

99 News

The Official Magazine of the International Organization of Women Pilots

November/December 2013





99 News

PERPETUAL CALENDAR

2013

DECEMBER

- 20 **Deadline for AEMSF application submittal** to Section AE Chairmen.
- 31 **Deadline to submit Bylaws and Standing Rules** proposed amendments.

2014

JANUARY

- 15 **International Awards Deadline.** Send your one-page nomination to International Headquarters (see page 5 for more information). Contact Linda Cain, International Awards Chairman, at lcain8203@aol.com, 703-669-6326.
- 31 **Deadline to apply for Eastern New England Chapter and New England Section 2013 scholarships** for flight training or college. The applicant must be either a resident of one of the six New England states or studying in New England. For questions and applications for all four scholarships, email lmaarch@aol.com or mail to Linda Moody, 93A Groton St., Pepperell, MA 01463.
- 31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application** for Mentoring Session A. For more information go to www.ninety-nines.org/careers/ or email mentoring@ninety-nines.org.

FEBRUARY

- 1 **Due date for submissions to the 99 News** for the March/April issue.

APRIL

- 1 **Due date for submissions to the 99 News** for the May/June issue.

- 1-6 **Sun 'n Fun International Fly-In and Expo, Lakeland, Florida,** visit sun-n-fun.org for scheduled activities. Be sure to stop by The Ninety-Nines building!

- 4 **WASP of World War II – 70th Anniversary Commemoration,** Lakeland, Florida, honors surviving WASP, 11:30 a.m. at Buehler Restoration Center. Contact Nancy Wright, 727-946-1050 or wright99@tampabay.rr.com to purchase a ticket.

- 4-6 **North Central Section Spring Meeting,** South Bend, Indiana. For more information contact Marcia Forcey at marciaforcey@yahoo.com or call 219-728-7835 or visit <http://www.ncs99s.org/> or indianandunes99s.org.

JUNE

- 1 **Due date for submissions to the 99 News** for the March/April issue.

JULY

- 8-13 **2014 Ninety-Nines International Conference,** New Orleans, Louisiana.

- 28-Aug. 3 **EAA AirVenture Oshkosh,** Oshkosh, Wisconsin. For more information, visit airventure.org.

- 31 **Deadline for submitting Professional Pilot Leadership Initiative (PPLI) Application** for Mentoring Session B. For more information go to www.ninety-nines.org/careers/ or email mentoring@ninety-nines.org.

CORRECTION

In the Milestones section of the September/October issue, it was incorrectly stated that Sue Ballew obtained her CFI. Rather, she achieved Gold Seal Flight Instructor status.

To list your 99s events on this calendar page, send information to:

The 99 News

4300 Amelia Earhart Dr
Suite A
Oklahoma City, OK
73159-1140

Email:

news@ninety-nines.org

Online Form:

ninety-nines.org/99newsreports.html

Please indicate the name and location of the event, the contact name and the phone/fax/email.

For advertising information, specs and rates, or to place an ad, please contact advertisingmgr@ninety-nines.org

On the Cover

Mercedes Eulitt participated in a record 49-ship, all RV formation flight for Breast Cancer Awareness during the NFL game of the Kansas City Chiefs against the Oakland Raiders on October 13. Also flying in the formation were Ninety-Nines Stephanie Wells and Gretchen Jahn. The pilots are waiting for confirmation from Guinness that the flight qualifies as a world record.

On the cover, Mercedes, flying her RV6-A, returns to the airport with Echo group after releasing pink smoke and detaching from the large formation.

Photo by Pat Dulaney

PUT YOUR NAME IN THE HAT FOR FREE 2014 CONFERENCE REGISTRATION!



Have you registered for the 2014 International Conference in New Orleans? Register by December 31, 2013, and you will be entered into a drawing for free registration. The drawing will be held in New Orleans at the Thursday evening reception on July 10, 2014. Go to www.regonline.com/ninety-nines to get your name in the hat!

— Lisa Cotham Pizani
2014 Conference Co-Chairman

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We encourage submissions for publication in the *99 News*. Furnish author's name, email address and phone information. We reserve the right to edit for space and/or clarity. We accept both original photographs and high-resolution digital photos (at least 4X6 at 300 dpi). We cannot use photos from the following sources: camera phone, newspaper, home printer, photocopies or copied from the Internet. Include caption information with all photos and your contact information. Please email photos as separate attachments.

For additional submission guidelines, log on to ninety-nines.org and click on *99 News* magazine. Submissions should be emailed to news@ninety-nines.org. Deadlines for submissions are listed in our calendar on page 2. If you have any questions, please email us at news@ninety-nines.org.

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Penny Nagy and Martha Phillips at the dedication of a memorial marker for Opal Kunz, the acting president of The 99s prior to Amelia Earhart's election.



Mercedes Eulitt was one of three 99s to participate in a 49-ship formation flight for Breast Cancer Awareness.



Nicole Brill, who is deaf, prepares for an aerobatic flight in a Decathlon.

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President's Page

BY MARTHA PHILLIPS, International President

It has been really gratifying to see the increase in new and reinstated memberships from EAA AirVenture in Oshkosh, Wisconsin, this summer and the AOPA Summit in Ft. Worth, Texas, in October. Meeting new members and hearing their stories is actually very exciting for me. Not only does it bring back memories of my own training and memorable flights, it makes me want to get out and fly even more.

A great part of the increase in Associate membership, however, has been due to the new Fly Now award program from the Amelia Earhart Memorial Scholarship Fund. The increase in the number of awards available and the fact they are given twice per year has really caught the attention of potential women pilots from all over. With 51 applicants for the first round of awards, nine of whom received them, it looks like the new program will be a big success. We hope those not selected on this round will try again next March. We only wish we could award a scholarship to each applicant.

The success of this program might serve as inspiration to our Chapters and Sections to create or step up their own scholarship award(s) in their local areas. We know that with the higher cost of training, fuel and airplane rentals, the need for

funds at every level is greater than ever. For more information on creating scholarships, you can refer to the Chapter Chairman's Manual, which can be printed out from the Library section of the Members Only part of The 99s website.

In September at the Fall Southwest Section Meeting, a memorial marker was dedicated at the gravesite of Opal Kunz in Auburn, California. Opal was the acting President of The 99s prior to holding actual elections in 1931 when Amelia Earhart became our first elected President. Opal was involved in the 1929 Women's Air Derby and handled much of the organization for the budding "club." Her husband was a vice president at Tiffany's in New York, and Tiffany's designed our interlocking 99s logo.

After discovering that Opal was buried in an unmarked grave in Auburn, Southwest Section Governor Penny Nagy issued a challenge to members at the Spring Section Meeting to raise enough money to properly memorialize Opal. Section members and others more than met the challenge. For more information on this story of 99s honoring the memory of one of our Charter members, go to <http://www.sws99s.org/pdf/SouthwesterlyJun2013.pdf>, which gives background on Opal along with links to other information about her. I guarantee you will enjoy them. To



read a follow-up article written by a local newspaper, go to <http://www.sws99s.org/pdf/Southwesterly2013-09.pdf> and check out page 8.

It is hard to believe that the end of another year is upon us. For many of our members it also means a season of holidays. It is a time of year for giving thanks for all we have and the people we love. We should also be thanking all the members of The Ninety-Nines who give so selflessly to this organization. From those who form and support our Chapters and Sections, to the International officers, Board members, Committee Chairmen and Trustees of our museums and funds, our sincere thanks for your time, talent and dedication that make this such a wonderful organization.

Ninety-Nines and guests at the dedication of the memorial marker for Opal Kunz in Auburn, California.



Nine Award Winners Are Ready to FLY NOW!

BY JACQUELINE BOYD, AEMSF Trustee

The AEMSF Trustees were pleased to receive FIFTY-ONE applications for the Fall 2013 Fly Now Award. It was difficult, but necessary, to choose between so many outstanding candidates.

The next Fly Now Award winners will be announced in April, 2014. Applicants must be officially registered as Associate Members of The Ninety-Nines, Inc. at the time of application. Deadline for submission to Chapters is March 15, 2014.

The FLY NOW Award (formerly the New Pilot Award) is a progressive award given to Associate Members of The Ninety-Nines, Inc. who demonstrate a need for financial assistance to become certificated pilots. The Amelia Earhart Memorial Scholarship Fund has decided to expand the scope of this award to

provide up to \$3,000 toward completion of the Recreational Pilot, Sport Pilot or Private Pilot certificate, or non-U.S. equivalent, in any aircraft. This award will be given progressively to winners *after* they complete each of the four milestones in their training.

MILESTONE: Passing the FAA or equivalent written knowledge exam, if not completed at time of application: \$500

MILESTONE: First Solo, if not completed at time of application: \$1,000

MILESTONE: Long solo cross-country, if not completed at time of application: \$1,000

MILESTONE: Receiving FAA or equivalent flight certificate: \$500.

Please join us in congratulating the recipients!



CHELSEA ANDREWS, SUTTER BUTTES CHAPTER SOUTHWEST SECTION, MENTOR – CAROL ANDREWS

I'm 19 years old and currently attending Sierra College with a major in engineering. I've been completely enamored with flying ever since I was given the opportunity to fly through my Civil Air Patrol Squadron. From then on, I've set my eyes on making flying my career. Originally my goal was to be a pilot in the Air Force, but I was medically disqualified. Although I was devastated, I haven't given up. I am currently pursuing my certificate, with 20 flying hours. I am very grateful to The 99s for this opportunity they've given me.

KIERSTEN ELLIS, ORANGE COUNTY CHAPTER SOUTHWEST SECTION, MENTOR – ANDREA RINEBOLD

I frequently had my "head in the clouds" growing up, but it wasn't until I flew through a sunset during my first plane ride that I knew what I was meant to do. I began my aviation training out of Orange Coast College in Orange County. I then transferred to Mt. San Antonio College (Mt. Sac), a CTI certified school, where I graduated in June 2013 with my A.S. in Commercial Flight and A.S. in Aviation Science. I currently attend the satellite campus at Mt. Sac for Southern Illinois University and am working to complete my B.S. in Airport Operations and Management. I am completing my flight training out of KSNA in a Cessna 150. I am so grateful to The Ninety-Nines organization and all of the amazing women who have come into my life through this experience.



**CAYLEE JOHANSON, CONNECTICUT CHAPTER
NEW ENGLAND SECTION, MENTOR – REBECCA GREEN**

I was inspired to fly by my father who flies helicopters, and I've had the dream to be a pilot since elementary school. After starting lessons in 2011, I took a year-long hiatus from flying and resumed lessons late this summer, planning to complete my private pilot training by the end of the year. I am currently a second year graduate student at the University of Hartford studying for a dual master's degree in mechanical engineering and business administration and working on a research grant sponsored by the U.S. Nuclear Regulatory Commission. I cannot say thank you enough to my fellow 99s who have encouraged me through my training and inspire me towards the future. I am extremely excited to have this opportunity provided by The Ninety-Nines and am very grateful to be chosen as a recipient.



