



THE SOUTHWESTERLY

Quarterly Newsletter of the Southwest Section Ninety-Nines
Arizona • California • Hawaii • Nevada • Utah

January – March 2015



Barbara Crooker, Governor

The spring seems to have arrived earlier than expected here in the west, which means good flying weather, but dry parched lakes and rivers. Hope you are all getting in some flying time. Now is also a time for making plans for activities and programs in the year ahead. This is also a good opportunity to look back at the year ending, evaluate what we did that we want to continue (maybe with a little tweaking to improve) and what we wanted to do but didn't have time. Let's strive to move our chapters into 2015 with enthusiasm and goals to strengthen the group as a whole.

The Winter Workshop program January 24th in Camarillo was designed to strengthen chapters in their local areas and give chapters additional tools to make that work. It was a day worth the time. It was

hosted by Ventura Co 99s, well attended and covered several important topics.

In October I attended the International Board of Directors meeting at Headquarters in OKC. The several days there were very full with strategic planning, budget, and general organization business. I was also able to meet with the Council of Governors under the leadership of Andrea Chay from NWS. We governors all share similar issues and concerns and I really benefitted from their input, wisdom and experience. We have such a dynamic group of 99s in the leadership of this organization. Their commitment to volunteer time and energy is priceless!

I will be heading for OKC this week for the spring meeting. I am looking forward to sharing with them what we are doing in SWS and learning what the other sections are doing.

The Museum is a jewel, thanks to the staff and volunteers at Headquarters. If you have not visited recently, make time for a visit if you are in the area. The Wall of Wings continues to grow as individual 99s and chapters support the museum with their contributions. Is your chapter on the Wall?

The gals in Coyote Country and Palomar are rolling out the Red Carpet for us for our Spring Meeting in Temecula. Mark April 30th to May 3rd on your calendar and plan to attend. They have some great seminars planned, fun tours, and time for catching up with old friends. Here is the registration link where

you can get all the details and sign up! <http://ninetyines.net/sws99sCC/>

The German Section is hosting the International Conference July 5th thru 10th in Munich. They have great things planned for us, so plan to attend! You can get all the details at this link:

<https://www.signup4.net/public/ap.aspx?EID=99SM10E&OID=50>

Important detail:

Please ensure your passport is valid for a minimum of three months subsequent to your return. This is a requirement by the U.S. Government that will be enforced. Please also note that the name on your passport must match the name on your airline ticket. For example, if your passport is in the name of James John Doe, your airline ticket must say "James John Doe".

Vice-Governor, Alice Talnack is working diligently on a section meeting plan/schedule. You will be hearing more from her over the next few months. This is an idea that was shared with us from the other section governors in OKC and I believe will be a useful tool for our section going forward. More later.

We have a strong group of Section Committee Chairs that are listed here in the Southwesterly. They are here to assist you and your chapter with any problems you have. Take advantage of their knowledge and offer of assistance if needed.

Blue skies and I'll see you in Temecula!

Barbara Crooker

Section Officers

Governor:

Barbara Crooker – Mt. Shasta

Vice-Governor:

Alice Talnack – Monterey Bay

Secretary:

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Candace Harding – San Joaquin Valley
Michael Serasio – Monterey Bay
Willa Young - Sutter Buttes

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Southwest Section Committee Chairmen and Board Liaisons 2014-2016

Mission Statement: *to promote world fellowship through flight*

Flying Activities:

Airmarking	Lynn Meadows, Reno High Sierra
NIFA	Virginia Harmer, San Gabriel Valley
Young Eagles	Pat Forbes, Santa Clara Valley
Flying Activities	Pat Gregory, Santa Clara Valley
WINGS Program	Carol Andrews, Sutter Buttes

Mission Statement: *to provide networking and scholarship opportunities for women and aviation education in the community*

Education & Chapter Development:

Aerospace Education	Sue Kerr, Mt. Shasta
Fundraising	Susan Liebeler, Ventura County
Membership	Lynn Meadows, Reno High Sierra
Associate Members	Lynn Meadows, Reno High Sierra
Sister Sections	Marye Anne Read, Reno Area

