter, pulled her into Southeast Section leadership. After serving leadership roles in her chapter, she served at the section level from 2005 to 2007 as Vice Governor and the subsequent two years as Governor. On the International Board of Directors from 2014 to 2016 as Director, Vice

President from 2016 to 2020, and President from 2020 to 2022, Corbi worked tirelessly in support of our mission statement and aviation education everywhere. Between COVID-19 and cancer, both in 2020, that year could well have been termed a disaster for her, but she powered through as only she could. She was able to chair only one in-person International Conference during her term as President. In Charleston, South Carolina, in July 2022, she presided wearing a hat to hide the effects of chemotherapy.

Born November 28, 1957, to Don and Martha Bulluck, Martha Corbi Bulluck was the oldest of three with two younger brothers. She died at the age of 67 on April 6, 2025, far too young and with so much more to give. Her long-time partner, Barbara Stevens, her parents, brothers and their families struggle with their loss, as so many of us struggle as well.

My friendships with individuals in The Ninety-Nines have provided me with more sisters than I ever thought imaginable, but few relationships have been as profound as the one I shared with Corbi. I will miss her integrity, her perseverance, and her upbeat presence. Fly high, dear friend. 🌸



A Walk in the Forest

50 Years Later

By Minnetta Gardinier, *Vice President*

Mark your calendar – September 11/12, 2026! Plan to attend the 50th anniversary of the International Forest of Friendship (IFOF) in Atchison, Kansas. Honor the memory of our charter member Fay Gillis Wells, who co-signed the letter inviting all women pilots to gather back in 1929 and who co-founded the Forest in the 1970s with Atchisonian Joe Carrigan. Honor the accomplishments of someone from your Chapter or Section at next year’s golden jubilee event.

July 24, 1973 – The Ninety-Nines, the City of Atchison, and the Kansas Forest Service partnered to break ground for the IFOF near Lake Warnock on Amelia Earhart’s birthday, July 24, 1976. It was dedicated as a living symbol of “World Friendship through Flying” and was a gift to the United States on America’s bicentennial celebration. Fay’s professional life as a journalist and correspondent embodied her belief in world friendship through flight as she traveled around the globe – Europe, Asia, Africa, and South America.

Trees from 50 states and 33 countries where 99s lived were planted along the walkways. Forty-two honorees had their granite stones laid along the central Memory Lane. Today, nearly 1,700 memorial stones line the walkways around the Forest! Hundreds of them honor 99s from around the world. The International Forest of Friendship Trail is officially recognized as part of the National Recreation Trail and was the first National Recreation Trail in the state of Kansas. The most famous tree in the Forest is the Moon Tree – grown from an American Sycamore seed that traveled around the moon on Apollo 14 in 1971.

For the 50th anniversary, Linton Wells II (Fay Gillis Wells’ son) and Cindy Apple (Joe Carrigan’s granddaughter) invite The Ninety-Nines to play a major role in the golden jubilee celebration. Honor 99s for their roles in supporting aviation and aerospace. Help promote the IFOF throughout the aviation community to extend its visibility. Send in a brief video from your Chapter or Section to celebrate this milestone for the Forest. Visit the Forest on its jubilee weekend (September 11/12, 2026). Let’s fill the ramp at the Amelia Earhart Airport (K59) in Atchison. For 99s attending, the Forest hopes to send you home with a Moon Tree seedling.

I have visited Atchison several times — stopping at the Amelia Earhart Birthplace Museum, visiting the Amelia Earhart Hangar Museum, AND walking the paths through the IFOF. Reading the granite markers along the walkways is truly a walk down memory lane. It’s a peaceful stroll reflecting on the names that you read from the start of aviation last century through to today’s trailblazers and aviation/aerospace enthusiasts. It was such an honor to stand among the inductees last fall as my granite stone was placed in the Forest. Who will be inducted this September? Who will be inducted for the golden jubilee in 2026?

Lastly and importantly, the International Forest of Friendship is looking for a core group of 99s volunteers to help promote this great event across our organization. Interested? Please contact me (m.gardinier@gmail.com) or Lin Wells (linwells@gmail.com). 🌿



Above: Amelia Earhart statue, parade of flags.
Photo courtesy of Jeneanne Visser (Iowa Chapter).

Photos (Page 18) - Top: Carrigan pool. Photo courtesy of IFOF. | Lower Left: 99s at the IFOF 2024 Induction ceremonies. Photo courtesy of Jeneanne Visser (Iowa Chapter). | Lower Right: 99s charter member Fay Gillis Wells. Photo courtesy of Carolyn Russo / Smithsonian.



NEW COLLEGIATE WOMEN'S ACHIEVEMENT AWARD LAUNCH

– Laura Laster, *Member-at-Large*

If you had the opportunity to take an award and expand its reach, would you jump on it? Would you dream big and consider how to make the award accessible

to even more Ninety-Nines? That is just what one of our members, Marilyn Shafer, did when she wrote an article in the May/June 2023 issue of *Ninety-Nines* magazine. Several other Ninety-Nines, including myself, leaped in feet first at the opportunity to help Marilyn with the effort.

The background of the Collegiate Women's Achievement Award (CWAA) is closely tied with the National Intercollegiate Flying Association (NIFA). You can read the full background in Marilyn's original article in the May/June 2023 issue of *Ninety-Nines* magazine, but essentially NIFA no longer wanted to be involved in any award "biased toward any one demographic." NIFA's Board of Directors completely cancelled the award, which was previously funded and operated by The Ninety-Nines.

I love Marilyn's article, which talked about taking lemons and making lemonade as her analogy framing what NIFA was doing to the award. Happily, our group of members took NIFA's lemons and produced fantastic lemonade! The award is now approved and part of The Ninety-Nines standard operating procedures. We need your help in spreading the news about the new opportunity for eligible members!

A few important points about the award are listed here:

- The award recognizes an outstanding collegiate member who has demonstrated academic excellence, professionalism, leadership, and volunteerism.
- To apply, a collegiate member must have been a Ninety-Nine for at least three months and of sophomore or higher-class rank enrolled at a United States accredited college or university and actively pursuing a degree in the aviation field.
- Applicants must also be working toward a Private Pilot Certificate or higher and have at least a 3.0 GPA on a 4.0 scale. Additional application requirements are listed on the award application. This year's application is available here: <https://bit.ly/CWAA25-26>
- The President will appoint a Committee Chair who will be approved by the IBOD before assuming leadership of the CWAA Committee. Four Committee Members will be appointed by the Committee Chair, from different sections.
- The CWAA Committee will select three external judges who make the final award determination.
- One award of \$3,500 is planned for the annual award. Funds will be paid directly to the college/university or flight school affiliated with the winner's college/university.
- Applications will be accepted beginning on July 1. All applications must be received by October 1. Each application must have two referees received by October 20. The final award announcement will be on approximately January 1 of each year.

How can you help?

Help us spread the word, first! Consider donating to support the award, whether by yourself or from your chapter/section. Tell your Chapter Chair and all the college members you know. For those who are not yet members, encourage them to join and get active in their chapter! Thank you especially to Marilyn Shafer for leading this heroic effort and cooking up a fantastic batch of CWAA lemonade to share with everyone!