**KRISTINA KOCH, MONTANA CHAPTER
NORTHWEST SECTION, MENTOR – JANINE NUNES**

I live in Helena, Montana, where my family and I operate a landscape business. My aviation journey began while homeschooling my sons, who both expressed interest in aviation. My husband and elder son completed private pilot training, and my younger son and I are student pilots. I've completed ground school, passed the FAA written exam scoring 100%, soloed a Piper Cherokee 140 and have 63.3 flight hours. I initially began my flight training simply to be prepared for an emergency and be a more knowledgeable co-pilot. After dedicated study, inspiration and encouragement from 99s, and many exciting and fulfilling flying experiences, becoming a pilot and pursuing a flight career is a goal I intend to pursue with passion and perseverance.

**AIMEE LANGSTON, MT. SHASTA CHAPTER SOUTHWEST
SECTION, MENTOR – SUSAN KERR**

When I was two years old, our family was air evacuated from our missionary outpost in the Democratic Republic of Congo. Upon our return to the United States five years later, my grandfather took me on a Young Eagles flight in his RV-6A. Inevitably, I was bitten by the flying bug. Since our evacuation from the Congo, I have felt pulled back to the mission field, specifically medical missions in East Africa. Having my pilot certificate would allow me to serve even isolated communities, providing them greater access to medical care. I am grateful for the support of the Mount Shasta 99s and the AEMSF Trustees for the generous scholarship!





**DIANA LESUEUR, PHOENIX CHAPTER
SOUTHWEST SECTION, MENTOR – GINGER ROWLEY**

I have enjoyed teaching science to Mesa, Arizona students for 24 years. Eleven years ago my passion for science was redirected when I was selected as instructor for a unique (STEM) program. I work with 5th grade students throughout the Mesa Public School District, covering scientific principles using the theme of aviation. I am also the director of a summer aviation program for middle school students. I am very excited to be so close to earning my pilot certificate. I passed my written test in June, soloed in July, XC solo in September. Next — checkride!

**AMY URBINE, EASTERN PENNSYLVANIA CHAPTER
MID-ATLANTIC SECTION, MENTOR – MARY WUNDER**

I am so grateful to The Ninety-Nines for the Fly Now Scholarship that will enable me to complete my private pilot certificate. I got the flying bug after a thrilling formation ride with Team Aerodynamix in 2011. I started training in 2012, unsure of just what I would do with a pilot certificate. After flying cross-country to Montana, I realized I would really love to do scenic, guided tours and aerial photography. Of course, I also plan on getting my aerobatic rating as well just for fun. My passion has been ignited for a life of learning to fly.



**VICTORIA WILLIAMS, KENTUCKY BLUEGRASS CHAPTER
NORTH CENTRAL SECTION, MENTOR – TERRI DONNER**

I am a 17-year-old student pilot living in a small town in Kentucky. My interest in aviation began when I was little and soon blossomed into a passion and dream. None of my family members or our friends were involved with aviation, so I was fortunate to find the Institute for Aerospace Education, a unique high school aviation program. Almost two years ago I discovered The Ninety-Nines, and they have been a true blessing in my life. They have encouraged me, supported me and now, through being rewarded this scholarship, helped me to finish my first big step into a career doing what I love. Thank you for giving my dreams wings!

**ANDREA YORK, SAN FERNANDO VALLEY
SOUTHWEST SECTION, MENTOR – CECELIA STRATFORD**

I am very grateful to receive the Fly Now Award through The 99s. I am currently at 45 hours of flying and am so happy to start flying again and obtain my private pilot certificate. I have overcome many obstacles in my life, including a chronic illness, and never stopped fighting for what I wanted to accomplish. I am excited about the opportunity to meet other women involved in aviation who are equally as passionate as I am to become a pilot. I have almost completed my private pilot certificate and have been flying since April. My instructor says I am a natural in the sky, and this is also how I feel. With this award I feel that my dream will continue.





PILOT CAREERS: Failure

BY DONNA MILLER
International Careers Committee

Far better is it to dare mighty things, to win glorious triumphs, even though checkered by failure... than to rank with those poor spirits who neither enjoy nor suffer much, because they live in a gray twilight that knows not victory nor defeat. – Theodore Roosevelt

As we have been hearing for years, decades really, the pilot shortage is coming. And, finally, I believe it to be true: the U.S. will need pilots. As it comes, there will be movement all across the industry. Many flight instructors will move toward freight jobs, freight pilots often move toward corporate or regional carriers, regional carrier pilots may interview with the majors. And so too, comes the interview.

I remember long ago attending a panel discussion of airline pilots. I wanted to know how to get from here (a multiengine commercial rating and about 400 hours)

to there (a career at a major carrier where someday I could fly the big iron internationally). The women on the panel gave their own stories of how they obtained the requisite flight experience to be flying an airliner. I zoned out immediately when I heard, “My husband had a Mooney that I learned to fly...” or “My dad had an airplane so I was flying before I was walking...”

I had no husband to provide me that pathway into flight experience nor a father with an airplane. I must say, I envied their good fortune but knew that my career path wouldn’t be the same. Then I heard the story of how a woman went from flight instructing to flying freight that led to a job at a regional carrier, and she finally arrived at her goal at a major carrier. I paid close attention because she had done it on her own and had succeeded.

What no one on the panel discussed was the interview that didn’t go well or the checkride that she didn’t pass. As pilots,

we are demanding of ourselves in ways other professions aren’t. I asked one of the women on the panel afterwards if she had any significant struggles along the way. “Oh, YES!” she exclaimed. “I failed three interviews before I decided to pay for interview prep. I had no idea what I was doing wrong!”

I was disappointed that she hadn’t talked about it during the panel discussion. In a way, I felt deceived. No one wants to get on stage and say that she failed. But by not talking about it, I felt new pilots like me could get a false sense of how challenging reaching her aviation goal can be. I know amazing pilots who didn’t pass an interview. I couldn’t imagine how it could have happened. But I wasn’t there.

So what can we learn from each experience? What can failure teach us? Can we make it a stepping stone to future success? As Confucius wisely said, “Our greatest glory is not in never falling, but in rising every time we fall.”

TRAINING MILESTONES

Sue Ballew – Gold Seal Flight Instructor
Santa Clara Valley Chapter

Nancy Bradshaw – Private
Antelope Valley Chapter

Lindsey Bass – Solo
Florida Spaceport Chapter

Jennifer Bauman – Private
Ventura County Chapter

Terry Carbonell – Multiengine Instrument/Commercial
Paradise Coast Chapter

Kathleen Chmelir – Solo
Ventura County Chapter

Ashley Collins – Private
Karen Johnson Solo Scholarship
Oregon Pines Chapter

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Florida Suncoast Chapter

Mona Kendrick – Commercial
Monterey Bay Chapter

Jeanne LaFountain – Private
Paradise Coast Chapter

Kate Pavlock – Private
Antelope Valley Chapter

Kandace Rawling – CFII
Wisconsin Chapter

Casey Salinas – Solo
Ventura County Chapter

Kelsie Smith – Commercial
Scioto Valley Chapter

49 Planes



To ensure lateral separation is maintained with adequate step down for safe formation flight, easily recognizable visual references, termed “sightlines,” on the lead aircraft are established to accurately triangulate position. In this photo, Mercedes looks down the line at her 3 o’clock position, then looks forward to confirm she’s behind and lower than the lead. She then checks her 2 o’clock position and repeats the process.

World Record Attempt Over NFL Game Salutes Breast Cancer Awareness

BY MERCEDES EULITT
Antelope Valley Chapter



Mercedes’ color-coded briefing sheet of the formation. She is number 4 (Cougar) in the E formation.

What did I do the second weekend in October? I went to a football game...with a difference!

It was an honor to be one of the pilots in a record 49-ship all RV formation flight for Breast Cancer Awareness, as were two other 99s, Stephanie Wells and her co-pilot Gretchen Jahn. We are awaiting confirmation from Guinness as to whether this is a world record. For us, it definitely was.

The flight was during the “Star Spangled Banner” for the opening of the NFL game of the Kansas City Chiefs against the Oakland Raiders on October 13.

When I was asked if I would consider being part of this, I had no hesitation in giving a positive response. The RV Kansas City formation flight team was overwhelmed with the same reaction from RV pilots all over the country. Even though the fuel bill was going to be in the \$1,000 range for my plane alone, my fiancé Sean Farrell and I both made the trip in our own planes.

I felt prepared for this because I had passed my formation checkride last year after two years of training. Imagine doing a commercial checkride next to four other airplanes.

I took off the Thursday before the flyover with Sean as a flight of two. As we flew across the country, we picked up other RV pilots along the way, some over a VOR at 9,500 feet and others at fuel stops.

To the sound of cheering, we flew into Lee's Summit Airport in Kansas City, Missouri, on Friday and taxied into a hangar to get the custom-made smoke brackets installed. Volunteers fixed hamburgers while our wingtips were modified.

Early Saturday morning we had a long briefing – you could hear a pin drop. Two practice flights followed. After a dinner, again prepared by volunteers, we reviewed the videos and photos taken that day to make adjustments for the TV cameras the next day. Then, for the next few hours it was flying stories and laughter.

Early Sunday morning we prepped the planes and had our last detailed brief. Afterwards, walking to my plane, I thought about each part of the flight and what I had to do precisely.

Once we were all in our planes, the signal was given to start engines. Everyone started at once, and the ramp was alive with sound. We all checked in on the radio in the designated order from Alpha 1, 2, 3, 4 to Bravo 1, 2, 3, 4 down to Mike 1. We all taxied, did our run-ups and then gave thumbs up all down the line from M1 to Alpha 1.

Taking off in 2 by 2s, each set of twos then formed a four-ship. Then all 12 sets of four-ships joined together, first Bravo to Alpha, then Charlie and then Delta, until we were all in our positions. Because we all trained to the same standard, we could be confident that the other pilots would be flying where they should be.

Once we were all formed up, a spotter airplane was there to coach us and also to provide any needed support. Then I heard Alpha 1 say we were starting the run in.

I took deep breaths. Since I was in the back, it was bumpy from all the planes in front of me. I needed to relax because the plane flies level just fine, and it didn't need any over-controlling inputs or pilot-induced oscillations.

First I looked at the planes in front, then looked up a diagonal, then to my right, then back in front and continued my scan. I made small inputs to keep me in position. I was lucky that, as I looked diagonal, I had a view of the stadium coming in sight.



The aircraft line up on October 13 at Lee's Summit airport for their formation flight over the NFL game pitting the Kansas City Chiefs against the Oakland Raiders. The event was in support of breast cancer awareness.

Alpha 1 called, "Smoke on," and I saw my lead's smoke off his wingtips. I was right behind him between his smoke trails. Then I saw the fireworks from the stadium. It was quiet in my plane, but I could feel all the other pilots smiling with pride, just as I was.

Once the pink smoke burned out, I could feel all the pilots exhale. I wanted to cheer when Alpha 1 said we had hit the timing perfectly for the "Star-Spangled Banner."

Then Alpha 1 started detaching the large flight, and we headed back to the airport in our flights of four. As we landed, there were people lined up cheering. We were loaded onto the bus, giving hugs to everyone. Cell phones were buzzing with pictures, videos and text messages.

Once we arrived at the stadium, we were escorted to the field and introduced during a commercial break. Then off we went to the skybox to relax and watch the third and fourth quarters.

It is one of those life events that I will always remember: first, in memory of friends who have passed from breast cancer; second, knowing we raised money that will continue breast cancer research; and last, the camaraderie of my fellow formation pilots who are always encouraging me to be the best pilot I can be and to have fun doing it.