Communication:

Southwesterly Editor	Jeanne Pierce, Reno Area
Southwesterly Layout	Janet Cote', Sacramento Valley
Public Relations	Connie Charles, San Diego
SWS Website	Eline Kok-Vermeulen, San Diego

Awards:

Awards Chairman	Alice Talnak, Monterey Bay
AE Scholarship	Lori Parker, Ventura County
Other Scholarships	Dorothy Norkus, San Diego
WPOY	Linda Mae Draper-Hivert, Reno Area

Pilot Careers:

Kristen Mansel, Bay Cities
Liana Hart, Las Vegas Valley

Mission Statement: *to preserve the unique history of women in aviation*

History:

Historian	Anita Lewis, Rio Colorado
Photographer	Lilian Darling Holt, San Fernando Valley
Oral History	Pat Chan, Bay Cities Dorothy Robinson, Bakersfield
Forest of Friendship	Open
Scrapbook	Open

Administrative:

Tax	Penny Nagy, Sacramento Valley Lianne Oakes, Orange County
By-Laws	Pat Prentiss, Orange County
Nominating	Maureen Kenney, San Fernando Valley
Insurance	Open

sws99s.org

Letter from the Editor

Greeting fellow flyers,

Again, I'm apologizing for a late issue. Life continues to be a bit of a challenge. I'm hoping the challenges will be much fewer and farther between this year. It started out rougher than expected by having to move the first of the year. My life's work is now to find everything I've moved and locate a space for it. *sigh* I find myself looking for something I need and getting caught up in emptying another box, sorting, cleaning, clearing space... space is like time and money; never enough.

Recreating yourself is more challenging as we get older, but not impossible!

I would like to request some assistance from all of you. The most time consuming and complex part of the *Southwesterly* is the "Chapters on the Move" section. What happens here is that I read all the newsletters sent to us and pick out the events, new members, calendar items, ratings and accomplishments, and new horizons to write into the other parts of the newsletter. Here is where you can make this infinitely less difficult. I have to send my most sincere thanks to those of you who actually send me your "Chapters on the Move" paragraphs,

member announcements, ratings and accomplishment, and obituaries of those beloved members we've lost. Sometimes I have to search the internet for obituaries when a lost member is mentioned in a chapter newsletter. By the way, when you send them, please remember to tell me what chapter you represent.

There are often some great articles in your chapter newsletters that I would love to share with the whole section. I hope you'll consider sending them to us for the *Southwesterly*. We have room for photos (please put in a list of the people in the photos whenever you can) and share links of interest.

Please send things as soon as possible and get them into our next issue.

Fly safe, share your knowledge and passion, and have fun!

Sincerely,
Jeanne Pierce, Editor

Ratings and Accomplishments

Lynzie Hudson (Bay Cities)
CFI

Sherlyn Halloran (Phoenix)
MEI & renewed CFI

Kayla Waskowski (Phoenix)
High performance, multi-engine add-on,
complex and commercial endorsements

Miranda Rydstrom (Phoenix)
Multi-engine and commercial certificate

Brittany Ortiz (Phoenix)
CFI

Stephanie Layman (Phoenix)
ATP and CL-65 type rating

Courtney Smith (Phoenix)
Instrument rating

Stephanie Luongo (Reno High Sierra)
Multi-engine rating

Stephanie Laymon was hired at
Mesa Airlines!

Calendar/Activities 2015

March 15th

Deadline for submitting [Fly Now award](#)
applications to your chapter AE Chair

March 18th

Sacramento Valley 99s
["Rescued"](#) Brian Brown and family's story of
aircraft accident and survival.
This is a WINGS qualified program.

Sacramento Executive Airport
7-9 pm in the terminal meeting room.