FUELING THE FUTURE: AMELIA EARHART BIRTHPLACE MUSEUM

– Robin Laws, *Amelia Earhart Birthplace Museum Board of Trustees Chair*

Being part of The Ninety-Nines has given me connection, community, and purpose in aviation. I first joined this organization in college because of my involvement in the Air Race Classic. From pancake fly-ins to parties, my local chapter welcomed me with open arms. My children grew up accustomed to holiday gatherings that included "mommy's flying friends" because The Ninety-Nines had become family.

Different jobs took my family from Kansas to Virginia, and my connection to The Ninety-Nines deepened as the winds of life blew me in a new direction. In Virginia, we lived just outside of Washington, D.C., surrounded by history nearly everywhere we went. One memorable visit to the Ford's Theatre brought the past into vivid focus for my children. As they sat in the same location where President Lincoln once was and saw the tiny pistol that ended a presidency, history came alive. By visiting and hearing the story of what happened there, it felt as if we were there the day it occurred.

That experience sparked something deeper in my family – a recognition of how museums transform learning. These places don't just display facts; they immerse us in the experience of the events that happened there. Not long after visiting that historical site, my family of five launched in our RV and spent three years traveling the United States, visiting countless battlefields, national parks, and museums. What I didn't realize was that I would become a student of history all over again – this time with my children beside me. Each location we visited sparked questions, inspired awe, and deepened my passion for history, which led me to invest my experience and energy into the Amelia Earhart Birthplace Museum (AEBM)

Our Ninety-Nines history begins at the AEBM. Amelia came from the town of Atchison, Kansas, and inspired generations. Her birthplace home, now a museum, is more than a building; it's part of our flying lineage and history where our organization's roots began. We, The Ninety-Nines, are part of this incredible piece of history. It is our responsibility to uphold and pass down to future generations the ability to experience Amelia's home, story, and legacy.

When I joined the Board of Trustees of the AEBM, I wasn't sure how I could support the museum in its mission or future. The longer I was on the board, the more opportunities I saw for untapped potential in revenue, education, and securing

a profitable future for posterity. With enthusiasm, I brought new ideas and watched the Board of Trustees work together to ensure Amelia's home and history would be preserved and to bring in fun, exciting educational opportunities to reach youth to experience this historic site.

Over the past five years, our board has worked to honor Amelia's legacy. We've hired museum professionals who revamped the tour, allowing exhibits to be rotated in and out of storage to help preserve Amelia's collection. They've also developed educational programs like the Junior Pilot Program and they've undertaken critical repairs on the 164-year-old home. Like any historic site, upkeep is an ongoing necessity. Preserving this treasure for future generations requires more than passion – it requires partnership. Currently, less than 1% of our members donate to the AEBM trust, which is not sustainable for our mission or future. We need your support.

We've launched a fundraising campaign to raise \$100,000 by Thanksgiving of 2025. These funds will go directly to preservation efforts for our essential and irreplaceable collection, upkeep and repair for the house, and expanded educational programming. To meet this goal, we need everyone to pitch in. Donations may be made monthly, annually, or as a one-time donation. When a member commits to a donation of \$25 a month (or \$300 or more annually), it sets us on our trajectory for the next year and into the future.

In pilot terms, we are dangerously low on fuel. We're not just circling the runway – we're gliding in. Without your help, we risk the future we have worked so tirelessly to attain. Our dedicated staff are experts in Amelia, the house, the artifacts, and in the field of museum studies. We need them and we need you. We can do this together; we must.

We want to keep this museum open and operational, and we need your help to do that. It's not just a house, but a legacy. Every gift counts. Every dollar is a lifeline. Imagine what we could accomplish together: video storytelling projects for youth educational programs, outdoor beautification initiatives to host events, digital learning tools for students, and more. The potential is extraordinary, but we need the fuel of funding to take off. Let's fuel the future together.

Donation Options:

- All Aboard Atchison Match Day on August 22, 2025: Online giving runs from 12 a.m. to 11:59 p.m. on August 22 (the most bang for your buck!) www.allaboardatchison.com
- AEBM Website: under the "Donations" tab www.ameliaearhartmuseum.org/donate
- PayPal: in the works! When ready, information will be on AEBM website.
- Venmo: in the works! When ready, information will be on AEBM website
- Ninety-Nines website: currently no monthly donation option www.ninety-nines.org

For questions regarding donations, please contact Mika Schrader, AEBM Director of Operations: director@ameliaearhartmuseum.org



Top: The Amelia Earhart Birthplace Museum in Atchison, Kansas. Center: AEBM Board of Trustees Chair Robin Laws. Bottom: Robin and her family visit the AEBM.

Reports

ELECTION PROCEDURES COMMITTEE

2025 International Elections – Final Results

Directors, Nominating Committee Members, and Trustees

This election included two Director positions, two Members of the Nominating Committee, two Trustees for the Endowment Fund, two Trustees for the Amelia Earhart Birthplace Museum (AEBM), two Trustees for the Amelia Earhart Memorial Scholarship Fund (AEMSF), and three Trustees for the Museum of Women Pilots (MWP).

The 2025 election was held from March 15 to May 1, 2025. ElectionBuddy was used as our service provider and managed all ballots, whether electronic or paper.

There were 7,710 eligible voters. A total of 1,005 ballots were returned, or 13% of the total distributed, including 926 electronic and 79 paper ballots. Two ballots reported as undelivered were voided and re-issued. Choices on one paper ballot were not tallied because there were more choices entered than allotted.

If you choose to vote electronically and to ensure that you receive your ballot, please make sure your email address updated and correct in the Membership database.

If you wish to receive a paper ballot, make sure your mailing address is correct in the Membership database. Online voting is the most cost-effective way to hold the election.

Election Procedures Committee:

Kathy Fox, *Chair* | Deb McGee | Laurie Peake

ELECTED WERE THE FOLLOWING:

Listed in the order they appeared on the ballot:

Directors



Madeleine Monaco
*Chicago Area Chapter,
North Central Section*

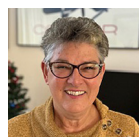


Carol Voss
*Emerald Angels of the Gulf Coast Chapter,
Southeast Section*

Members of the Nominating Committee

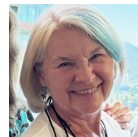


Annie Wen
*Quebec Chapter, East
Canada Section*

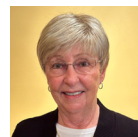


Anele Brooks
*San Luis Obispo County
Chapter, Southwest Section*

TRUSTEES Endowment Fund

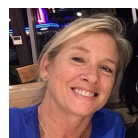


Jeanne Pierce
*Reno Area Chapter,
Southwest Section*



Deb McGee
*Iowa Chapter, North
Central Section*

Amelia Earhart Birthplace Museum (AEBM)

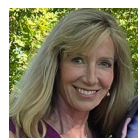


Shannon Osborne
*Greater New York Chapter,
New York-New Jersey Section*



Jan McKenzie
*Colorado Chapter,
South Central Section*

Amelia Earhart Memorial Scholarship Fund (AEMSF)



Renee Burger Bowman
*Minnesota Chapter,
North Central Section*



Judy Shaw
*British Columbia Coast Chapter,
West Canada Section*

Museum of Women Pilots (MWP)



Saralyn Patterson
*Oklahoma Chapter,
South Central Section*



Nobi Buntin
*Santa Clara Valley Chapter,
Southwest Section*



Jeanette Burklund
*Florida Suncoast Chapter,
Southeast Section*

Waypoint Wisdom: Navigating the Journey to Your Goals



Tammy Barlette

*Tucson Chapter,
Founder and CEO of
Crosscheck Mental
Performance Training*

Tammy, a retired Air Force pilot with extensive instructor experience in the T-37, T-38, A-10, MQ-1, and MQ-9, understands the critical role mental performance plays in aviation. Her passion for teaching and belief in the transformative power of mental performance training drives her mission to help aviators enhance focus, reduce stress, and build confidence. These skills are not only essential for success in the cockpit but are also crucial for maintaining peak performance in every aspect of aviation.