This photo was taken inside the formation from the plane flown by Stephanie "Cyclone" Wells, plane 3 in the 1 formation. The picture was taken by her co-pilot Gretchen Jahn.



Being deaf has not slowed Nicole Brill down in the skies. A private pilot, she's now working on aerobatic training and looks forward to the technology that will allow her to fly IFR on her own.

Who Needs To Hear When You've Got Wings?

BY NICOLE BRILL, Reno High Sierra Chapter

I am a deaf pilot. When people asked how I could fly, a friend used to tell them, "Shhh, don't tell the airplane."

I was born with hearing but became deaf when I was about a year old.

I'm not completely deaf, though, and I speak well. I was raised in a hearing world by my Swiss-born mother and American father, who strongly believed I could do anything. I had a younger hearing brother who was my soulmate, and he helped me a lot when we were growing up.

My father was in the Navy for a short time and later met my mother, who was a flight attendant. My first flight was with my uncle in a Piper Cherokee in Ohio. He let me fly the right seat, and I got a kick out of banking the plane left and right so I

could see below. I was grinning from ear to ear when we landed. I was 10 years old. In Colorado, I had a dream while I was a senior in high school that seemed so vivid. I was running down a field full of yellow, white, and purple flowers, and I lifted my arms. Powered by the thought, I soared above and flew up and down the valley and around the snow-capped mountains.

I was 17 when I graduated from Aspen High School and moved to Alaska to attend the University of Fairbanks Alaska (UAF). I spent the next several years fishing, hiking, rock climbing, ice climbing, skiing, mountaineering, river rafting, backpacking and flying in Alaska.

After I graduated from UAF, I moved down to Reno, Nevada, in 2000 to attend the University of Nevada Reno (UNR) and earned my Master's in Biological Sciences.

My formal flight training that began

in Alaska continued in Reno, where I co-founded the Aerobatic Company and Flight School, Inc. in 2001. In 2006, I took a week's vacation in Santa Paula, California, with CP Aviation. I soloed in 19.5 hours in a Cessna 172 with the help of our family friend and my flight instructor, Rich Stowell. It was an honor to have Rich as my flight instructor, a Master Certified Aerobatic Flight Instructor, because it boosted my confidence in flying unusual attitudes. I returned to Reno and finished my flying in a Cessna 150 "Texas Taildragger," which I loved.

Flying without the use of radios does have some challenges. I did most of my training at Reno-Stead Airport, and many pilots there were aware of a deaf pilot around. While training in the Texas Taildragger, I had no problem hearing the chatter on the radio. Using the right frequency

tuned to the KRTS, I can tell if there are other aircraft in the pattern or in the area. Sometimes a silent radio means there's no one out there, but that's not always the case. Whenever I make a departure, I announce my position on the radio and wait a moment to see if there's a chatter. Sometimes I make a 360-degree turn on the tarmac for better visibility.

As for the weather, the weather is always changing and I'm always prepared for the worst or I never allow myself get caught in a situation that I can't get out of. I rely on AWOS by calling through a relay service to get the most recent weather information from the nearest airport. Some airports don't have one. There are many ways to look at the weather, such as looking at predicting forecasts, looking at clouds, watching the trees or wind sock, or following other aircraft in the pattern.

For a long time, a deaf pilot could not get an instrument rating, but that restriction was lifted in 2006, as long as the deaf pilot has a qualified co-pilot in the right seat who can operate the radio. The co-pilot listens and responds on the radio and transmits information to me either in writing or verbally. I respond back either to the co-pilot or on the radio myself as the PIC. As soon as the FAA implements the datalink technology at the General Aviation level, I



will be able to fly IFR on my own.

Another skill I'm working on is aerobatics. As a private pilot student in 2006, I was taught by three aerobatic instructors, Rich Stowell, Patrick Dugan and Matthew Brill. They gave me a lot of confidence in flying. Flying in unusual attitudes helps me understand the aerodynamics of the plane. If you stall the plane, you lose the control, and oftentimes pilots make the mistake of trying to maintain the altitude by pulling the stick back. The trick is to "push" either the stick, or the throttle to add power, and watch your airspeed indicator. I love to fly unusual attitude.

For a long time, a deaf pilot could not get an instrument rating, but that restriction was lifted in 2006, as long as the deaf pilot has a qualified co-pilot in the right seat who can operate the radio.

People have always asked me if I had an interesting or close call experience. As the mother of two boys, I never take chances in aerobatics without a safety pilot. But I did have one incident that was enough to be reported to the FAA. Last April, I needed a flight review and wanted to get back in the air doing aerobatics. So I contacted Tim Brill, my former husband and a Master Certificated Flight Instructor-Aerobatics. We spent two days working on my slow rolls, loops and three-turn spins. On the third day, we decided to polish up my landings.

After one good three-point landing in a Super Decathlon, we went for a second round. Something wasn't quite right with the rudder. I felt a bit of a resistance for a moment. During the third landing, I asked Tim in frustration, "Why are you holding the rudder?" He denied taking any control as he was sitting behind me in a tandem seat. During the fourth landing, I almost went off the runway and had to quickly add power to get back in the air. It turned out there was a mechanical failure in the rear rudder pedal linkage (in other words his rudder was completely stuck). It took a few stressful minutes to identify and fix



Above, Nicole and her son Cody fly to Quincy, California, for breakfast.

Below left, Nicole with her service dog Nile.

the problem. Had we done aerobatics that day, it could have been disastrous because you can't get out of a spin without using the rudder.

As an adventurous gal who's always looking for an adrenaline fix, my whole life has always involved going on international trips, meeting people in faraway places, climbing or rappelling, skiing fast, going sky diving or paragliding, or going solo in grizzly country. Flying aerobatics is my most favorite thing to do. My next goal after achieving instrument rating is to compete in the International Aerobatics Club in the primary and sportsman category. It's only a matter of time before I get there.

Currently, I'm still flying with the Aerobatic Company and Flight School, Inc. in Reno, Nevada. I'm a member of the Reno High Sierra Chapter and enjoy volunteering for the Reno Air Races every year. My teenage boys are now 13 and 16 years old. My youngest, Cody, occasionally joins me on cross country flights for a breakfast or lunch at different airports. The oldest, Alex, is training for his first solo in an 8KCAB Super Decathlon. They both share the same passion for flying as their mom and dad.

Nicole Brill lives in Reno and works in South Lake Tahoe as a hydrologist with the U.S. Forest Service. She's also retired from the U.S. Deaf Ski Team (2007 Salt Lake City and 2011 Slovakia).

Fly the Conditions

Life Lessons From Flying

BY CONNIE CHARLES
San Diego Chapter

“Fly the conditions,” he said in response to my comment that it was bumpy. We were descending into Gillespie Field, me at the controls of the Citabria, he behind me. He’d said it before, would say it again, as he taught me to fly. It’s a basic axiom for every pilot, necessary while guiding an aircraft in flight or on the ground.

I realized recently that those three words have been absorbed into my consciousness. These days when I encounter something unexpected, I hear in my brain, “fly the conditions” and realize that it’s my opportunity to assess the situation and respond appropriately.

Many times, the conditions we find ourselves in aren’t changeable, but the way we manage them is. In the case of learning to fly, we are taught what to do, but every situation is different from every other. We practice in order to have a range of experiences in which we’ve acted correctly for the conditions we were in.

Whether flying or just living our lives, we must fly the conditions: Take what we know, adapt it for the situation, and do our best to get through it safely and well.



Connie with her instructor, Dave Derby, after her solo.



Emergency personnel respond to Mary's crash landing at Hemet-Ryan Airport.

It Was a Good Landing

*A good landing is one
you can walk away from.*

BY MARY FORD
San Diego Chapter

A wonderful day flying turned scary in a matter of about a minute. My flying buddy Ralph and I flew a Grumman American 1C to Hemet, California, on September 9, arriving about 11:30 a.m. Hemet-Ryan is a non-towered airport. We had reported at 10 miles out for traffic in the area also planning to land Hemet. Then at eight miles, we reported again over Diamond Lake and again entering a 45 for left downwind, landing 23 Hemet.

It was a beautiful flight, but as we entered the downwind, white smoke started billowing out of the engine compartment, instrument panel, glare shield and into the cockpit. We quickly turned off the cabin vent and opened the canopy partway to let the smoke clear so we could breathe.

Once the smoke started, we called for an emergency landing, saying we had smoke in the cockpit and no power to the engine.

All was good, as we thought we had the runway made until we turned base and to short final only to see a huge gray helicopter there on the runway about a quarter of the way from threshold of 23. It was just sitting there crosswise between the stripes on the runway, blades running but not moving away.

There was nowhere to go! We were too steep to try for the taxiway and feared flipping over if we hit the grass.

Everything was happening so fast. We needed to land where the helicopter was resting! We did an S turn to slow down to give the helicopter time to get out of the way, but we were losing altitude fast. Still, the helicopter didn't move. We made one last turn.

Losing the last bit of altitude, the plane dropped as we turned back, and the left wing caught on the runway, causing the plane to spin around, slamming us into the runway. The gear hit hard, collapsing and throwing us sideways violently. The prop caught as we spun around, sending us off the north side of

the runway and bringing the plane to an abrupt stop in the dirt, facing 180 degrees to the intended runway direction.

Without a word, we quickly pushed back the canopy, pitched off our headsets and bailed from the plane, leaving everything behind, fearing an explosion or fire.

My back and collarbone hurt so badly. I crouch-walked to about 25 feet from the plane and collapsed on my back in the hot, dry weeds next to the runway. I looked back to see my buddy get out of the plane and do the same.

Within no time, a half dozen or so firefighters arrived with equipment, asked questions and put neck braces on us while we all waited for the ambulance. The helicopter left and did not return.

Ralph and I were both discharged after an exhausting emergency room visit. Later, doctors discovered we both had vertebral compression fractures.

My flight instructor used to tell me that, in an emergency, fly the plane all the way to the crash site. Never give up. And to remember, "A good landing is one you can walk away from. A great landing is one where you can use the plane again."

Update: After five weeks of rest, both pilots were recovering nicely.



Mary Ford.

**There was
nowhere to go!
We were too
steep to try for
the taxiway and
feared flipping
over if we hit
the grass.**



Mary and Ralph turn base with the helicopter visible sitting on the runway, while smoke fills the Grumman's cockpit.

A Milestone Update (and Other Ramblings)

BY LINDA KAUFMAN
Florida Suncoast Chapter

Recently, I came across a notebook I made notes in after each flight. In one of the very first entries I wrote, “First time in left seat. Felt like I was going to throw up.”

Looking back, it makes me laugh. It also lets me reflect on how far I’ve come since then. I’m sure many of you have heard me say this before: I never thought I’d take flight lessons. I never thought I’d solo. Never thought I’d do my solo cross-countries. I never thought I’d earn my private pilot certificate.

The student pilot who wrote about taking the left seat for the first time wouldn’t have believed this, but... on June 13, 2013, I passed my instrument checkride! (Okay yes, I am learning to never say never!) Being surrounded by pilots with more ratings and many more hours than I, it is easy to stay humble as it is clear I have a lifetime of these “I’ll never’s” to knock out.