March 21st

Bay Cities 83rd anniversary party
OAK Aviation Museum

March 31st

Early registration deadline for [Munich](#)

April 30th-May 3rd

[Spring Southwest Section Meeting](#)
Temecula Creek Inn

April 21st-26th

[Sun 'n Fun](#)
Lakeland, Florida

May 16th

[AOPA Town Hall Fly-In](#)
Salinas Municipal Airport SNS

June 22nd-26th

[Air Race Classic](#)
Start: Fredericksburg, VA
Terminus: Fairhope, AL

CHAPTERS ON THE MOVE

Antelope Valley

The Antelope Valley chapter awarded its Ozzie Levi Memorial Scholarship to Kasiri Landon. Members gathered at Fox Field in December to box cookies for local control towers, Los Angeles Center, Joshua TRACON, flight schools, and airport businesses. Cookies-to-the-Towers is their annual holiday tradition to thank the organizations that help throughout the year. The chapter is gearing up for its 24th annual poker run in April, and several members are working on the Los Angeles County Airshow.

Bay Cities

This chapter had their first poker run fundraiser and made \$800 for their scholarships. They attended Fleet Week in San Francisco and the Watsonville Fly-in. Their 99s booth was at Mustangs and More in Vacaville. In November they had a cleanup day at the Oakland Air Museum, and collected toys for Toys for Tots at their holiday meeting in December. They welcomed new members Jaspreet Bath, a CFI at Concord, and Shannon Rubicam, who is working on her Instrument rating so she can participate in Angel Flight. They had a mountain flying educational potluck in February and will celebrate their 83rd anniversary on March 21st.

Fullerton

The Fullerton girls welcomed newest member Brittany Holston last year. They participated in the Air Fair and Open House at San Gabriel Airport, a Fly-in to Oceano Airport, and networked with the Smoke Eagles (a non-profit that was started by a group of firefighters) about the services both organizations provide. Unfortunately, they said farewell to Ida Zhang and her daughter Sherry as they return to China and start a chapter there.

Phoenix

Phoenix attended the Copperstate EAA Regional fly-in. Booth volunteers sold hats, shirts, gave out 99s literature, and publicized their flying companion seminar. They are collaborating with Embry-Riddle for the Discover Aviation Camp this year, and welcomed new student pilot members Emily Johnson and Audree "Red" Davis. Marguerite Baier delivered a luncheon speech at the Women at Honeywell Engineers Network inspiring the women there to learn to fly. They had a Sky Kids event for special needs kids at Scottsdale Airport, and Young Eagles at Sierra Vista Airport. A weather-related decision making seminar for the WINGS program was held at Scottsdale FSDO, and a hangar party with Toys for Tots collection at Chandler. They are hosting a booth at the Mesa Public Schools Sci-Tech Expo in February and having a Girls Can Fly Day at Gateway Airport for Girl Scouts on March 21. There were several scholarships granted by the chapter, and they enjoyed some fly-ins.

Reno Area

These ladies took a little breather after the fall section meeting and the Reno Air Races came back-to-back last year. The chapter is one that raises scholarship money at the Air Races for the two scholarships they offer each year. Some of the members attended a memorial for their friend and ally, Dave Wilbern, COO of Reno Air Race Association after his unexpected death. They hosted a Fly by Air event with the Girl Scouts in January and enjoyed a great evening at the Challenger Learning Center in Sparks manning a flight to Mars. Their participation was requested again at the Nevada Day event at Cottonwood Elementary School where they taught 4th graders the fundamentals of flight.

Reno High Sierra

The Reno High Sierra group always helps member Kay Bennett with the Lyon County Fly-In at Silver Springs Airport. The Young Eagles program is central to the event and the Chapter participates. They gave \$6000 in scholarships this year.

Sacramento

This chapter had the author (and one of the subjects) of the book *Rescued* at their January meeting to relate the story of his accident, and the rescue of him and his family. They are planning to hold an event featuring Brian Brown on March 18th, and organizing their Flying Companion Seminar for April 18th.

San Joaquin Valley

San Joaquin had Elizabeth "Barbara Wall" Strohfus, a 95 year old WASP, as a featured speaker for one of their meetings to tell stories of her experiences. They helped the Bay Cities chapter clean the Air Museum. There were some good flying experiences shared.