As pilots, we thrive on milestones. First solo, check rides, new ratings, career upgrades – each one a clear, outcome-based goal that fuels our motivation and marks our progress. But what happens when the outcome is delayed, disrupted, or simply doesn't unfold the way we expected? When all our focus is locked on the end result, we risk increased stress, decreased motivation, and diminished confidence.

That's where process-based goals come in – not to replace outcome-based goals, but to support them. Outcome goals give you direction. Process goals give you traction. They shift your focus from “where I'm going” to “what I'm doing today to get there,” and they provide benchmarks you can actually hit along the way.


Think of it like planning a flight. You don't simply pick a destination and go. You create a flight plan with waypoints along the route, each one helping guide you to the final destination. You monitor your progress, adjust for unexpected variables like weather or winds, and acknowledge each point passed as progress. Process-based goals serve the same function in your training and growth – they provide direction, structure, and the flexibility to adapt while keeping you moving forward.

In mental performance training, we emphasize small, consistent actions that build long-term strength. Process goals are at the heart of this approach. They might be as simple as committing to study one hour a day, five days a week; ensuring every flight ends with a proper debrief; or, when a flight is canceled, spending that hour instead in a simulator or learning from other pilots by discussing lessons learned. These small wins compound over time and create the structure and confidence needed to pursue bigger achievements.

Aviation is often measured in certificates and flight hours, so it's easy to become outcome obsessed. But process goals help keep you grounded. They anchor your attention in the present – where actual performance happens – instead of the future, where anxiety can take over. When something doesn't go as planned, like a check ride setback or weather delays, process goals remind you that you're still making progress and still in control.

One of the biggest mindset shifts I encourage my students to make is redefining what success looks like. Yes, earning the rating is important. But so is showing up consistently. So is putting in the work when no one else sees it. So is managing your focus and self-talk on the hard days. These small steps build the habits, focus, and confidence that lead to real progress.

Here's a simple way to integrate process goals into your flying: The next time you write down a big goal – like passing a check ride or earning a new rating – ask yourself, what are three small, repeatable actions I can take this week to move toward that goal? Keep them focused on effort and within your control.

Outcome goals give you direction. Process goals give you traction. And when the unexpected shows up – as it always does – it's your process that will help carry you through. 



Publisher: South Dakota Historical Society Press
Copyright 2024
ISBN: 978-1941813515
Available on Amazon or on the South Dakota Historical Society Press website: sdhspress.com/books/georgia-jipp

GEORGIA JIPP – *Blizzard Pilot*

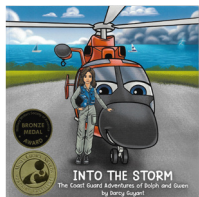
Author: Laura Beth Dean | Illustrated By: Jeanne Bowman

This large-format picture book tells the marvelous story of one of our own 99s, Georgia Hoyt Jipp. After a little research and the always-great help from our Headquarters in Oklahoma City, I learned that Georgia Hoyt Jipp joined The 99s in 1945.

The story gives us a wonderful synopsis of Jipp as a young woman and pilot. Some can relate to the fact that she “nestled a pillow behind her back so she could reach the rudder pedals and brakes.” She got her private pilot’s certificate at the age of 19 after traveling from South Dakota to Oklahoma to train at the Spartan School of Aeronautics.

The crux of the story centers on the outcome of the blizzard of 1949 and its effects on the cattle ranches of South Dakota. Georgia became part of the rescue efforts, flying over 150 missions to deliver food and feed, helping ranch families survive. I guarantee you’ll learn something.

Anyone who knows me knows I love a good reference section at the back of a book. Since South Dakota Historical Society Press published this book, I was certainly not disappointed. Between the Author’s Notes, the Selected Sources, Further Reading, and timelines of Jipp’s life, I was one happy reader. I think a copy of this book belongs on everyone’s bookshelf.



Book Series: **THE COAST GUARD ADVENTURES OF DOLPH AND GWEN**

- Book One: **INTO THE STORM**
- Book Two: **ESCAPING THE BLAZE**
- Book Three: **FOUR LIVES SAVED**

Author: Darcy Guyant (Friend of The 99s) | Illustrator: Get Your Book Illustrations

I’ve got to be honest, I absolutely love Darcy Guyant’s books. So there, I’ve shared my reader’s prejudice.

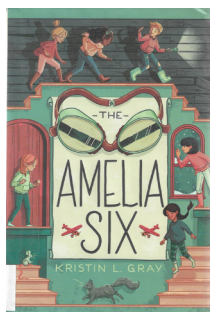
I love the relationship between the pilot, Gwen, and her helicopter, Dolph. Dolph is a Coast Guard HH-65 Dolphin rescue helicopter. The conversations between Gwen and Dolph during rescue missions are superb. We’ve all talked to our airplanes and in their own way, they’ve answered back. You’ll love the way Guyant presents the workability between pilot and craft.

The explanations about the why and how of a Coast Guard rescue mission are well done. Because these are picture books for a younger audience, they lay a great foundation of knowledge.

Each of these books – which frankly, I hope there are more to come – are based on actual search and rescue missions that Guyant has flown in a HH-65 Dolphin helicopter.

The story is wonderful and the history behind it is beyond eye-opening. This book is a must read.

Publisher: Luke 1910 Publishing. | Copyright 2023 (book one and two) 2024 (book three). | Available on Amazon or on the author’s website: darcyguyant.com/shop



Publisher: Simon & Schuster/
Paula Wiseman Books
Copyright 2020
ISBN: 978-1534418851
Available on Amazon

THE AMELIA SIX

Author: Kristin L. Gray

In my estimation, Amelia Ashton should be the Nancy Drew of the 2020s. This is the sort of book I would have eaten up in my adolescence. The copyright is 2020 and the publication date is 2021, but it just recently came to my attention.

After entering a contest at her middle school, 11-year-old Amelia receives an invitation from the President of The 99s stating, in part: “We looked for students who asked hard questions, who were endlessly curious, and who brought a creative flair to math, engineering, and science. We are happy to say that your name, Amelia, rose to the top.”