The instrument rating is just a start, but even getting this far seems a bit crazy to me considering where I started a relatively short time ago. I wouldn’t have come this far without the encouragement and support I received every step of the way. I’ve said this before too – there were moments when I did not know if I could keep going. But my instructors knew. And my friends in The 99s knew. So I want to take this opportunity to say thank



Linda Kaufman, who passed her instrument checkride this summer, reflects on what it took to get there.

you to every one of you who kept telling me, “You can do it.”

That’s what this organization is all about, isn’t it? We’ve all been there and understand the ups and downs (pun intended) of flight training. We all share a bond of knowing exactly what it is to push the throttle full forward for the first time when you are all alone. Or what it is to shoot your first approach to minimums in actual IMC and to break out and to find the runway lights straight ahead of you. And I bet I’m not the only one who has driven home from a lesson or two with blurry eyes, beating myself up when my best was not good enough.

This unique understanding and support from The 99s is wonderful, and it is a part of what keeps me going forward. It is something I am eager to “pay forward” to new pilots who are just starting out and who will undoubtedly face similar struggles and the immeasurable pleasures of aviation.

Book Review

FlyGirl by Syd Blue



BY MICHELLE WALTHALL, Guest Author

Palomar Chapter Ninety-Nine Syd Blue, author and chief pilot at an aerial surveillance company, has brought two of her biggest passions, flying and writing, together to create *FlyGirl* – a novel meant to inspire young women to learn to fly and chase their dreams.

Jill Townsend, also known as FlyGirl, is the main character in the novel. She is a normal teenage girl who is facing the same issues as any other teen out there, which makes her a very relatable character for this age group. All teenage girls can relate to wanting freedom from their parents as Jill does, and wanting to impress the hottest boy in school as Jill so wants to do with Robbie Magnor.

Jill’s impatience, which leads to impulsive decisions that could ruin everything, is also a quality that teenagers know all too well. Syd has been very successful in communicating, through Jill, that obstacles in life are possible to get through.

Becoming a pilot is not easy, which keeps many young girls from thinking they can fly. “I wanted to show teens that pilots face many obstacles, but they overcome them,” says Syd. “That was kind of a new concept for them. *FlyGirl* definitely has a lot of obstacles to overcome. But through that she is able to become more determined and focused, and more on board to make her dreams come true.”

For more details, visit sydblue.com.

99s Grow During WOAW Week

BY VICTORIA NEUVILLE ZAJKO
Sugarloaf Chapter

The most effective way to do it, is to do it. — Amelia Earhart

Amelia Earhart caught our imagination and helped spark our ambition and daring as we took the path to becoming pilots and future members of the organization she started. Although she will forever be an inspiring woman written about in history, what future women pilots need most is a female role model with whom they can interact today. They need a Ninety-Nine.

The annual Women of Aviation Worldwide Week (WOAW Week), March 3-9 in 2014, is the perfect opportunity to reach out to women in the shadows, those who are not quite sure if aviation is for them or who don't know how to get started.

WOAW Week events taking place during just one week have welcomed over 40,000 girls and women into aviation facilities around the world over the years. Many individual Ninety-Nines and Chapters responded to the challenge and contributed significantly to make this female aviation outreach initiative the largest ever created.

If there's one thing I've learned as a Ninety-Nine, it's that we are driven to share our passion; nothing excites us more than to share our advice and wisdom with others to spark their interest in aviation.

In fact, I know that their many tireless efforts played a vital role in the success of Frederick, Maryland, events since 2010. The Frederick Municipal Airport has seen over 750 girls and women take their first flight during WOAW Week, and I was in awe of how a small Chapter can make an impact on so many people.

A popular question from participants following WOAW Week is, "This was amazing; I want to learn to fly! How can I continue to get support from here?" Whenever The Ninety-Nines are involved in an



A young passenger enjoys a flight during the Women of Aviation Worldwide Week in Yellowknife, NT, Canada.

event, the answer is personal and simple: "Come and join us. We are here to support you."

The organization behind Women Of

Aviation Worldwide Week, the Institute for Women Of Aviation Worldwide (iWOAW), encourages and supports everyone who wants to make a difference and grow the female pilot population.

No membership or fee is required to participate, but there are many prizes for all participants to win. In addition, after you request your organizer kit, a dedicated group of volunteer team leaders (including me) is ready to assist you if you are planning an event. And while events are fun, they're not the only way to participate — everyone is invited to take a girl or a woman on their first flight to celebrate.

All that is needed is a decision. "Yes, I want to make a difference!" Then, visit the website and click on "Participate" to view the many ways you and/or your Chapter can get involved. Your participation will help you to not only grow your Ninety-Nines Chapter but for you to grow as a mentor, as a pilot, as a woman.

Visit WomenOfAviationWeek.org to get started!



Angelica is all smiles after her Women of Aviation Worldwide Week flight in Titusville, Florida.

Welcome New and Returning Ninety-Nines!

Welcome Back Members

ALLENSTEIN, Sigrid, New Orleans
ALLINA, Karen, Three Rivers
ANDERSON, Janet, Montana
APPLEGATE, Emily Jo, Colorado
BAVIS, Kathleen, Ventura County
BUCKELEW, Aleta, Ventura County
CARNIE, Christine, Embry-Riddle Daytona
CATTO, Sara, San Luis Obispo County
CHAN, Alice, British Columbia Coast
CINCO, Blanca (F), Santa Clara Valley
DRAGMAN-RENZ, Louise, San Diego
FANTO, Alice, New Orleans
GARDY, Michelle, El Paso
GOLLEHER, Emily, Bakersfield
GOOD, Doris (F), New Orleans
HASEGAWA THOMAS, Yuko, Far East Section
HIGGINS, Grace, Reno Area
HODGES, Caroline, Alabama
HUKILL, Lorraine, Placer Gold
JUEDEMAN, Corry, San Antonio
KHAMASH, Hadeel, Arabian Section
KIRSCHER, Maggie, Intermountain
LEVINE, Carol, Fort Worth
LORDEMANN, Nicole, Greater Kansas City
MCPHEDRAN, Betty-Ann, Manitoba
NORTHROP, Sharon, High Country
PECOTTE, Linda, El Paso
PIERCE, Peggy, Florida Suncoast
PINCIOTTI, Margaret, Eastern Pennsylvania
PURCELL, Kim, Alameda County
RASHIDIAN, Sherry, Kentucky Bluegrass
RUTLAND, Sara, Alabama
SALCEDO, Betty Lou, Southwest Section
SANDERS, Elizabeth (F), Mid-Columbia
SMITH, Jody, Florida Goldcoast
SONTAG, Paulette (F), San Antonio
SUNKAVALLI, Satya (F), Indiana
TORGRIMSON, Randi Jo, British Columbia Coast
VAN FLEET, Susan, Kitty Hawk
WALLACE, Jean, Arkansas
ZEDECK, Tracy, Bay Cities



Margaret Cleveland, Oregon Pines Chapter

CLEVELAND, Margaret (F), Oregon Pines
COLEMAN, Victoria (F), Sedona Red Rockettes
CONNELLY, Kelsey, Oklahoma
CONNORS, Caitlin (F), New York Capital District
CUEVAS, Theresa, Long Island
D'ANTON, Nicole (F), North Jersey
DAVIES, Daily, Colorado
DIETERT, Laura (F), Pikes Peak
DIXON, Sequoia (F), Utah
DUECK, Becky, Manitoba
DUFEK, Jennifer, Florida Goldcoast
ELIAS, Michele, Santa Barbara
ERICKSON, Alia (F), Yavapai
FARJIAN, Alice, Arabian Section
FELDMON, Jill (F), Chicago Area
FEREK, Cindy (F), Hampton Roads
FEY, Jennifer (F), Santa Clara Valley
FINK, Kelsey, Oklahoma
FORSTER, Jennifer, Manitoba
FROST, Jennifer (F), Sutter Buttes
FUNK, Karen (F), Colorado
FUSANO, Lisa (F), San Fernando Valley
GAGNON, Nicole, Eastern New England
GALLMAN, Kristi, Carolinas
GERBER, Susan, Arabian Section
GLIBA, Loana (F), Colorado
GUERRIERI, Meredith, Florida Spaceport
HABIB, Enessa (F), First Canadian
HAMMACK, Ilene, Tulsa
HARRIS, Mary, Dallas
HATTON, Judie (F), Austin
HERMANS, Arden (F), New Zealand Section
HJELLE, Karen (F), Wisconsin
ILICH, Cassandra (F), Colorado
JACKSON, Wanda (F), Kitty Hawk
JAIME, Lupita (F), Monterey Bay
JENISON, Jessica, Texas Dogwood
JONSSON, Joanna, British Section
KENYON, Stephanie (F), Washington DC
KLIER, Natalie (F), Santa Rosa
KNOX, Janeane (F), Reno High Sierra
KUTZLER, Lynne (F), San Diego
LANGSTON, Aimee (F), Mt. Shasta
LAROUCHE, Kelly (F), Orange County
LEVIN, Jodi (F), Chicago Area
LEWIS, Jean, Paradise Coast
LOPEZ, Jessica (F), Alabama
LOVELESS, Mikaylah (F), Fort Worth
LOVNESS, Tracy, Minnesota

LOWERY, Jessica, Shreveport
MARSHALL, Karla (F), New Orleans
MASHY, Tiki, Ambassador
MATHIS, Lisa (F), Santa Clara Valley
MCKENNAN, Sarah, Utah
MCKEON, Tressie, Dallas
MEARSCH, Madeline (F), Orange County
MEUNIER, Leigh (F), Eastern New England
MILLS, Maureen, Maryland
MOORE, Heidi, Fort Worth
MORRIS, Debbie, Georgia
MUBARAK, Anwaar, Arabian Section
MUKHERJEE, Prajnashmi, India Section
MURRAY, Margaret, San Diego
NAJOK, Mayssa (F), North Jersey
NICE, Jacquelyn (F), Mount Tahoma
NIEDERMEIER, Ulrike, Arabian Section
NIEMCZYK, Mary, Phoenix
NOORIAN, Afsha (F), First Canadian
NORDSTROM, Nina, San Diego
OCAMPO, Yeni (F), Delaware
OKAZAKI, Natsuki, Yavapai
PALMER, Victoria (F), San Luis Obispo County
PARIS-HUDSON, Antoinette, Kansas
PETERS-LUSTER, Christina (F), Florida Goldcoast
PETERSON, Amy (F), Redwood Coast Flyers
PICKARD, Brittany (F), Monterey Bay
PORTER, Elizabeth (F), Carolinas
PRENDERGAST, Sarah (F), Eastern New England
RAMSAY, Carolyn (F), British Columbia Coast
REGNIER, Rachelle, Manitoba
REYNOLDS, Brandi (F), Blue Ridge
RICHARDSON, Tricia (F), Connecticut
RIECK, Jeanne, Phoenix
ROBARE, Whitney (F), San Diego
ROBINSON, Elke, British Columbia Coast
ROODENBURG, Austin (F), Redwood Coast Flyers
SABLAN, Esther, Santa Clara Valley
SALLEY, Emily (F), Colorado
SALZMAN, Denise, Tucson
SAMUELS, Tara (F), Santa Clara Valley
SAUDER, Diana (F), Tulsa
SCHMIDT, Natasha, Reno High Sierra
SCHROEDER, Phoebe (F), Women With Wings
SCHROEDER, Tina, Austrian Section
SELMAN, Marissa, Manitoba
SHANKLAND, Amanda (F), Sedona Red Rockettes
SLOAN, Chelsie (F), Alabama
SOOBY, Ann, Kansas
STAMPER, Karen (F), Oklahoma
STUART, Kate (F), Santa Barbara
SULLIVAN, Emma (F), Santa Barbara
TALBOTT, Sarah (F), West Virginia
TAYLOR, Jayne, Eastern Pennsylvania
TAYLOR, Lauren, Tennessee
TRUJILLO, Veronica (F), San Gabriel Valley
TSIM, Stephanie (F), Embry-Riddle Daytona
TWIDDY, Jessica, New Orleans
UKENS, Randi, Oklahoma
URIAS, Nina (F), Tip of Texas
VAREL, Dannela (F), Paradise Coast
WALKER, Renee (F), Greater Kansas City
WATERS, Crissy (F), Ambassador
WEIL, Rebecca (F), Wisconsin
WOOTTON, Ingrid, Australian Section
WRIGHT, Keri, Memphis
YORK, Andrea (F), San Fernando Valley