San Luis Obispo

This chapter had a San Luis Obispo airport day event with Young Eagles and tower tours as activities. They collected toys for Toys for Tots at Oceano Airport and delivered some much appreciated treats to the local tower crew.

Sutter Buttes

Inspired by the recommendation of chairman, Becky Davies, Willa Young led the group in gathering and distributing essential personal items for the women at Casa de Esperanza, a women's shelter in Yuba City, California. Over twenty bags were donated by members at the chapter's annual Christmas party, including lotions, soaps, shampoos, razors, etc. Included were items Willa received from two local hotels and Target.

Penny Flies Again!

By Carol Andrews

It was one of those beautiful flying days: light breeze, clear after-rain air with puffy little clouds in the distance. We were at Auburn, California, to witness Southwest Section Immediate Past-Governor Penny Nagy climb back "on the horse" after almost 20 years.

Penny's husband, Lee, and I pulled up chairs outside Mach 5 Aviation and watched while she did the pre-flight check with Placer Gold 99s member and flight instructor, Jennifer Meiners. The airplane was a seasoned white with red striping C-172, similar to that which she'd flown with her father and 99s member-mother, Fran Dickey, years ago. Penny was understandably nervous, and very excited, mostly because she didn't want to embarrass herself by forgetting something crucial--like pull instead of push. Of course, that's what Jen was there for: to remind her of all the things she may have forgotten--or to inform her of something new since she last sat in the left-seat.

We watched her taxi out, and I was impressed how she locked onto the yellow taxi line and held it until out of sight heading toward the runway. Lee (as Lee is prone to be) said: "Jennifer's probably taxiing" but I assured him that, "no", she would be having Penny do that. I've flown with Jen, and knew she would be a perfect fit for someone getting reacquainted with flying.

The takeoff was textbook, and we both relaxed and enjoyed the ambiance of watching planes and helicopters land and takeoff; AUN is a busy little airport in the foothills east of Sacramento. We mused about stories of Penny's flying; he told me he had sat watching from many airports as she took discovery flights in gliders and a helicopter--flights he had given her as gifts over the years because he knew of her passion to learn more.

They returned soon--we couldn't see the landing from where we sat--but she admitted later that she had given the airplane over to Jen for that one. She was happy to practice turns-around-a-point, basic climbs and descents and just enjoying being up



"there" again. Jen reported that Penny had held altitude and heading like a pro, so I guess it is true: you don't forget.

This flight was the result of a gift from Penny's Board of Directors at the spring Southwest Section meeting, when Penny left office. As you can see from the photos, she was smiling ear to ear and vowing to do it again.



To Mars and back in 3 hours...we did it at the Challenger Learning Center of Northern Nevada located at Sparks High School! A group of Reno Area 99s and their friends arrived and with Flight Director Mr. Paul McFarlane and his crew as our leaders, we spent time in either Mission Control or a Space Craft working together to keep our crew safe. It was a fantastic inter-generational evening with crew aged 8 – 81!



Getting ready for Munich? Early registration ends March 31, and now is an excellent time to register for the 2015 Ninety-Nines Annual Conference since the exchange rate between the Euro and U.S. dollar is better now than it has been for several years. Like gas prices, it may go up again, so take advantage and register now and make your other reservations for your trip. All the details are in the January-February issue of the 99 News.

Check out The Scholarship Registry! The Ninety-Nines Scholarship Registry is a resource center for scholarships that are awarded by various individuals, organizations, Chapters and Sections. The registry has one application that is to be used for all of the various scholarships offered. The Ninety-Nines gather the applications and distribute them to the different entities who will review and judge them. The Ninety-Nines Scholarship Registry does not review or judge these applications. DEADLINE for submissions is March 10, 2015.

Barbara Harper Selected as the 2015 Western Pacific Region FAASTeam Representative of the Year!



Dr. Barbara L. Harper was awarded the 2014 Federal Aviation Administration Safety Team (FAASTeam) Representative of the Year Award for the State of Arizona on November 8, 2014. The award was presented by Mr. Randall T. Prine, FAASTeam Program Manager, Scottsdale Flight Standards District Office (FSDO), at the 42nd Annual Arizona Aviation Safety Awards Banquet in Phoenix, Arizona. The awards are sponsored by the Arizona Aviation Safety Advisory Group and the FAA Scottsdale FSDO. The award recognizes "the important role individuals play in promoting aviation safety, education and professionalism."