The prize? She and five other winners are invited to spend the night at the one and only Amelia Earhart Birthplace Museum! When Amelia Earhart’s goggles go missing from a display case in the museum, the adventure begins in earnest.

On the surface, this book is written for a young adult or juvenile audience, but I don’t know any one of my friends in The 99s who wouldn’t enjoy it. Those of you who have visited Atchison and the AE Birthplace Museum will be able to see the search unfold and relate to the venue.

I highly recommend this book as a gift or for yourself!

Skin in the Game: What Pilots Need to Know About Skin Cancer and UV Risks

With summer skies overhead, it's the perfect time to spotlight a topic that affects all aviators: the sun and its impact on your skin.

As a physician who performs flight physicals and cares for pilots across the spectrum, I often discuss the unique dermatologic risks associated with aviation. Chief among them is the heightened risk of skin cancer due to ultraviolet (UV) radiation exposure at altitude. This issue is personal for me: I've had multiple basal cell carcinomas removed. Growing up in sunny South Florida during the 1980s and '90s, I fell victim to the tanning trends of the time. But even without deliberately seeking the sun, pilots are exposed to elevated UV levels just by doing their job.

Most aviators are surprised to learn that UV radiation intensifies with altitude, increasing by roughly 10% to 12% for every 3,280 feet gained. At some cruising altitudes, that can more than double your exposure compared to ground level. While aircraft windows typically block UVB rays, UVA rays – which penetrate deeper into the skin and are linked to both aging and cancer – can still make it through many cockpit windshields.

Basal cell carcinoma (BCC), the most common form of skin cancer, tends to affect sun-exposed areas like the face, scalp, ears, and neck. It grows slowly but can cause significant local damage if not addressed. I've diagnosed many pilots,

both professional and recreational, with BCC after they noticed persistent, non-healing spots.

Squamous cell carcinoma (SCC) is another UV-related concern, often appearing as rough, scaly patches or nodules that may crust or bleed. SCC can be more aggressive than BCC and carries a greater risk of spreading.

The most dangerous, though less common, is melanoma. This aggressive skin cancer is responsible for the majority of skin cancer-related deaths. Pilots, unfortunately, are not exempt. Multiple studies – including one in *JAMA Dermatology* – show airline pilots have more than double the melanoma risk of the general population. Incredibly, just 56.6 minutes at 30,000 feet exposes a pilot to as much UVA radiation as a 20-minute tanning bed session. The risk intensifies over reflective surfaces like snow or cloud tops, which can bounce up to 85% of UV rays back toward the aircraft.

Additionally, actinic keratoses – dry, scaly patches resulting from cumulative sun exposure – are common among pilots. Though not cancerous themselves, they can progress to SCC if untreated. I frequently find these during routine exams, and early treatment is key. Given these risks, I urge pilots to take UV protection seriously, even inside the cockpit. Whether you're flying a Cessna 172 or commanding an Airbus A380, sun safety should be part of your checklist:

- Use broad-spectrum sunscreen (SPF 30+)
- Re-apply every two hours on long flights
- Wear a cap or hat, if compatible with your headset
- Install UV-blocking screens or shields if your aircraft lacks protective glass
- Schedule yearly skin exams with a dermatologist
- Regularly inspect your skin for new or changing lesions

Skin cancer is often highly treatable when detected early, but prevention is even more powerful. Pilots are trained to assess and mitigate risk in flight; the same vigilance should apply to their health. As your AME, I'm here to keep you safe: not just in the skies, but on the ground, too. 🌞



Dr. Rachael Ferraro
Senior AME, Coeur d'Alene, Idaho
Aviate Medical PLLC
www.aviatemedical.com
208-777-5282

Disclaimer: This is general information and not medical advice. Always consult your AME or medical provider for personalized guidance.

Places to Go & Things to Do

MACKINAC ISLAND, MICHIGAN



Left: Downtown Mackinac Island street view East. | Right: Arch Rock. (Photos courtesy of Mackinac Island Tourism Bureau)



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

As warm weather returns, northern flying destinations become more appealing, so we'll look at a summer only option: flying into Mackinac Island (KMCD) in Michigan. Mackinac Island is a small island with less than four square miles located near where the Upper Peninsula (UP) and Lower Peninsula (LP) of Michigan almost come together. The peninsulas are connected by the Mackinac Bridge, which, at five miles, is the longest suspension bridge in the Western hemisphere.

The bridge does not go to the island and the only way to get there is by air or water. For those not flying, ferries from both the LP and UP are available. But why ferry when you can fly into the scenic airport?

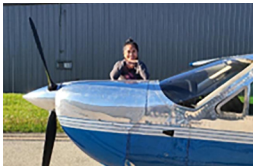
Mackinac Island is unique in that it has preserved its historic atmosphere by not allowing motorized vehicles. It's a small island perfect for hiking, bicycling or taking one of the many horse-drawn carriage taxis. If you fly in, you can hike the one to two miles downtown, bring a bike, or call ahead (906-847-3323) to arrange a horse-drawn taxi to meet you when you arrive (around \$15, cash only). The uncontrolled airport has a 3,500-foot-long asphalt runway and RNAV approach but, no fuel or customs. Nearby options for fuel are Mackinac County (83D), about five miles northwest, or Pellston Regional (KPLN), 19 miles south. Bring your own tie downs and chocks for grass or asphalt parking, and stop by the welcoming FBO to pay the modest landing fee. The overwater portion is very short and provides lovely views of Lake Huron and Lake Michigan, as well as a spectacular opportunity to see the bridge. Avoid overflying Mackinac Island, as noise abatement procedures strive to preserve the quiet, historic ambiance.

Once on the island, there is much to do besides biking and hiking, including touring Fort Mackinac, visiting Arch Rock or the butterfly farm, kayaking, renting a tandem bike, parasailing, and, of course, going downtown to eat, shop, and see the famous historic Grand Hotel where *Somewhere in Time* was filmed. If you want to stay at the Grand Hotel, be sure to reserve well in advance and be prepared for premium prices. Don't forget to pack suitable clothing, as guests are expected to dress for dinner in the main dining room. However, more affordable options to enjoy the hotel are available, including Saide's Ice Cream Parlor, the Cupola Bar, or the Gate House. The Woods Restaurant provides an opportunity to partake in a highly rated, game-centric menu in a Bavarian atmosphere. Many other indoor and outdoor dining options outside the hotel are available, including pub-style restaurants, hot dog stands, and bistros. Some offer outdoor porch seating overlooking the water, and many provide an opportunity to sample the area's famous walleye pike. Additional overnight accommodation is available at numerous lodges, bed-and-breakfasts, and cabins.

Besides enjoying a meal, take a leisurely stroll through downtown to shop at the quaint stores, and don't forget to enjoy some fudge. Mackinac Island is famous for its fudge, and a number of stores prepare a variety of flavors on site in view of visitors. The smell of fudge often permeates the nearby streets.