Welcome New Members

AL DOSERI, Waad Salem, Arabian Section
ALBRECHT, Samantha (F), Oklahoma
AL-HAMADAH, Nassreen (F), Arabian Section
ALVAREZ, Jacqueline, First Canadian
ANDREWS, Judy, Dallas
ANSARI, Sofia, British Columbia Coast
BADIS, Darnella (F), Aloha
BADOWSKI, Natasha (F), First Canadian
BALDWIN-WORTMAN, Laura, Connecticut
BANDY, Leslianne (F), San Diego
BAXTER-CARPENTER, Amy, Georgia
BELL, Susan (F), Placer Gold
BIELKA, Chandel, Greater Seattle
BRECKENRIDGE, Cristal, Tip of Texas
BRINKER, Kelly (F), Chicago Area
BRUSCO, Diane (F), Colorado
CARLIN, Chelsea, Kansas
CASTRO, Blandy, San Diego
CHASE, Jenna (F), San Joaquin Valley
CHICK DRUM, Laura (F), Minnesota

Flying with Amigo, Bonnie & Clyde

BY VIKKI MENA
Fullerton Chapter



I first learned of Pilots N Paws (PNP) when attending a WINGS Safety Seminar in Long Beach, California. Pilots N Paws is a 501(c)(3) non-profit organization founded in 2008 by animal-lover Debi Boies and pilot Jon Wehrenberg. The idea first took flight when Jon agreed to help Debi by flying a rescued Doberman from Florida to South Carolina. The trip was a success, and the two brainstormed about how to rescue other animals.

As a result of their collaboration, the website pilotsnpaws.org was soon launched. This site is intended to be a meeting place for those who rescue, shelter or foster animals, and volunteer pilots willing to assist with the transportation of animals from kill shelters (and probable death) to shelters and rescue groups in other areas where the animal has an opportunity for a home and medical care if needed. Today the organization has 3,168 pilots and 10,551 volunteers responsible for saving thousands of animals each year.

My first Pilots N Paws mission was to fly the first leg, Long Beach (LGB) to Fresno (FAT) of a two-leg mission where I was to meet Kim Purcell, a longtime PNP volunteer pilot who would transport our furry passengers to Santa Rosa (STS) and to safe, secure and happy futures.

At 11:30 a.m., Chela from Starfish Animal Rescue delivered my first passen-



Ninety-Nine pilots Kim Purcell and Vikki Mena, along with volunteer Rob Lupient, help these pups get to their safe, new homes. Four of them were rescued from an environment jammed with 104 dogs.

ger, Amigo, a sweet mini pinscher dog who had been in danger of being euthanized until Chela successfully fought to save him. Shortly after, animal rescuer Dane arrived with Bonnie and Clyde, two cats who were in need of new homes after their owner passed away.

At 12:30, I departed from Long Beach with a pilot friend, Rudi Limich, as co-pilot. The day was hot but beautiful, calm and clear. Our flight time was 1 hour and 36 minutes, 10 minutes early due to a nice tailwind. Shortly after our arrival at Fresno, Kim, from Placerville, arrived in her beautiful classic V-tail Bonanza. After a brief stopover for water, bathroom breaks and dog frolicking, Kim departed and completed the PNP last mission leg, delivering Amigo, Bonnie and Clyde to their forever homes in Santa Rosa.

This could not have been a nicer first mission experience. I later learned that Kim is a Ninety-Nine with the Alameda County Chapter — you have to love it!

Since my first trip, I have had the opportunity to fly five Pilots N Paws missions, four with Kim where she flies the northern leg and I fly the southern leg.

It is amazing to me how resilient these sweet dogs are. With everything they have been through, they still have not lost their willingness to trust. They all adjust to flying very well, and once they settled in,

several of my furry passengers napped the entire flight. It seems many dog passengers are excited as soon they come to the airport, almost as though they sense something wonderful is about to happen...that maybe they are going home!

To other Ninety-Nines who might be looking for a good reason to fly, please consider Pilots N Paws. It's an opportunity to fly while helping a worthwhile cause. It has given me the opportunity to make new friends, gain flight experience and log hours, explore new geographic areas and has proven to be an extremely rewarding experience every time.



Vikki Mena, right, and Kim Purcell with little Amigo.



Dorothy Rungeling, 102, recalls a life replete with music, motorcycles, horses — and flying

Introduction by Akky Mansikka
Biography by Dorothy Rungeling

Dorothy was awarded the Amelia Earhart Medallion in the 1980s for her many achievements in aviation. In 2003, when she was 92, she was awarded membership in the Order of Canada.

Photo of Dorothy, above, courtesy of portrait artist Martha Southwell.

Wandering with friends through the historic Distillery District of Toronto, Canada, with its shops, galleries and cafes, we came upon an art gallery displaying portraits of “Canadian Champions” who were role models in many disciplines of Canadian life. Upon close examination, among all the celebrities, to our surprise was First Canadian Chapter Member Dorothy Rungeling wearing her Amelia Earhart Medal. At the age of 102, she has the honor of being the First Canadian Chapter’s longest consecutive member. Following is the biography that Dorothy wrote to accompany the painting.

~ ~ ~

Dorothy Wetherald Rungeling's enjoyment of life shines through her accomplishments. Her curiosity and willingness to try something that interests her has earned her the admiration of all Canadians. Her accomplishments have broken barriers in aviation for women. After winning the Governor General's Cup in 1953 and being the only female competitor, Dorothy was dubbed "Canada's Flying Housewife" by a leading Canadian newspaper. Dorothy has been listed in the Canadian Who's Who since 2005.

Dorothy was born in 1911 and raised in Fenwick, Ontario, a green jewel in the heart of the Niagara Peninsula. She married Charles Rungeling and has a son, three grandsons and five great-grandsons. Her adoptive mother was famous poet Ethelwyn Wetherald.

Contrary to the general rules for women of the 1930s, Dorothy owned her own motorcycle. She was active in trap and skeet shooting, winning Dominion Marksmen prizes. She played the clarinet, violin and saxophone in a dance band. Dorothy trained and showed hunters and jumping horses, taught riding and was the first woman in North America to hold both a Canadian and American license to judge horse shows in the 1940s.

In 1948, Dorothy took her first ride in a single engine, two-seater Cessna 120, and a new chapter in her life began. She soloed in 5½ hours after taking flying lessons. She obtained her private license on August 10, 1949. Her husband Charlie bought her a 1949 Luscombe 8A.

In 1950, she flew her first long distance flight from Canada to Cuba in a Piper PA-20. Dorothy obtained her commercial license in 1951 and was the first Canadian to enter the International Air Race from Orlando, Florida, to Windsor, Ontario. She also became a member of The Ninety-Nines.

In 1952, Dorothy finished second, flying a race from St. Augustine, Florida to Welland, Ontario. She was instrumental in getting this race to come to Welland. In 1953, she flew her Piper solo to win the Governor General's Cup, a 26-mile course around pylons at the Canadian National Exhibition in Toronto. She placed third in 1955 and won this race in 1956. She chaired five international air races which either started or finished in Canada.

In 1953, Dorothy obtained her instructor rating and taught flight and ground school at Welland. She was one of three women in Canada to obtain a senior commercial license in 1954 and a multiengine rating in 1955. In 1955 she flew the International Air Race from Washington, D.C. to Havana, Cuba, and the Transcontinental Air Race from Long Beach, California, to Westfield, Massachusetts. She was the only Canadian entry in the race.

She flew the Transcontinental Air Race from San Mateo, California, to Flint, Michigan, and the International Air Race from Hamilton, Ontario, to Havana, Cuba. She placed 4th.

In 1958, Dorothy obtained her Class 1 instrument rating and was the only Canadian woman to hold an airline transport license (ATR). She was also the first Canadian woman to solo a helicopter – a Bell G2 after 4½ hours instruction.

She flew the Transcontinental Race from San Diego, California, to Charleston, South Carolina. Dorothy was the only Canadian entry in the race. She also flew the International Air Race from Welland, Ontario, to Grand Bahama Island, and the Michigan Air Race.

In the 1950s, she wrote a weekly column on aviation for the *Welland Tribune* and was soon given the post of aviation editor for the newspaper.

In later years, Dorothy wrote and published many articles in Canadian and American magazines. Her story published in *Air Facts* magazine, New York City, told of a fixed wing pilot learning to fly a helicopter. Her book was purchased by Bell Helicopter and was added to their library.

In 1963, she flew air races from Welland, Ontario, to Hollywood by the Sea, Florida. She was awarded the Amelia Earhart Medallion in the 1980s for her many achievements in aviation. In 2003, when she was 92, she was awarded membership in the Order of Canada. She has written four books since 2001 when she was 90 years of age.

Martha Southwell is an award-winning portrait artist. She is a member of the Portrait Society of Canada and the Canadian Aviation Artists Association. Martha is available for people and pet portraits, aviation and historic subjects, www.marthasouthwell.com, e-mail m-southwell@hotmail.com.

TIME TRAVELS

SHEILA SCOTT

England's Foremost Woman Pilot



NASA

BY GENE NORA JESSEN
Idaho Chapter

Sheila Scott (1927-1988) before her 1971 record-breaking trip.

Overheard at a Ninety-Nines meeting in the late '70s: "Who is that beautiful woman over there?" "Her name is Sheila Christine Hopkins." "She must be a movie star." "Well, actually she was an actress and her stage name is Sheila Scott." "And she's a pilot too?" "Is she ever, the holder of over 100 flight records." "All American?" "No, worldwide. She's the British Ninety-Nines Governor, also honored by Her Majesty the Queen." "Oh my!"

No matter how big Sheila Scott's name became in aviation, England's foremost woman pilot was a down-to-earth Ninety-Nine, friendly and gentle though always resolute. She learned to fly in 1958 and bought an open cockpit Tiger Moth that she named "Myth" (a female moth). She then moved into her beloved Piper Comanche 260 named "Myth Too," which carried her on her first flight around the world in 1966 and today is displayed at the National Museum of Flight in Scotland. Sheila's longer record flights were flown in her twin engine Piper Aztec, which naturally became "Mythre."