A past Tucson Ninety-Nine Chapter Chairman, Dr. Harper has also held many other offices and committee chairmanships. Dr. Harper additionally serves as safety advisor to the Ninety-Nines for the annual Tucson Treasure Hunt.

At the International Conference for Women in Civil Aviation, Mumbai, India, December 2011, Dr. Harper gave a safety presentation titled Communication and Safety Leadership: A Developing Partnership. By strengthening communication, Dr. Harper strengthens safety.

Dr. Harper's dedication to aviation safety epitomizes the mission statement of the FAASTeam:

"Improve the Nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education; while establishing partnerships and encouraging the continual growth of a positive safety culture within the aviation community. "

Books recommended by our members:

Rescued by Brian Brown. Writes about the miraculous rescue of him and his family after a plane crash on a snowy mountain. (non-fiction)

Rose Under Fire by Elizabeth Wein. A story about a female American ATA pilot who was shot down, captured by the Nazis and sent to a women's concentration camp. (historical fiction)

Code Name Verity by Elizabeth Wein. The prequel to *Rose Under Fire* where Verity, a British spy, is captured by the Nazis and where she meets and becomes friends with Maddie, the pilot in *Rose Under Fire*. (historical fiction)

Below are the next 2015 International 99s webinars to add to your calendar:

- 4/13/15: Foreflight, IFR & Advanced Applications, with Eric Hake
- 6/15/15: Grow Your Career with PPLI, with Patricia Herbel
- 8/10/15: Flight to Success: Be the Captain of Your Life, with Karlene Pettit
- 10/19/15: Weaving Your Web: How to Build a Network to Support Chapter Growth, with Shannon Osborne & Susan Cafoncelli
- 12/7/15: Fundraising Ideas for Chapters, with Lori Plourd

FUTURE SOUTHWEST SECTION MEETINGS

SWS Chapters;

Vice-Governor, Alice Talnack, and I attended the 99s Fall Board Meeting in Oklahoma City and discussed with other Governors and Vice-Governors how they recruit their chapters to host section meetings.

Like us, the sections said they struggled with this situation in the past until they adopted a rotation system among chapters. The Governors and Vice-Governors said this rotation system works extremely well because the chapters know years ahead when it will be their turn to host. And by setting up a rotation system, a chapter is hosting one section meeting about every 15-20 years.

Alice and I decided that it is time to institute this system for the SWS. I have asked Alice to put together a schedule based on the data collected over the past ten years. I will present the schedule at the Winter Business Meeting in January.

In the meantime if your chapter is interested in hosting Fall or Spring SWS Meetings in 2016 or 2017, contact Alice at: atalnack@comcast.net or cell 831-332-3549.

Barbara Crooker



*Inspiring Women Pilots
Since 1929*



Brigitte Iwaszkiewicz
8/4/1940 - 11/7/2014
Santa Clara Valley

Born in 1940 in Buenos Aires, Argentina into a family of diplomats, Brigitte spent her early years in Bariloche and Mendoza, attended High School in Caracas, Venezuela and Port of Spain, Trinidad becoming fluent in Spanish, French and English. Her college years were spent in London, England where she obtained a business degree. She then moved to Paris where her first job was in the high fashion industry and where she had many family members and friends. In 1962 she joined her parents and siblings in New Orleans, LA where she was employed at the Belgian Consulate. Two years later she moved to Palo Alto, CA where she worked first at Ampex International, then joined the Legal Department at Syntex Corporation where she enjoyed a long and successful career, retiring in 1997.