Plan your trip between May and October, since most places are only open for the season, and be sure to call ahead to verify the availability of services. Summers are delightful, and fall trips can provide spectacular leaf-peeping opportunities. Enjoy! 🌄

Milestones



Ana Adona
Instrument
– Chicago Area



Sarah Drevon
Private
– Michigan

Allison Hinmon
Instrument;
Commercial
– Orange County

Jenn Johnson
Instrument
– Bay Cities

Astrid Melms
CFI
– Wisconsin

Ingrid Mesquita
Commercial/
Multi-engine
– Orange County



Catherine Barnes Stritenberger
Private
– All-Ohio



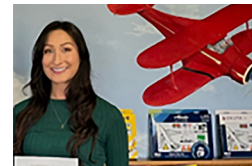
Olivia Arnold
Multi-Engine
Instructor
– Michigan



Rebecca Durbin
R-ATP
– Michigan



Zoe Krohne
CFI & CFII
– Tennessee



Lisa Mitchell
Instrument
– Chicago Area

Olivia Townsend
Private
– Tennessee

Syd Whisler
CFI
– Lake Tahoe

Maddy Bloom
ATP
– Orange County



Mandy Ehrler
Private
– Wisconsin

Lauren LaFontain
Private
– Wisconsin

Janise Lambert
Captain Upgrade,
Spirit Airlines
– Orange County



Devin Wilson
Commercial
– Keystone

McKenzie Byrne
Commercial
– Orange County



Kim Marcell
Commercial
– Minnesota

Astrid Melms
CFI
– Wisconsin

Sydney Otis
Solo
– Eastern Idaho

Sophia Yamas
Private
– Greater Seattle



Evelyn Canfield
CFI
– Minnesota



Alyson Galbraith
Instrument
– Michigan



Amanda McWhirk
Solo
– Katahdin Wings

Casey Raymond
CFI
– Katahdin Wings

Andrada Costoiu
Solo
– Orange County

Megan Gorak
Solo
– Michigan

Melissa Meek Indrebo
Solo
– Bay Cities Chapter

Lydia Royaute
Commercial
– Bay Cities



Kelly Donovan
Private
– Greater New York

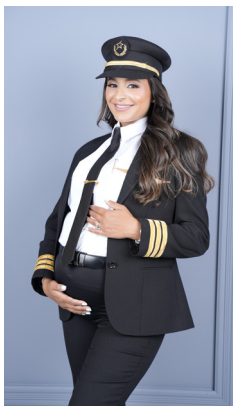
Andressa Healis
Private Helicopter
– Orange County

Denise Hilton
Solo
– Bay Cities

Samantha Schroeder
Private
– Fullerton

Seven Months Pregnant and Landing an Airbus A330

By Allison Couch, *Arabian Section Member*



Isn't Mother Nature just amazing? Who would have thought I'd be pregnant and flying an Airbus A330 on approach into London Gatwick Airport (LGW) on a busy summer morning after spending the previous six hours crossing the Atlantic. That was my gratifying experience earlier this year – and not only that, this particular flight was my company line check. I passed, by the way!

I'm on maternity leave now – and since my memorable ocean crossing, I've been asked to share my little story about pregnancy and commercial flying.

It wasn't just about fighting off cravings for pickles and ice cream at 39,000 feet; there were many humorous moments. It was only a few weeks earlier that I was in the simulator, and visibly pregnant, for my pilot proficiency check when we were given a Traffic Alert and Collision Avoidance System (TCAS) event in cruise. The craggy voice of that synthesized controller inside the TCAS box loudly shouted, "CLIMB, CLIMB, CLIMB," and immediately I felt two big kicks and several punches from inside my stomach. It was as if the little baby inside was trying to tell me, "Hey you, wake up and pay attention."

I flew until I was seven months pregnant before I stopped flying in accordance with regulatory requirements and loved every minute of it. There were awkward moments, of course. Mostly when walking in uniform through the airport concourse and next to the gate, I would get frequent stares and whispering from both men and women passing by, quietly stating, "Did you see that? We've got a pregnant pilot today." And more awkward moments when

fellow cabin and flight crew members suddenly encountered me with my tummy sticking out, as I first boarded the aircraft or crew room. But their look of shock would quickly turn into a smile as I said, "Yes, I'm pregnant," and everyone would offer their support and hearty congratulations.

On the physical side, flying while pregnant takes a lot of planning. Carrying all that extra weight takes a lot of effort, so it's important to be well rested before flying. And you'll want to bring along extra snacks – healthy ones – to maintain your energy levels. And remember: A well-fed baby is a quiet baby. Don't forget to position your seat and adjust the rudder pedals so you can reach full travel. And yes, sitting in the flight deck during an ocean crossing with the little guy's feet pushing on your ribs and punching your stomach is going to cause discomfort. I always found focusing on flight duties and staying busy helped minimize the minor irritations. And luckily for me, I always had supportive colleagues and a supportive company. I even had the opportunity to have my parents and husband onboard during my last few flights before maternity leave.

In fact, after the seventh month when I could no longer fly, the company was eager to offer me an office position until I was ready to go on maternity leave. I was fortunate to get an interesting and useful assignment in the safety department, where I felt valued for my contribution.

All in all, while I encountered embarrassing moments, awkward stares, and the added burden of carrying an additional 20 pounds of developing baby around the world, I'm hugely thankful to my family and my wonderful colleagues for helping me through what was a unique and fulfilling experience.

Allison Couch is a First Officer with Air Transat flying the Airbus A330.

Information You Might Want to Know About Emergency Locator Transmitters (ELT)

By Maria Esparraguera, *Maryland Chapter*

Returning from a practice flight recently, not long before sunset, there was some turbulence before reaching my home airport. As I turned on pulse lighting to make the plane more visible, I must have bumped my Emergency Locator Transmitter (ELT) cockpit switch. Even though I wasn't monitoring 121.5 MHz, I could hear an ELT going off in the background on our UNICOM frequency. By the time I landed, Flight Service called the FBO and was asking about the signal. On landing, I turned on 121.5 MHz and was blasted by the sound of the transmitter. Looking around the cockpit, I reset my ELT and the sound disappeared. At that point, I knew the activated SOS signal was me. Friends of mine from Civil Air Patrol had responded to the signal and were already at the airport. We talked, and they called Flight Service, and I called the Air Force Rescue Coordination Center (AFRCC). Those are exactly the right things to do

when you hear an ELT on 121.5 MHz, especially when it's yours but you have not crashed.

Emergency Locator Transmitters (ELT) were developed to locate downed aircraft. Have you ever heard an ELT homing signal? If you listen to this video (<https://www.youtube.com/watch?v=MzBIFjLVMmU>) for about five seconds, that sound will likely stay with you.



If an ELT is close by, you can hear that sound even if you are not tuned into 121.5 MHz, the emergency frequency. Let's go through what happens when an ELT goes off, and what you should do if you hear that sound on your aircraft's radio.

An ELT is an emergency distress beacon that sends an SOS signal to satellites from anywhere at any time, including severe weather conditions. NOAA operates the Search and Rescue Satellite Aided Tracking (SARSAT) system to detect and

locate ELTs. SARSAT is a founding member of the international humanitarian search and rescue system called Cospas-Sarsat, which includes forty-five nations, bringing together a worldwide network of satellites and rescue coordination.