In her autobiographies *Barefoot in the Sky, I Must Fly* and *On Top of the World*, Sheila recounted the thrills and dangers of her record flights. After her seemingly walk-in-the-park initial records across Europe, she became intrigued with Jerry Mock's record flight around the world. Naturally she one-upped Jerrie, flying the longest solo 'round-the-world flight. She said, "The sky has become my real life." Receiving the 1967 U.S. Harmon Trophy as the world's outstanding female pilot confirmed it.

Probably the most extraordinary record was her 1971 Aztec flight over the true North Pole, via equator over the top to equator. Despite severe mechanical challenges, Sheila completed the 34,000-mile solo flight, the first light aircraft circumnavigation from an equator start. Since the navigational and communication challenges were extraordinary, NASA lent a hand while also using Sheila and the Aztec as a laboratory for biomedical, environmental and positioning research. The U.S. Navy tracked her via satellite.

In recounting the solitude of her flight over the Arctic, Sheila Scott remembered it as "acres and acres of lonely desolate ice-packed sea as if everyone else on earth had mysteriously disappeared and I had wandered out into space on some other planet."



NIFA Wants YOU!

Whether you volunteer to be a judge or make a donation, you are investing in our future pilots.

BY CAROLYN CARPP
International NIFA Chairman

For over 60 years, The Ninety-Nines, Inc. has been a major sponsor of the National Intercollegiate Flying Association. To be a named sponsor, various organizations and individuals pay a fee of \$1,500, which comprises the primary income of NIFA.

Specifically, The 99s sponsor the Women's Achievement Award at the National SAFECON, the annual national event each year. An additional \$1,500 (\$700, \$500 and \$300) was awarded to three deserving women this past May. The Achievement Awards function as "scholarships in reverse" because most of the women who interview are heavily in debt due to academic and flying expenses.

According to Past President Jody McCarrell, "NIFA started almost when we did in the 1920s. At one time, The Ninety-Nines furnished around 80 to 85 percent of the judging staff and almost a quarter of the funding to help run the event."

What is the event? Colleges, universities and flying clubs associated with colleges get together and compete for who is the 'best of the best' in collegiate aviation. The top three teams who win at the region level are invited to the National Event. NIFA has 11 regions. For the last several years, approximately 30 schools have been represented at SAFECON, although there are now 64 member schools.

Next year's SAFECON will be held May 11-17 at Ohio State University, which is now NIFA's headquarters. Besides The Ninety-Nines, sponsors come from many aviation groups, families and aviation related companies.

The Ninety-Nines Women's Achievement Award is chosen by an interview process. The candidates have already completed an application that includes letters of recommendation from their instructors or college and a resume. Many students are already Ninety-Nines, but the rest are given applications and often promise they will join right away. This is "hands-on recruitment" of the very best sort. The candidates usually leave the interview enthusiastic about The Ninety-Nines. The involvement of 99s as judges in other events reinforces this enthusiasm and provides the opportunity to interact with each other.

Due to increasing financial demands, the International Board of Directors has

reduced the amount of NIFA funding to \$500. We were fortunate to have an anonymous donor pick up the sponsor fee for us this year. We cannot depend on another anonymous donor for next year's awards. Consequently, the continuance of 99s as a NIFA sponsor depends on contributions from Sections, Chapters and individual members of The 99s.

In planning your giving for the next fiscal year, please consider donating to NIFA. The opportunities for promoting The 99s among female college students are endless. All contributions should be sent to 99s Headquarters where they are kept in a separate account. Make the check payable to The 99s Inc., but note NIFA Donation or Women's Achievement Award on the line so designated.

While we need your donations, come join us as a volunteer and discover the "special unique" opportunity NIFA affords you as a Ninety-Nine.



2013 Women's Achievement Award winners are recognized, from left, Carolyn Carpp, judge; 1st Place, Courtney Copping, SIU Carbondale, Chicago Area Chapter; 2nd Place, Megan Brandt, USAF Academy; and 3rd Place, Adrienne (Annie) Smith, ERAU, Daytona, Florida Suncoast Chapter; Diane Bartels, judge; Cali Smith, daughter-in-law of 99s sponsor Molly Smith.

MOLLY McMILLIN RECOGNIZED FOR JOURNALISM EXCELLENCE

Molly McMillin, Kansas City Chapter member and *Wichita Eagle* reporter, was recently awarded the 2013 Gold Wing Award for Journalism Excellence from The National Business Aviation Association (NBAA).

The 2013 award was presented to Molly for her story titled “Corporate Planes Give Business Owners an Edge,” published on December 13, 2012. Molly’s story helped put forward the true face of business aviation. It also described the stress that the recession and Washington rhetoric has put on companies of all sizes trying to use business aviation to survive and compete in an unforgiving economy and global marketplace.

The NBAA Gold Wing Award for Journalism Excellence is presented annually for excellent, accurate and insightful reporting on issues related to business aviation, by trade or nontrade media. The award recognizes journalism’s important role in reporting the significant contributions of business aviation to the national economy.



Martha Phillips, Ashley Collins, Susan Liebeler.

TWO 99S RECEIVE AOPA SCHOLARSHIPS

Oregon Pines 99 **Ashley Collins**, a college freshman from Silverton, Oregon, was named the recipient of the Jimmie Allen Flying Club Scholarship.

She took her first flight in February 2013, and by August had logged more than 40 hours of training toward a private pilot certificate in a Cessna 150. Ashley is also working toward certification as an airframe and powerplant mechanic, and has already helped build an experimental aircraft in a high school program.

Her dream is “to one day be a pilot who knows everything possible about all aspects of aviation, including mechanics, and to be in the sky and feel at peace with everything.”

Tulsa Chapter member **Diana Sauder** of Owasso, Oklahoma, has been named the 2013 recipient of the Gina Santori Flight Training Scholarship. Known as a frequent volunteer for projects in her general aviation community even before she began flight training, Diana, 41, works full time while also attending Tulsa Community College for an associate’s degree in aviation science technology.

Interest in aviation began to dawn for Diana in 1992 when she worked as a line girl at Tulsa’s Harvey Young Airport, but it took many years, and overcoming some significant life challenges, before she arrived at “a turning point in my life” that opened the path for her to pursue her aviation dream “to fly professionally in any capacity.”

Flight training has already provided Diana a broad spectrum of experience: She has logged time in the Piper PA-38 Tomahawk and more recently in Cessna 172 and 182 aircraft.



Wally Funk with Girl Scouts in Columbus, Ohio.

WALLY FUNK INSPIRES GEORGIA GIRL SCOUTS, RECEIVES KEY TO THE CITY

The Association for Women in Aviation Maintenance (AWAM) welcomed Wally Funk, Fort Worth Chapter, to the Columbus Airport to help the Girl Scouts of Historic Georgia kick off their Aviation Pathway Program on August 18-23. Upon landing at Columbus Airport, her plane was given the “Spray of Honor” by the airport fire department.

During her visit to Columbus, Wally spoke to about 900 students, describing her Life in Space program where she underwent numerous tests to become qualified in NASA’s notable Mercury 13 program.

In addition to tours of various aviation facilities, presentations and VIP receptions, she was honored with a key to the city by the mayor of Columbus.

— Wally Funk

MANITOBA CHAPTER

This fall, six women pilots and Learn to Landers (usually right seat companions), who are members of the local 99s and other pilots groups, flew into Manitou, Manitoba for the Honey, Garlic and Maple Syrup Festival, as well as the Percy Lea Memorial Fly-In.

This set a record for the most women pilots and Learn to Landers flying in to a fly-in in Manitoba. Learn to Landers last year completed a mini course that included two Friday evening ground school sessions plus four hours of flying. Several have gone on to complete their private pilot license and fly C-FLUG, a C-150 owned by the Recreational Aircraft Association in Canada and rented out for minimal cost.

We shopped at the various booths and feasted on fresh gourmet meals. It isn't surprising that Manitou set the current record; Manitou has a long history with women's studies. Nellie McClung, a nationally recognized activist committed to improving the social and political well-being of women, lived in Manitou from 1890-1911.

With 10 new women pilots finishing their private pilot licences this fall, flying clubs across the province can expect more women pilots to participate in their fly-ins. The experience and camaraderie gained by attending these events lasts a lifetime!
— Jill Oakes



Enjoying the Manitou festival and fly-in are, from left, Marissa Selman, Sheila Pogson, Betty-Ann McPhedran, Jill Oakes, Noreen McIwing and Colette Pierce. Photo courtesy Alvin Wiebe.

BAY CITIES CHAPTER

Bay Cities had a busy summer attending several events at local airports: Palo Alto Airport Day; Wings Over Marin at Gness Airport "Women in Aviation" in conjunction with the Marin 99s; "Mustangs and More at the Nut Tree Airport, and more. We volunteered for events, including flying EAA Young Eagles.

— Wendy O'Malley



Bay Cities Chapter members Riley Rees, Kristen Zeigler and Renee Sandell are all smiles when answering questions about The 99s.

EASTERN NEW ENGLAND CHAPTER

The Eastern New England Chapter announces three 2014 scholarships available for women and men studying for a career in aviation or training in aviation. In addition, the New England Section offers one scholarship in memory of New Hampshire aviator Shirley Mahn, who died at the controls of her Piper Aztec.

The Eastern New England Scholarships for 2014 are:

- Georgia Pappas Honorary Scholarship: \$1,500, open to both men and women.
- William Bridge Scholarship: \$1,500, open to women with at least a private pilot certificate.
- Ann Wood Kelly Memorial Scholarship: \$1,500, open to women with at least a private pilot certificate.

The New England Section Scholarship for 2014 is:

- Shirley Mahn Memorial Scholarship: \$1,500, open to both men and women.

All scholarships require a New England connection. The applicant must be either a resident of one of the six New England states or studying in New England. For questions and applications for all four scholarships, email your request to lmaarch@aol.com or mail to Linda Moody, 93A Groton St., Pepperell, MA 01463. Completed applications must be postmarked no later than January 31, 2014.

— Linda Moody

GREATER SEATTLE CHAPTER

Greater Seattle 99s attended the Museum of Flight's event on September 21 to welcome the Lockheed Electra. The aircraft will be part of the museum's new Amelia Earhart exhibit. The Museum's Electra is one of only two in existence and the only one with the same modifications made to Earhart's plane. It was flown around the world in 1997 on the 60th anniversary of Earhart's global flight attempt.

People came dressed in clothing of the era, there was a live band playing '30s music, and there were many educational events on the agenda.

"Now configured and marked precisely like Amelia Earhart's classic aircraft, this Electra will serve as a tangible and exceptionally appropriate reminder of a vibrant and memorable pioneer and inspiration to generations of young women who will follow in her footsteps," said museum officials.



— Kim Torres

From left, L-R: Kim Torres, Sandy McCormack, Gin Hildebrant, Nancy Jensen, Eva Parks, Marilyn Ward, Andrea Chay, Elise Hoit and guest. A Seattle Museum of Flight representative waves from the cockpit.

BRITISH COLUMBIA CHAPTER

Our BC Coast Chapter had a fantastically busy summer participating at seven airshows/airport community days, including Langley (CYNJ), Delta (CAK3), Pitt Meadows (CYPK), Boundary Bay (CZBB), Abbotsford (CYXX), Chilliwack (CYWC) and Squamish (CYSE).