Brigitte began her pilot training in 1995 at Palo Alto airport receiving her Private Pilot certificate in 1997 and immediately joined the Santa Clara Valley chapter of the 99s where she became a very active member. She served on many committees and as Vice Chair from 2001 - 2003. She attended meetings all over the US from Arizona to Alaska as well as International meetings in New Zealand and in Nepal where she participated in the Third World Aviation and Safety Congress. At these meetings she

became friends with women from all over the world with whom she continued to keep in touch over the ensuing years, often visiting them on her travels.

Brigitte enjoyed Fly-Ins and organized many. She was instrumental in planning our yearly chapter birthday picnics and often staffed our booth at Palo Alto and Reid-Hillview Airport Days where she promoted aviation for and to women. She participated in airmarking as well. Her email and auto license plate reflected her love for aviation. They read "aloft 99".

Brigitte will be remembered as a warm, caring and gracious lady, always composed and inquisitive. She immersed herself fully in whatever activity she undertook with intelligence, perseverance and true enjoyment - always eager to share her passions with others and pleased when she found kindred souls. She will also be remembered for her love of clothing with an exotic animal theme, fine wine, fine art and, of course, chocolate. She fought cancer for many years and was able to pace herself so that she could continue to participate in the activities she enjoyed up until the end of September this year. She simply said that she would do as much as she could for as long as she could and in that she was incredibly successful. She passed to new horizons on November 7, 2014.

I feel very fortunate to have had Brigitte as a friend and will miss her, but I know that her spirit has transcended the trials of her illness and has soared aloft where she continues to fly, but now with angels.

Submitted by Carol Munch, Santa Clara Valley



Flora Belle (Smith) Reece
Antelope Valley
By Rebecca Amber Staff writer

12/16/2014 - EDWARDS AIR FORCE BASE, Calif. -- Antelope Valley residents said 'good-bye' to World War II-era Women Airforce Service Pilot and Congressional Gold Medal recipient Flora Belle (Smith) Reece Dec. 1 at the age of 90. Reece died peacefully in a UCLA medical facility after being removed from life support.

Those who knew Reece well will remember she had three priorities in life: God, family and aviation - in that order.

Reece was born Oct. 21, 1924, in Sayre, Oklahoma, during the Great Depression. She had three siblings James Evan, Mary Lea and LaWanda. Her parents, Robert and Agnes Smith were sharecroppers.

As a toddler, Reece would ask to hold her baby sister LaWanda and when she'd had enough, she'd stand up, "dumping LaWanda unceremoniously on the ground."

According to her daughter Connie Fox, Reece "Kept the adults watching her closely. She basically did as she wished and everyone around her scrambled to make sure all was okay."

Her father was a Southern Baptist preacher and her mother a homemaker. Before she entered kindergarten, Reece was assigned

regular chores like keeping the kindling box full for the cast iron stove. Later on, she was assigned to plowing the fields. "She would guide the horse to the end of a row, wait for her older brother Evan to turn them around to start the next row," said Fox. And as she plowed, she would look to the skies, watching the birds as they effortlessly soared by. She knew that like the birds, she wanted to fly.

When she told her father as a young girl that she wanted to fly he would respond, "Flora Belle, that isn't something girls usually do, but if you can figure out a way to make it happen, more power to you."

In school, when Reece was told to write down what future career she would like to pursue, she would write "pilot." This resulted in being called into the office and told that girls could not be pilots and that she would need to choose something more practical. "Never once did her enjoyment of, or her desire, to fly waiver," said Fox. During her senior year in high school, Pearl Harbor, Hawaii was bombed by the Japanese.

After graduation, she responded to a notice that Lt. Col. Jacqueline Cochran had placed in the local papers looking for 21-year-old women to fly military aircraft for the Army. She sent for her birth certificate, knowing it would be a few years before she was old enough to join. However, someone in the county clerk's office mistakenly put her older sister's birth year on the document making her eligible right away.

After being interviewed and given a physical she was told she would need 35 hours of flight time logged in order to join the W.A.S.P.

Reece once mentioned in an interview that it was as if he'd asked her for the moon because the cost of flying was so high. Her older brother, an Army lieutenant, was the answer to her problems when he agreed to lend her the money for private flying lessons.