Most airplanes are required to have an ELT (FAR Part 91.207), which produces a distress beacon with a 121.5 MHz homing signal. While most airplanes have 406 MHz ELTs, some are still equipped with the old 121.5 MHz version. The 121.5 MHz equipment is no longer being manufactured, so any new installations will be with the 406 MHz version. ELTs transmit signals if the airplane sustains impact in a crash or sometimes a hard landing. A small percentage of hard impacts may not activate ELTs, thus the reason for the cockpit ELT switches, which allow pilot activation. The 406 MHz digital beacon can transmit the latitude and longitude of the ELT, along with the aircraft owner's name, phone number, and email address. However, the owner information will not be transmitted unless the ELT is registered with NOAA.

While the 406 MHz beacon can verify actual distress using the registration information, the system is still plagued by false alerts, especially for unregistered ELTs. About 99% of distress signals generate false alerts, such as inadvertent activation by mistakenly hitting the ELT button in the cockpit, on the ELT itself during maintenance, or by dropping it (or that hard landing). Pilots should be aware of the cockpit ELT switch and how to use it, both for testing purposes and in the event of aircraft malfunctions. Even a brief inadvertent signal can generate a false alert.

If you are an aircraft owner, registering your ELT is your responsibility (not generally done by maintenance personnel – ask me how I know this). An unregistered beacon adds elements of risk. Part of the process with any notification of distress is to verify that the distress is real. Search and Rescue (SAR) crews still go out and do not necessarily know what they are looking for. The only information they have is location. If it turns out to be a false alert, that crew would have been unavailable to respond to a real distress occurring somewhere else at the same time. There is also the potential financial penalty. False alerts, especially with unregistered beacons where SAR crews responded to the scene of the activation, can lead to fines for the beacon owner.

You should register your ELT at the NOAA Beacon Registration Website.

Each ELT has manufacturer's recommendations for testing the signal, or you can go to the NOAA website.

If you hear an ELT signal on your airplane's radio, or you think you accidentally activated your own ELT, you should call AFRCC 1-800-851-3051 (a good number to have in your phone) or your nearest FAA Air Traffic facility. If you can, have your beacon's hex ID (which is on the unit) ready to cancel the false alert. If you hear a beacon signal at your airport or in the air, and you don't think it's your airplane, you should also call AFRCC, or if in the air, report it to the emergency frequency. Even if you've stopped the signal on your own (or someone else's) airplane, it is still good to assure the authorities that the signal was a false activation so that SAR teams are not sent out.

It's good to know that the system works and that personnel stand ready if you need them in an emergency. 🏹

Careers

Zone of Genius

By Donna Miller, *Colorado Chapter*



Elaine Welteroth is an entrepreneur with far-reaching success in many areas. She defines the **zone of genius** as the sweet spot at the intersection of passions, talents, values, and skills. She can break down each of these elements for us to understand how we can take control of our own lives and fashion the careers we dream

of. Her zone of genius provides the framework for what matters most. While she is not an aviator, her method can definitely be applied to our world.

Let's start with passion. What job would you consider doing for free? For most of us, it's flying. In fact, we love flying so much that we are willing to pay to do it. For others, it's teaching or being of service to others. Ponder it. It may not come to you right away, and that's okay. No matter how you got to where you are now, you've gained valuable skills along the way that will serve you on your journey.

Talents are the gifts that we possess. They are often easy to take for granted because they come easy to us. They are natural, innate abilities. When we learn to fly it's all so new, it's easy to think we have no talent for flying. Combined with discouraging comments, it's easy to quit before we even get started. As we learn the skills we need to take to the air, we realize our talents can support us in our quest. For example, a knack for clear communication can help with necessary radio skills, once we learn how it all works.

Values. Elaine expresses it this way, "What matters to you more than money? Then ask yourself why. These are your values. Your values become the filter for which positions to consider taking and which to pass." You want to work for companies that align with your values. For example, if you are considering having a family, what is the company's maternity policy?

The last element in the **zone of genius** is skill. Unlike talent, skill is an acquired ability developed over time. With practice and learning, we acquire the skills we need to pursue our goals. Even if you don't know exactly what you want to do, learning new skills can help hone your interests and passions. I've always been a huge fan of education. Even when I didn't know exactly what I wanted to do, I took classes to add to my arsenal for when I did figure it out. Sure, I learned things that didn't exactly fit into my final quest for an airline career, but I never regret learning something new.

I'd like to close with a great quote from Elaine Welteroth. "Our lives are a series of dreams realized. We don't say that enough. The truth is, job titles are temporary but purpose is infinite." And on that note, let's go fly. 🏹



CHICAGO AREA CHAPTER

Aviation Day 2025

The Chicago Area Chapter's Girls in Aviation Day was recently held at Lake in the Hills Airport (3CK) in northwest suburban Chicago. The director of the event was 99 Megan McArthur. Registration and great photography are credited to 99 Corie Wild.

Group leaders kept everyone going in the right direction: Jill Feldman, Lillian Fifer, Karen Ballard, Kadijah Hall, Deb Meznarsic, Jasleen Khanna, Emma Bryan, Jelisa Morgan, Shelley Ventura, Ana Adona, Sharon Schorsch, Caley Halloran, and Deb Kirschner.

Informative work stations were led by: Katy Crihfield and Gabby Fullilove on forces of flight; volunteers Andrea Ewing and Thomas Parrika for the balloon workshop; Sky Remar and Mona Knock on communication; Larisa Kano and Jen Markovska on navigation; Tina Willman-Hammar and Callum Hammer for the static display; Ole Sindberg for the Prescott Pusher static display; Elizabeth Sazdanoff and Lisa Mitchell on airplane preflight; Vickie Szewczyk on airplane mechanics.

The impressive career panel consisted of: Jennifer Settle, FAA runway safety program manager; Annalise Eure, flight paramedic/CFI/skydive pilot; MacKenzie Humphrey, air traffic controller at Lewis Airport; Susan Kelsey, filmmaker/aviation documentary; Ceci Read, regional airline first officer/former flight attendant.

The impossible to do without support staff included: Lou Zaragoza – shuttled volunteers/logistics; Lilly Gifford – registration/handouts; Ana Adona and Matt O'Reilly – food setup for girls and volunteers; Lisa Mitchell – swag bags; Tony Greco and Pat Creegan – table setup/parking/putting out random fires/rental equipment/cleanup

In all, about 25 Chicago Area Chapter 99s and an additional ten volunteers participated in the event. Thanks also to friends at Chicago's Leading Edge Chapter of Women in Aviation International (WAI) for their help, and thank you to all who contributed in making this such a memorable day for the girls!

Congratulations to Gabrielle Fullilove, a 25-year-old aspiring airline pilot from Matteson, Illinois. She recently won an AEMSF First Wings Award to complete her private pilot training.

- Diane Cozzi



Top: Group attending Girls in Aviation Day.

Middle: Volunteer Ceci Read answering questions on the career panel.

Bottom: Awesome balloon workshop compliments of volunteer Andrea Ewing.