The highlight was the Abbotsford International Airshow August 9-11, where we had terrific support for our information booth. In all, 11 members, past members or soon-to-be members spent lots of time talking to those stopping by.

We generally had two or more 99s working in the booth at a time, so when we spotted someone slowing down, one of us would initiate a conversation and before you knew it, we would be hearing someone's life story.

Our volunteers advised people on local flying clubs, flying schools and available 99s scholarships. We suggested to young people that they join Air Cadets and to consider attending local colleges for their aviation programs. We encouraged all to join the Canadian Owners and Pilots Association and visit their informational website. We invited women and older teen girls who are thinking of learning to fly to attend one of our 99s meetings. In short, we shared "our passion for flight."

During the three days, we spoke with many women and girls, boys and men. In all, we visited with 365 people. No wonder we were tired at the end of the day.

A thrill for me on Saturday was meeting a 99 from the Greater Seattle Chapter, Vera Martinovich. She stopped at our booth to say hello. When I asked her if she had flown in to the airshow, she replied that she had just landed the B-25 in the WWII aerial fly-by. Wow!

— Clare Brooks Higgins



From left, Cindy Pang, Colette Morin, Ash Keenan, Marcia Strang, Clare Brooks Higgins and 99s supporter at the Abbotsford International Air Show.

SUGARLOAF CHAPTER

Lin Caywood, Sugarloaf Chapter, assisted by Debi Dreyfuss and Lucia Mencia from the DC Chapter, plus three 49½s and three members of the Chesapeake Sport Pilot Center at Bay Bridge, spent the day painting the compass rose on the North Ramp approximately mid-field.

We picked up a prospective member and had a great day. The design used was courtesy of Kitty Hawk Chapter member Karen Davis and was much easier and quicker to lay out and paint. The equivalent of six people took six hours to complete the 50-foot diameter rose, not including the surveyor's time to mark the center and heading points.

The new asphalt was not primed so it took three coats of paint — ten gallons of white and five of blue Sherwin Williams quick-dry road marking paint.

— Lin Caywood



Kathy Hutchins (Chesapeake Sport Pilot Center/prospective Associate member), Lin Caywood (Sugarloaf), Lucia Mencia and Debi Dreyfuss (DC) showing off the completed compass rose.

OREGON PINES CHAPTER

There's no place like Oregon to be a 99. The first weekend of September, we flew to Hood River for the Western Antique Aeroplane & Automobile Museum Fly-In. Morning fog in the Willamette Valley delayed some, but others flew in through the Gorge Friday night and camped out. The museum has one of the largest collections of still-flying antique aeroplanes in the country, and we spent a fabulous weekend admiring and showing off our airplanes.

An Aleutian Low threatened to put a damper on our "Finding Amelia" event the third weekend of September. However,



Left to right, Sandi Archer, Debra Plymate, Kim Rayburn, Barbara Anderson, Irene Plymate (99 Mom), Barbe Park, Patty Viall, and Grace McGuire (San Diego 99) at the Finding Amelia Gathering at 755.

expert piloting brought the Museum of Flight's Electra 10-E on its way from Reno to Seattle, across the Cascade Mountains in very marginal weather, to the Willamette Valley in Oregon. Arriving at 12:15 on Saturday, it gave 99s, AE buffs and airpark residents a spectacular glimpse of something right out of 1937 – two passes over the Independence State Airport.

"Electra 16020" announced turning base for Runway 34. UNICOM gave the wind, "south at one five." The pilot turned final and came roaring past us over the runway. Once wasn't enough. The pilot did an encore. It couldn't have been any better. Then 16020 announced departing Runway 34 northbound to meet up with a plane near Mt. Rainer for air-to-air photos before arriving at the Museum of Flight in Seattle.

Our gathering at Independence included Debra Plymate's PowerPoint showing Amelia in Oregon in 1933 and some of the high points of her character and why we are so intrigued by her. This was followed by Patty Viall's Electra NR16020 cookies, selling for 99 cents as a fundraiser for our flight scholarship program.

AE buffs came from Seattle, Portland and even San Diego, with 99 Grace McGuire telling us about her Electra, the only original 10-E in the world, and her hope to recreate Amelia's flight as accurately as possible.

The last weekend of September was the Independence Hop & Heritage Festival. The original Hop Fiesta began in the early 1930s. The festival grew out of the "end-of-harvest" celebrations in the migrant camps at the hop fields. Today the festival features vendors, music, activities, cultural displays and a pancake breakfast at the airport. Ninety-Nines dressed in period costume, along with Oregon Pilots Association members, served pancakes and sold raffle tickets for flight training scholarships.

— Debra Plymate

FINGER LAKES CHAPTER

From August 3-9, 2013, the second annual Western NY Aviation Adventure Camp was held at Genesee County Airport (Batavia, New York). This camp for 9th through 11th graders featured a week-long program that included ground school, flying hours, glider rides, helicopter rides and field trips to Niagara Falls AFB and Rochester Tower.

This year, the Finger Lakes Chapter decided to provide a scholarship for girls attending the camp. We split the scholarship between two girls, Cami Benson and Danielle Coccilo, from Oregon and British Columbia, respectively.

Several Finger Lakes Chapter members, Marcia Gitelman, Jutta Dudley, Sandy Brown and NY-NJ Governor Willy Mattocks, spoke to the group about their aviation learning experiences and aviation accomplishments of women.

The camp was administered by the Genesee County Business Education Alliance and sponsored by many local businesses. This unique opportunity provided a hands-on aviation experience for students to explore the aviation industry as a potential career field. The overnight camp included accommodations, food, flight expenses and instruction, admission fees and transportation.

The plans for the 2014 camp will be posted on the Internet in March 2014 at wnyaviationadventurecamp.org/.

— Marcia K. Gitelman



Cami Benson and Danielle Coccilo



Lynn Pergher, T.J. Shaum & Marcia Forcey from Indiana Dunes Chapter with trophies.

CHICAGO AREA AND INDIANA DUNES CHAPTERS

September 14 could not have been a more beautiful day even if we ordered it. Co-chairs of the Illiana Air Derby, Indiana Dunes members Marcia Forcey and Lynn Pergher and Chicago Area Chapter member Cynthia Madsen, arrived early for setup at the Historic Ford Hangar at Lansing Municipal Airport in Lansing, Illinois. Ralph and Cynthia Madsen also went to the Ford Hangar the day before to begin setting up and arranging the tables, with much help from EAA member Steve Sikorski.

Cynthia and Marcia set up the spot landing line by 7:45 a.m. to be ready for racers due to begin arriving at 8 a.m. After briefings for the route, weather and timing, racers began leaving about 10:15 for the 150 nm round robin course armed with questions to answer from the air.

Winners were: First Place: Adam Springmeyer and Tim Rener, C172 (Indiana Dunes); Second Place: Lou Erikson and Gregg Erikson, Grumman Tiger (Chicago Area); Third Place: Margaret Wint and Tricia DeBlock, C177 (Indiana Dunes); Spot Landing: Mary Lou Erikson (Chicago Area).

— Diane Cozzi

MINNESOTA CHAPTER

Summer was a very busy time for the Minnesota 99s, including two more compass rose airmarkings in Willmar (KBDH) on July 26-27 and Princeton (KPNM) August 9-10.

On August 18, the MN 99s had a joint meeting in Austin (KAUM), Minnesota, with the Iowa Chapter that included a tour of the Hormel SPAM Museum.

Despite reports of thunderstorms and wind gusts into the 20s, we had our second annual Puddle Jump Poker Run on August 24 at the airports of Faribault (KFBL), Owatonna (KOWA), Albert Lea (KAEL), Mankato (KMKT), New Ulm (KULM), Hutchinson (KHCD) and St. Cloud (KSTC).

— Melissa Aho and Johanna Bischof



Minnesota 99s enjoy a visit to the Hormel SPAM Museum.

GERMAN SECTION

It has already become a beloved tradition. At least two safety trainings, one in spring and one in fall, organized by our German members Rosa Hoeltken and Hetta Reinsch, take place in Germany. Both women are long standing, experienced flight instructors.

At the long October weekend of the German Unity Day, around 25 passionate women pilots met for the 7th fall training at the Diepholz Airport (ETND) in the heart of Lower Saxony. At an airfield equipped with all training necessities plus night flight infrastructure, the women had access to all options, practicing according to their individual needs.

Support by volunteer flight instructors was provided for CTR crossings (English radio communication), ILS approaches, a wide repertory of air work, night flight training, tail wheel ratings, joint weather briefings, flight planning and more. An almost two-hour cross-country flight to Quedlinburg, an old and beautiful city of UNESCO world heritage, completed theory and practice.

For the first time, as a special feature, this year's training was enriched by an "airfield hopping and rally exercise" with touch and goes at 14 (!) airfields around the Bremen CTR. The strips were located by manual navigation only (no GPS), with touch and go according to compulsory German landing patterns within given time. Some strips measure even less than 550 meters (1.800 ft). Rather low visibility and low clouds didn't make it easier, but safety was always first.

As the icing on the cake, the pilots had to answer questions such as "the color of the hangar door east of the tower..." The female crews did a great job. Fun paired with safety! Already looking forward to the next 99s spring refresher in April!

— Ruth Haliti



Participants in the 7th fall training at the Diepholz airport (ETND) in the heart of Lower Saxony, Germany. The event was organized by German Section members Rosa Hoeltken and Hetta Reinsch.



Winners of the Gold Cup Air Rally were, top to bottom, Mary Woodall, Akky Mansikka and Mary Norman.

FIRST CANADIAN CHAPTER

This year's Gold Cup Air Rally was held on September 6-8, starting at Ottawa's Rockcliffe Airport, Ontario and ending at Poughkeepsie, New York. A fantastic time was had by the 15 members who participated in this year's rally:

Team 1: Mary Norman, Mary Woodall and Akky Mansikka, Amphib 185; Team 2: Robin Hadfield and Jessica Buscher, C-150; Team 3: Noriko Date, Jean Franklin Hancher and Marilyn Dickson, C-172; Team 4: Susan Begg, Maureen Egan, Sharron Lutman, PA-28; Team 5: Sophie Veilleux and Lina Masi, PA-28; Team 6: Lisa Bishop and Janet Chesterfield, C-182.

Our starting point was in Ottawa at the Rockcliffe Airport. Everyone flew to Rockcliffe on Thursday evening to be ready for the Friday rally start. Adding a bit of a challenge, the organizers held a Spot Landing competition on the Rockcliffe arrival.

Friday morning saw us all back at the airport for an early morning pilots' briefing, then we climbed into our planes and headed to Syracuse, New York, where we cleared U.S. Customs. A quick refuel and we were off again to Lock Haven, Pennsylvania, home of the Piper Aviation Museum. It is a great little museum inside the original site of the Piper Aircraft factory.

Next morning we departed the river valley of Lock Haven heading east to Poughkeepsie, New York.

Skirting the south side of the Catskill Mountains, you quickly descend to the Hudson River Valley to land at the incredibly friendly Dutchess County Airport.

We held our banquet at Old Rhinebeck and passed along the Gold Cup Air Rally trophy to this year's winning team of Mary Norman, Akky Mansikka and Mary Woodall. The winner of the Spot Landing Competition was Noriko Date.