As a W.A.S.P., Reece was assigned to a bay with five other women at Avenger Field in Sweetwater, Texas. She was often teased about looking young by the other women who did not know she was only 19.

"After about six weeks, she couldn't stand that she'd entered W.A.S.P. illegally and went to the commanding officer," recalled Fox. Since the age requirement was set to be lowered and she was doing well in her training, the issue was dropped.

On the day that she soloed in the North American T-6, Reece forgot to pick up her instructor and bring him back to the hangar. She ran out to meet him, offering to carry his parachute, although he declined. Then one rainy day, that same instructor allowed her to climb through an opening to fly above the clouds because "Flora Belle never gets lost."

The wide open space was wonderful for practicing her aerobatic maneuvers. But, after rolling and spinning, her hole in the clouds was gone and she was lost. As she had been instructed, she found a farm with phone lines and prepared to land, worried that she would be sent home if any damage came to the airplane.

She was met by local farmers who helped her call the base and put on an impromptu potluck. The next day, she was picked up by her instructor and a mechanic in a cattle truck. The most embarrassing part of the whole experience was carrying her parachute in that morning because everyone could see she didn't make it back in time to turn it in the day before.

For weeks, Reece thought she would wash out of the program and when could not stand it any longer, she asked her instructor about it. As it turned out, he had known for weeks that everything was fine. When she asked why he waited so long to tell her, he said, "Remember my having to walk back to the hangar carrying my parachute? Now we're even."

Of the 25,000 women who applied, less than 1,900 were accepted and only 1,074 earned their wings. Reece graduated with hers in May of 1944 with Class 44-W-4 and served until the WASP was disbanded in December of that same year.

It wasn't until 1977 that the W.A.S.P. were granted full military status for their service. Prior to that, they had been considered civilian pilots. In 2010, they were presented with the Congressional Gold Medal for their distinguished achievements. Both Connie and Russell were in attendance at the ceremony in Washington D.C.

Reece spent the majority of her time as a W.A.S.P. flying the North American AT-6 "Texan," which she called a "beautiful airplane." Her assignments usually involved transporting non-flying officers, photographers for the newspaper and chaplains wherever they needed to go. She was later trained to fly the B-26, known as "the widow maker," which she used to tow targets for gunners' practice.

Her dream though, was to fly the P-38. She was never given the chance, but she was certainly ready for it. When ace pilot Major Richard Bong toured a base she was stationed at, she convinced the ground crew to let her sit in the cockpit so that she could memorize the instrument panel. She was finally afforded the opportunity to ride as a passenger aboard a P-38 in Burbank, Calif. at the age of 79.

After leaving the W.A.S.P., Reece returned to Oklahoma in 1945, where she married her high school sweetheart Ralph, an Army Air Force mechanic. The two moved to California and had their first child, Connie. The Reeces were married for 62 years before Ralph's passing and they gave birth to two more children, Cheryl and Russell.

"Mom taught us to help others. She stressed this particularly in regard to including unpopular school mates in

New Horizons

activities," recalled Russell. "At one time a school [administrator] commended Connie because Connie had included a minority student in some activity in the face of considerable peer pressure."

Years after moving to California, Reece went to school, got her credential and became a teacher. She taught math at several schools including Park View School in Lancaster, California. At that school, she started the first computer lab using Apple IIe computers and attempted to recruit the support of other teachers. Only one of those teachers would allow her students to turn in type-written homework assignments. The rest insisted that computers were "just a fad."

In their retirement years, the Reeces spent two years with the Peace Corps in Malaysia, India and Thailand.

Even after Ralph's death, Reece continued to find ways to serve others. In 2009, she went with a group from Faith Community Church to the Philippines.

For years she presented photographic slides from her W.A.S.P. days to military groups, schools and community organizations. She was an active member of the Antelope Valley 99s, the P-38 National Association, and participated in many W.A.S.P. functions.

Reece was one of four W.A.S.P. who lived in the Antelope Valley. The other three were Margaret (Castle) McAnally, Irma "Babe" Story and Marguerite "Ty" Hughes Killen. A memorial with pictures of all four women is in the Lancaster Cemetery Veterans Court of Honor.