NOLA CHAPTER

On May 10, 2025, the “Let’s Fly Now” event took place at Louisiana Regional Airport (KREG) to introduce girls and women to flying. A total of 34 individuals pre-registered for the event. Out of these, 23 participants took flights, and six more signed up to fly on spot, although no one signed up for a Student Pilot certificate. Additionally, one person joined our NOLA Chapter during the event. Six pilots flew the participants, and there were 15 or more ground support volunteers. The weather was better than forecasted, enhancing the overall experience. The NOLA 99’s enjoy giving back! Some of our expenses were donated in memory of Nick Houten. We are grateful for all Nick did for our 99s.

– Julie Jones



MID-COLUMBIA CHAPTER

Compass Rose

On May 24, 2025, the Mid-Columbia Chapter completed its very first ever compass rose at Richland Airport (KRLD) in Richland, Washington. Aileen Coverdell, Airmarking Chair, and Bonnie Molitor started several weeks before by practice painting a compass rose in Aileen’s driveway. Working closely with the airport manager and outlining the compass rose the day before significantly helped make the painting go faster. Eighteen 99s and guests participated in the event. After the painting was completed, everyone was treated to a taco feast.

– Marjy Leggett



Top: Jun Oikawa, Mary Biller, Deb Henrichs fly to NCSM. | Bottom: Rich Wagner, Jesse, Jun Oikawa on Memorial Day.

ALL-OHIO

Jun Oikawa, Mary Biller, of the Scioto Valley Chapter, and Debra Henrichs flew to the North Central Section Meeting in Iowa.

On Memorial Day Weekend, 49½ Rich Wagner of the USAF, sons Jesse and Lucas, and his 99 Jun Oikawa took flowers and a flag to the Springfield, Ohio, cemetery to the grave of WASP and All-Ohio member Caro Bosca. All-Ohio member and WASP Jeanette Jenkins of New Philadelphia was also honored by The 99s.

– Margaret Hazlett

Grass Roots



MICHIGAN CHAPTER

Special activities held in the past two months included our May meeting held over Zoom on May 6, 2025. We had a great guest speaker, Sam Tryggvason, who is both a pilot and a professional wing walker. Sam shared experiences from her 10 plus years in the military and wing walking at air shows across the U.S. and Canada on weekends. Sam began her wing walking career in 2014 to fund her flight training while stationed in Oklahoma. Sam's current job responsibilities include global tracking of satellites. Thanks to Michigan Chapter member Suzette Biela, who previously met Sam and contacted her to speak at our meeting.

Linda Langrill, Frances Rose, and Sarah Haskett did a great job representing our chapter at the North Central Section Meeting in Iowa City, Iowa, held on April 25 to April 27, 2025. While attending the meeting, they participated in tours of the University of Iowa Performance Laboratory and AirCare Emergency Helicopter Service.

Sarah Haskett volunteered to be our Michigan Chapter Airmarking Chair, and she was also nominated to fill an opening on the North Central Nominating Committee beginning in 2026 for a two-year term.

Melanie McNicholas, Aviation & Space Education Chair, provides great articles for our monthly newsletter. Melanie's article provided a review of causes, prevention, and emergency procedures for engine fires at start-up. She provides great information and relevant references to support our members' on-going education.

We welcomed two new members: Haley Sellers and Berfin Kayikcioglu.

- Barb Vukits

KENTUCKY BLUEGRASS CHAPTER

Congratulations to our Spring 2025 First Wings Scholarship Winners Taylor Peeff and Rachel Stivers-Bender (see pages 13 and 14 for their bios)!

- Sue Glisson

Top: Our Kentucky Bluegrass Chapter Meeting was held at the Aero Club in Louisville, Kentucky, where we viewed a documentary film about Bowman Field's aviation history and students at Bowman Field today, highlighting our own member Taylor Peeff.

Middle: May found Kentucky Bluegrass 99s at the Bardstown Fly-In Breakfast. Madeline Elliott and Brooklyn Richendifer, University of Eastern Kentucky students and Kentucky Bluegrass 99s, departed after a delicious breakfast.

Bottom left: Kentucky Bluegrass was well represented at the North Central Section Meeting in Iowa City, Iowa. North Central Section (NCS) Governor Sue Glisson; Chapter Chair Evie Sapp; Kaye Combs Moore; and Erin Thompson attended.

Bottom right: Kaye Combs Moore received the NCS Governor's Service Award at the NCS Spring Meeting for her dedication and service as she marked her 60th year as a 99!



MINNESOTA CHAPTER

Winter and Spring kept us busy on the ground here in Minnesota, but we've been especially busy with many indoor activities. In February, Heather McNevin talked to us about the services available from the ATC. At our March 15 Quarterly Meeting, we presented chapter scholarships to PingPing He (Private), Emma Hanson (Advanced Rating), and Majel Baker (Currency). A private donor also provided funds for a new scholarship for one of our student pilots working towards her Private and it was awarded to PingPing He. Five Minnesota 99s traveled to Iowa City for the Spring Section Meeting on April 25-27, and our own Kim Marcell was awarded the North Central Section Spinning Prop Award. On April 5, we toured the Northwest Airlines History Center in Bloomington, Minnesota. Then on May 9, we held an aviation education evening for a group of nine middle school Girl Scouts. We once again had a booth at The Great Minnesota Aviation Gathering (GMAC), which was held on May 16-17. Not only did we gain a new member at GMAC, but we also gained a new Friend of The 99s! Finally, congratulations to Evelyn Canfield on earning her CFI in May and Kim Marcell on earning her Commercial in May!

- Dr. Melissa Aho

Top: Minnesota 99s at The Great Minnesota Aviation Gathering (GMAC) 2025. | Bottom: Minnesota 99s in Iowa.



AUSTRALIAN SECTION

The Annual General Meeting (AGM) of the Australian Section was again held in conjunction with the Australian Women Pilots' Association. In 2025, it was held during the first week of May in the enchanting area of Busselton, Western Australia. With ideal weather for the Autumn, it was a very successful conference.

Come and enjoy The 99s International Conference and see what Australia has to offer in Sydney in September of 2027.

- Cathy Hobson



Australian Section AGM included three members of the New Zealand Section meeting up for the triennial New Zealand Association of Women in Aviation vs. Australian Women Pilots' Association Women in Aviation flying trophy. Left to right: Barb Trapett, Jennifer Graham, New Zealand 99 Pam Collings, New Zealand 99 Dee Bond, Secretary Jenny Gust, Governor Dominique Estival, Maria Stiles, New Zealand 99 Margaret Wright, Vice Governor Cathy Hobson, Noor Hamzah-Braybrook, Judy Shaw, Marthine Mohabuth (brand new member), and Carol Dehn. (Photo taken by Trevor Morgan - provided with permission)

OLD DOMINION CHAPTER



Top: Old Dominion Chapter members Hannah Rust, Cynthia Axell, Sue Passmore, Frankie Velazquez, and Mary McCutcheon visit Xelevate tour guides. | Bottom left: Marcy Eisenberg teaches Hannah Rust some advanced quadcopter maneuvers. | Bottom right: Andrew Biechlin teaches Cynthia Axell to fly the Aero Scout fixed-wing UAS with FPV. Cynthia noticed that you can't feel the G-forces!