This was a great adventure and a fun-filled three days of flying across a scenic part of Pennsylvania and New York.

— Akky Mansikka

Nominees Invited to Apply for 2014 International Awards

By *Linda Cain, International Awards Chairman*

The International Awards Committee is soliciting nominations for three prestigious awards to be presented by The Ninety-Nines, Inc. at the 2014 International Conference in New Orleans. The deadline for submitting nominations is **January 15, 2014**.

Award	Description of Award	Who May be Nominated
Award of Achievement (for Ninety-Nines)	Three separate Awards of Achievement may be presented for Contributions to The Ninety-Nines; for Contributions to Aviation; for Humanitarian Efforts.	An individual member of The Ninety-Nines (living or deceased); a group of 99s; or an organization within The Ninety-Nines, such as a Chapter, Section, Committee or Trust. An individual recipient must be a current member or have been a current member at the time of her death.
Award of Merit (for non-Ninety-Nines)	Recognizes a significant contribution to any facet of aviation, such as aviation or aerospace education, aviation science, aviation history, aviation commerce, aviation legislation, etc.	An individual (male or female, living or deceased) or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.
George Palmer Putnam Award (for non-Ninety-Nines)	Recognizes support provided to The Ninety-Nines by an individual (male or female, living or deceased) or an organization. The contribution may have occurred in the past or present, as a single action or a series of events.	An individual (male or female, living or deceased), or an organization. The recipient may not be a current or former member of The Ninety-Nines or of a group within The Ninety-Nines.



Debbie Gallaway was honored with the 2013 Award of Achievement for Contributions to Aviation.

Who may submit nominations? A Ninety-Nines Chapter, Section, or Trust.

How to nominate: Submit a one-page letter, signed by two officers or trustees (as appropriate). The nomination must include the name, address and telephone number of the nominee or the nominee's next-of-kin if the nominee is deceased. Up to three additional pages of substantiating material may be attached to the letter. Send your nomination to International Headquarters in Oklahoma City to the attention of the Awards Committee. Nominations should be received by the deadline of **Wednesday, January 15, 2014**. Note: Previous nominees may be resubmitted.

Questions? Contact Linda Cain, International Awards Chairman, at lcain8203@aol.com, 703-669-6326.

ALICE ROBERTS
99s Past President
Phoenix Chapter

On September 1, 2013, Alice Roberts completed her stay on earth. Alice served as president of The Ninety-Nines from 1965-67.

She was born in Bisbee, Arizona, to Mattie and 'Pop' Parsons. In the fall of 1936, Alice and Charles Roberts married.

A take-charge manner and a stubborn notion of how to accomplish things defined Alice. Faith, and an aversion to failure, carried her to successes as a wife and mother, friend, businesswoman, international air-race winning pilot, sharp shooter, baker of biscuits, musician, vocalist and indefatigable Skip-bo champion.

Thank you, Alice, for sharing with family and friends your quick smile and your incredibly infectious laughter. Thank you for demonstrating to your children, grandchildren and great grandchildren tenacity, daring and unwavering faith. Thank you for being an openly strong but gracious woman in a time when smart, strong women were rarely appreciated. Finally, thank you for demonstrating dignity as advanced age and disease slowly stole your strength and fierce independence. Thank you for exhibiting acceptance never to be confused with resignation.

She loved The Ninety-Nines and was very proud of the friendships she made over the years.



Alice Roberts.

— *Sissie Roberts Shank*

GALE BROWNLEE
New York-New Jersey Section

Gale Brownlee, a longtime member of The Ninety-Nines, died on October 25, 2012. Having survived surgery after a fall, complications arose that even she could not master.

A lifelong resident of Woodstock, New York, Gale had a varied and successful series of careers beginning with being a "Hat Check Girl" in New York City in the famous clubs of the day. During WWII, she joined a USO tour entertaining troops. Strikingly beautiful, she turned to professional photography modeling and television commercials, then on to fashion design with her own label.

Moving back to her hometown of Woodstock, she mastered skiing but, with one ride in a single engine plane at a small local airport, she found her true career. Within a short time, she received her commercial certificate, became a charter pilot and an instructor, flew fire watches over mountains and did aerial photography.

She became a member of The Ninety-Nines, participated in Powder Puff Derbies and once co-piloted a twin engine plane to Nairobi, Africa. She also flew helicopters.

She was brave, had style and an indomitable spirit. She went to her new horizon as she had lived her life.

— *Mrs. Lee Marvin, sister*

PATRICIA JOANNE DAVIS
Redwood Coast Flyers

Pat flew on to new horizons unexpectedly on July 29, 2013. She was diagnosed suddenly with bone cancer and was gone within days. Pat was born in Fortuna, California, in 1937 and raised her five children in Eureka.

After Pat retired, she earned her private pilot certificate at age 65, and she joined the Redwood Coast Chapter in 2002. Pat was also an active volunteer in the Civil Air Patrol in Eureka and Redding, California.

Pat loved to travel and volunteer. She made a yearly trip to the Navajo Nation where she tutored the children and brought donated books, blankets and clothing for them. Five years ago, Pat joined the United States Coast Guard (USCG) Auxiliary in Eureka on Humboldt Bay. In 2011, Pat was voted Auxiliarist of the Year Flotilla 86. She became a licensed radio operator and operated the marine radio system for the USCG. She was recently selected to be commander of the USCG Auxiliary Flotilla 86 Humboldt Bay. Pat always loved a challenge!

For those who knew Pat, we will always remember her enthusiasm, integrity, hard work and compassion. She was a dear friend!

— *Rose Hanan with Pat's son Timothy Caturegli*



Patricia Davis.

ELAINE SCHMIDT HUF
Eastern Pennsylvania Chapter

Ninety-Nine Elaine Schmidt Huf, 65, and her husband Tom Huf, 73, flew together to new horizons on September 8, 2013, when their Cessna T-50 'Bamboo Bomber' crashed in a wooded area in north-eastern Pennsylvania.

Elaine and Tom had flown from their home in Kingsley, Pennsylvania, to Blakesburg, Iowa, for the Antique Airfield fly-in and were on the return flight home when the accident happened. They were flying to their farm strip PS50 when the T-50 went down in a thunderstorm just three miles from their field.

Both had a passionate interest in antique aircraft. They owned several aircraft and would fly them to and feature them in air shows. Elaine was well known for her pink 1947 L16-A she lovingly named 'Rudolph.' She also owned a 1941 Baby Stinson 10A.

In addition to being a Ninety-Nine, Elaine was an active member of Ladies Love Taildraggers. She was an accomplished private pilot with glider, seaplane and instrument ratings. Elaine was also a Bristol Township police officer from February 1975 until her retirement in 2002.



Elaine Huf.

— *Mary Wunder*

IONA MAY INMON GAMERTSFELDER Rio Grande Norte Chapter

Iona Gamertsfelder of Las Vegas, New Mexico, died of cancer on September 18, 2013, at the age of 84. She was born April 29, 1929, on the Inmon Ranch in the far southwestern bootheel of New Mexico.

She was a golfer, pilot, teacher and homemaker with four children, eleven grandkids and five great-grandkids. A member of The 99s since 1990, Iona learned to fly as a teenager. She and her brother flew their J-3 Cub from the ranch to school every day, but it wasn't until nearly 50 years later that she received her private pilot certificate. Delightfully spunky, Iona will be missed by all of her Rio Grande Norte Chapter sisters.



Iona Gamertsfelder.

— Elizabeth Hunke

ROBERTA "ROBBIE" TAYLOR West Canada Section

Robbie Taylor flew to new horizons on June 25, 2012, in Victoria, British Columbia. Robbie was a truly remarkable person. She was, first and foremost, a loving family member and devoted friend, but she was also a pioneer, an activist, a humanitarian and an all-around rabble-rouser whose dedication and hard work inspired those around her to be better people.

Over the years, some of Robbie's occupations included commercial pilot, search and rescue pilot, business owner, journalist, city councillor and university instructor.

Robbie was a charter member of both the Canadian Rockies Chapter and the West Canada Section. She learned to fly in northern Ontario on floats, and when her family moved to Cranbrook, British Columbia, she had to take lessons on landing on wheels. Robbie fulfilled her wish of having a Celebration of Life, that included herself, a week before her passing, and many of her fellow Ninety-Nines were in attendance. We will miss Robbie.

— Betty Lee Longstaff

LUCILLE WATKINS Oklahoma Chapter

Lucille Watkins departed this earth on August 20, 2013, after a life devoted to her six musical sons and her career in music. She played the organ at churches and the piano at nightclubs and parties.

Lucille earned her private certificate in 1965 and was sponsored into the Ohio Chapter. After moving to Oklahoma City, she was active with the Oklahoma Chapter and was organist at St. Joseph Cathedral. On the day of the Murrah Building bombing in

1999, she had intended to practice on the organ at St. Joseph's but instead opted to visit a friend in the hospital. She escaped injury since the cathedral is just across the street from the bomb site and suffered severe damage.

We will miss Lucille's unique talents and love of The Ninety-Nines.

ELEANOR WORTZ, WASP Santa Clara Valley Chapter

Long time Santa Clara Valley 99s member Eleanor Wortz passed away recently. Eleanor was also a member of the Women Airforce Service Pilots (WASP).

She grew up in North Carolina, earned a BS in Business Administration from Catawba College and was the first woman in the wartime Civilian Pilot Training Program. After the WASP program ended, she moved to California and worked at Stanford University. Next she taught ground school in Portuguese to Air Force cadets in Brazil.

She met and married James Howard Wortz in Brazil and moved to Los Altos, California. Never one to let moss grow under her feet, she organized the Woodland Vista Swim and Racquet Club in Los Altos, taught business courses at the College of San Mateo and Canada College and was a longtime member of the Los Altos United Methodist Church. She also wrote *Fly Gals of World War II*, published in 2011.

— Pat Gregory



Eleanor Wortz, WASP.

HELEN WYATT SNAPP, WASP Florida Gold Coast Chapter

Helen Wyatt Snapp, 94, of Pembroke Pines, Florida, flew to new horizons on January 20, 2013.

Born in Washington, D.C., she attended Mary Washington College in Fredericksburg, Virginia. In 1942, Helen married Ira Benton Snapp. During a summer break at college, Helen started taking flying lessons with her sister Evelyn. Helen entered the Civilian Pilot Training Program where she acquired her private pilot certificate.

Helen was accepted into the Women Air Force Service Pilots fourth training class 43-4-W4. After graduating she was sent to Camp Davis, North Carolina, and her final assignment was Liberty Field, Fort Stewart, Georgia. There she was involved in a top secret mission with radio-controlled aircraft that would later be packed with explosives and used as the first guided bombs.

After the war, Helen returned to Washington, D.C. area to raise three children while working for the U.S. Postal Service.

— Excerpted from the *Miami Herald*

ELECTRA



NOW

The mystery of what happened to Amelia Earhart and her Lockheed Electra still captures the imagination of the world almost 75 years later. On October 12, another Electra, one of only two genuine Electras in existence, was installed at The Seattle Museum of Flight. Fully restored to the exact specifications as the 10-E Electra flown by Amelia, the aircraft is featured in the museum's exhibit "In Search of Amelia Earhart" that runs through April. The goal of the exhibit is to motivate young people, especially girls, to take some risks and become the best they can be.



THEN