Reece is survived by her daughter Connie, her son Russell, four grandchildren and five great-grandchildren.

"God is the center of everything I do," said Reece in a former interview. "That's who I am."

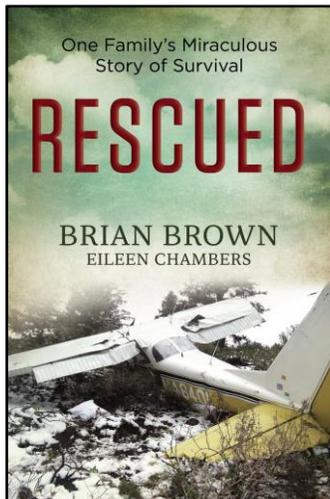
Reece was interred at Lancaster Cemetery February 7, 2015.

(From the Edwards Air Force Base website)

Please Join Us

Wednesday, March 18, 2015
7:00pm to 9:00 pm

Sacramento Executive Airport
Terminal Meeting Room



Come hear Brian Brown and his family relate their harrowing experience on the side of a snowy mountain after being seriously injured in their plane crash - their miraculous survival through the night, and their equally miraculous rescue in poor weather conditions. A fascinating story with photos of the rescue operation.

Hosted by the Sacramento Valley 99s
Refreshments will be served



Hello Ladies,

Have you ever wanted to fly your own plane in an air show? Do you have at least 100 hours in a warbird or other unique or interesting aircraft? If so, then AirShow San Diego would like to speak with you about performing in our show on June 20 & 21, 2015 at Gillespie Field!

For many years, Ninety-Nines have performed in the largest civilian air show in San Diego County and this year the AirShow committee wants to once again showcase the fabulous female pilots from nearby chapters.

To participate, you will need to be available for practices as needed prior to the show and attend mandatory pilot briefings. Performers will be invited to the private pilot party on Friday, June 19 and provided with VIP tent access and aircraft fuel during the show.

Please contact me at 858-229-7314 or kathleend777@gmail.com for more information or to apply as soon as possible. Please forward this to any other women who may be interested in participating in the show (must be a current Ninety-Nine to perform on the team).

Thank you for helping us organize a wonderful team of ladies who will highlight what the Ninety-Nines contribute to the aviation community!

Sincerely,

Kathleen Devlin
Director of Logistics, AirShow San Diego
Member, San Diego Ninety-Nines

Back to Basics 6

1. What are the processes by which moisture is added to unsaturated air?
 - a. Heating and condensation
 - b. Supersaturation and evaporation
 - c. Evaporation and sublimation

2. If a true heading of 135 degrees results in a ground track of 130 degrees and a true airspeed of 135 knots results in a groundspeed of 140 knots, the wind would be from
 - a. 19 degrees and 12 knots
 - b. 246 degrees and 13 knots
 - c. 200 degrees and 13 knots

3. Which statement relates to Bernoulli's principle?
 - a. For every action there is an equal and opposite reaction
 - b. An additional upward force is generated as the lower surface of the wing deflects air downward.
 - c. Air travelling faster over the curved upper surface of an airfoil causes lower pressure on the top surface

4. During the life cycle of a thunderstorm, which stage is characterized predominately by downdrafts?
 - a. Dissipating
 - b. Mature
 - c. Cumulus

5. When may an emergency locator transmitter (ELT) be tested?
 - a. During the first five minutes after the hour.
 - b. Anytime
 - c. At 15 and 45 minutes past the hour

6. How soon after the conviction for driving while intoxicated by alcohol or drugs shall it be reported to the FAA, Civil Aviation Security Division?
 - a. No later than 60 days after the motor vehicle action.
 - b. Required to be reported upon renewal of medical certificate.
 - c. No later than 30 working days after the motor vehicle action.

7. Who is responsible for determining whether a pilot is fit to fly for a particular flight, even though he or she holds a current medical certificate?
 - a. The FAA
 - b. The medical examiner.
 - c. The pilot.

Answers on previous page

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This link is also on our chapter website <http://www.sacramento99s.org>