The Old Dominion Chapter members toured a 66-acre facility in Northern Virginia dedicated to unmanned aircraft systems (UAS) testing, development, training, innovation, and demonstration. The privately held UAS Center of Excellence, Xelevate, was founded in 2021 by Marcy Eisenberg, President and CEO, and her husband, Andrew Biechlin. Its location, two miles outside of the Washington D.C., Special Flight Rules Area, makes it a perfect spot to research the safe integration of UAS into the National Airspace System (NAS).

We flew quadcopter drones. We experienced flying fixed-wing drones wearing First Person Video goggles, which gave us the view from the cockpit. Remote pilots learn how to fly these smaller fixed-wing UAS before transferring those skills to the larger, heavier UAS.

We toured the grounds by golf cart and found items that are useful in drone practice. An abandoned house lets law enforcement and drug enforcement practice flying drones inside a home to conduct a search. An abandoned car lets law enforcement test scenarios to determine how to approach a vehicle. A silo is used for drones to fly into to test radio interference of different materials.

Xelevate provides UAS training programs for various audiences. Marcy explained that they taught National Transportation Safety Bureau (NTSB) how to use UAS in accident investigation the day before they actually used them with the mid-air collision of the commercial aircraft and the military helicopter at Ronald Reagan Washington National Airport (KDCA).

Xelevate also provides a space where UAS and operators from different countries can explore how they can collaborate to solve problems.

There is an Air Boss on the premises for activities that require those services.

We were reminded that UAS are not just toys. With UAS classes from 1 to 5, they range in size from a handheld to the size of a B-737. They carry human organs, medical supplies, cargo, ammunition and other important cargo. Several companies have already received Part 135 Certification to carry these items for compensation and operate UAS beyond visual line of sight. <https://xelevateus.com>

- Susan Passmore

NORTHEAST KANSAS CHAPTER

Lawrence, Kansas, has sponsored a half-day Aviation Youth Camp for kids 12 to 17 years old for over a decade. The Northeast Kansas Chapter is a proud co-sponsor of the camp along with the Lawrence Regional Airport (KLWC) Aviation Advisory Board and the Parks, Recreation and Culture Department. The camp offers an introduction on the fundamentals of flight to youth. The \$30 registration fee included all instructional materials, a camp t-shirt, a graduation pizza party, and a 15-20 minute Discovery Flight of Lawrence. This year's camp was held on Sunday, May 31. Chapter Vice Chair Cindy DeVan staffed the check-in desk and Cheri Thompson and Sara Tompson co-taught the module on traffic patterns and communications. Fourteen-year-old Tirzah Ingalls won The 99s-provided gift certificate for a full Discovery Flight at Hetrick Air Services! Her grandfather has a plane and she is very interested in aviation. Some of the camp staff are in the photo, including Cindy in pink in the back row, and Sara and Cheri in the front row, middle and right.



- Sara Tompson



Front Row: Emmie Chopelas, Denise Smith, Meredith Grimmer, guest Linda Weiland, Erin Mason, Kat Baum. Back Row: Sofia Garcia, Rachel Huff-Wagenborg, Anias Rodriguez, Michelle JoAnn, guest Valeria Kaopuiki, Whitney Taylor-Kilgore, Misako Chopelas.

ALOHA CHAPTER

Aloha Chapter Celebrates Annual Beach Cleanup

The Aloha Chapter gathered at Sherwoods Beach in Waimānalo on April 27, 2025, for their annual Earth Day beach cleanup – an event that combines community service with social connection and environmental stewardship.

With reusable gloves on and bags in hand, aviatrixes and their families scoured the shoreline, collecting trash, plastics, and other debris from the beach. In the process of beautifying one of O‘ahu’s treasured coastlines, members of the Aloha Chapter shared “talk story” moments with beachgoers, engaging the community in conversations about The Ninety-Nines’ legacy, mission, and ongoing work to promote women in aviation.

“This is one of our favorite annual events,” said Michelle JoAnn, Aloha Chapter Chair. “It’s a chance to give back to our local community – mālama ‘āina – and connect with people about what we do beyond flying planes.” The Aloha Chapter proudly carries The 99s’ mission forward across Hawaii, organizing local events and service projects.

The beach cleanup not only helped preserve the natural beauty of Sherwoods Beach, but also sparked meaningful dialogue with locals and visitors about aviation history and the power of women-led initiatives.

To learn more about the Aloha Chapter’s events and initiatives, visit: www.instagram.com/alohachapter99s/

– Michelle JoAnn



Our newest Life Members

- | | | |
|---|--|---|
| Deanna Bowles
Central New York Chapter | Roswitha Miller
Cook Inlet Chapter | Alyce Taylor
San Antonio Chapter |
| Dianne Cole
San Joaquin Valley Chapter | Linda Murphy
North Central Section Member | Mary Troup
Ventura County Chapter |
| Kimberly Elsholz
Florida Suncoast Chapter | Jeanne Ohnemus
Eastern New England Chapter | Diane Welch
Wisconsin Chapter |
| Glen Gillies
Palomar Chapter | Naiara Petralanda
Daytona Chapter | Patricia Williams
Eastern Ontario Chapter |
| Carole Hickman
Chicago Area Chapter | Stephenie Roberts
Texas Dogwood Chapter | Maria Ziadie-Haddad
Florida Goldcoast Chapter |
| Laura Krueger
Columbia Cascade Chapter | Judith Shaw
British Columbia Coast Chapter | |



Our most recently enlisted Friends of The 99s

- | | | |
|---|--|--|
| Pam Caudill
Fairhope, AL | Celina Joelle Oppus Luna
Fair Oaks, CA | Donnell Vigil
Jacksonville, FL |
| Ian Darson
Rensselaer, NY | Robin Rivera
Jacksonville, FL | Nina Wahl
Santa Cruz, CA |
| Cristha Holman
Brooklyn, NY | Tami Rowland
Pryor, OK | Sean Waldron
Pensacola, FL |
| Dawn LaBrot
Moreno Valley, CA | Ami Sela
Eagan, MN | Yinghua Wang
Wesley Chapel, FL |
| Valerie McClymonds
Twin Falls, ID | Chun Su
Winnipeg, MB | Olivia Wozniak
Orefield, PA |
| Juliza Nieves
Montgomery, NY | Jill vanEgmond
Oklahoma City, OK | |



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.

- | | |
|--|---|
| Barbara Vickers
Sedona Red Rockettes Chapter
September 10, 2022 | Lauren Menkemeller
NOLA Chapter
April 2, 2025 |
| Dolores Vitullo
Spaceport Chapter
February 2, 2025 | Aldine von Isser
Tucson Chapter
April 16, 2025 |
| Mark Pryor
49½ of Janet Chang-Pryor
Bay Cities Chapter
April 1, 2025 | Jeannie Batto
Kentucky Bluegrass
May 2, 2025 |
| | Ruth J. Hill
Air Capital
May 20, 2025 |

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HOW TO ENTER

1. Scan the QR code
2. Register online



<https://go.lightspeedaviation.com/ninety-nines>