

THE SOUTHWESTERLY

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

The last few months have been busy. We had a wonderful Section meeting in October hosted by the San Gabriel Chapter. It started with a night in an escape room, where you're locked in a room and have to follow clues to work your way out. You're given an hour to do this and must say you find out who your intense friends are when locked in a room together. It's lots of fun and our team escaped with 4:30 left in our hour. The other team with us also escaped within an hour. But what a great team building exercise. There was also indoor skydiving and a wonderful dinner and play of "Bonnie Clyde, the Musical" on Friday night. The meeting went smoothly with the only discussion voted on was the change to a new Registration program for Section Meetings. You will notice the change in the Fall 2019 when we start using ClubExpress as our new system.

We need to thank Maureen Kenney for the use of her program for free for so many years, but it's time to update our system. ClubExpress fill a lot of our needs.

I attended the Fall International Board meeting and flew in a day early to attend an all-day seminar on the International Bylaws overhaul. I know it sounds scary, but it's really about cleaning up the Bylaws and moving things around to where they belong. The International Bylaw Committee is planning on more Webinars to get the word out; they want to propose the Bylaws at the 2019 International Conference and Standing Rules in 2020.

The Winter Workshop will be February 2, 2019 in San Diego, staying at the Four Points by Sheraton. It's close to Montgomery Field and the hotel phone number is 858-277-8888.

Topic: "Secrets to a Successful Chapter", we will talk about the basics and also about activities that could help your Chapter. Please plan to be there. Look for the Flyer in this issue.

The 2020 International Conference, in Long Beach on the Queen Mary, is moving along and we will need everyone's help. We are lucky we have Travel Planners International

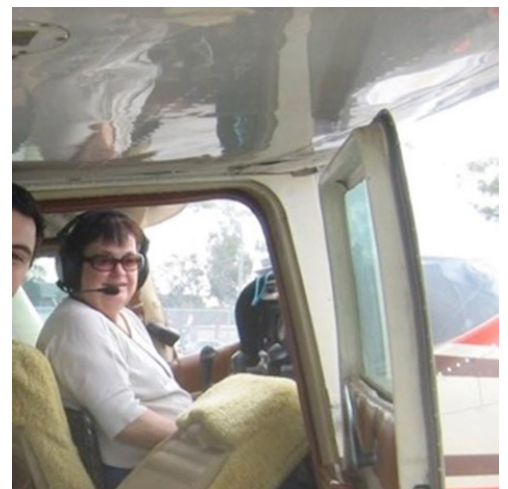
WINTER 2018



to help with the registration and tours, but we still need members to act as Ambassadors. We can use anyone who can speak a second language. We will have more details at the Winter Workshop.

As we end 2018, our Section has suffered the loss of many of our treasured members. These ladies were all pillars of our Chapters and Section, let's not forget them, but honor their service to the 99s.

2019 is the Ninetieth year of the Ninety-Nines. Let's Celebrate!



Section Officers

Governor:

Jeanne Fenimore – San Fernando Valley

Vice-Governor:

Pat Chan – Bay Cities

Secretary:

Dea Payette - Bakersfield

Treasurer:

Irene Engard – Orange County

Immediate Past Governor:

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Paula Sandling - San Fernando Valley
Diana Ward – Mt. Shasta

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Carol Munch – Santa Clara Valley

Nominating Committee:

Becky Davies – Sutter Buttes
Jennifer Perdigao – Long Beach
Rosemary Jensen – Antelope Valley
Karen Hausteen – Phoenix

THE SOUTHWESTERLY

Editor-in Chief

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Reno Area Chapter

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Design & Layout

open

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Southwest Section Committee Chairmen and Board Liaisons 2018-2020

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	Dea "Cooper" Payette, Bakersfield

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
Student Pilot Members	Lynn Meadows, Reno High Sierra
Sister Sections	Marye Anne Read, Reno Area

Communication:

Southwesterly Editor	Jeanne Pierce, Reno Area
Southwesterly Layout	OPEN
Public Relations	OPEN
SWS Website	Claudia Contreras, Monterey Bay

Awards:

Awards Chairman	Paula Sandling, San Fernando Valley
AE Scholarship	Lori Parker, Ventura County
	Ceci Stratford, San Fernando Valley
Other Scholarships	Dorothy Norkus, San Diego
WPOY	Linda Mae Hivert, Reno Area

Pilot Careers:

Andrea Garcia, Fullerton Chapter

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

History:

Historian	OPEN
Photographer	Lilian Darling Holt, San Fernando Valley
Oral History	Pat Chan, Bay Cities
	Dorothy Robinson, Bakersfield
Forest of Friendship	Alanna McClellan, Lake Tahoe
Scrapbook	Open

Administrative:

Tax	Barbara Crooker, Mt. Shasta
	Lianne Oakes, Orange County
By-Laws	Pat Prentiss, Orange County
Nominating	Carol Munch, Santa Clara Valley
Insurance	Open

Letter from the Editor

I hope everyone had a blessed and joyful holiday season! The dust is finally settling from the stampede of activities, events, travel, and holidays of the past few months. It's been pretty crazy. I'm looking forward to some quiet and time to fly again.

I'm doing the newsletter alone again, but have had a couple of people generously offer to help. The next issue will have a new design person. It hasn't been all bad. Learning Microsoft Publisher has been kind of fun, and I'll continue to work with it for other things when I turn this over.

I have to say that the New Horizons have been difficult in the last couple of issues, so I'm hoping for a lot less articles for that section in the future.

We had a very special celebration of life for Penny in October. It was heartwarming to see how many people made the effort to come for our tribute and to support Lee and the family. It was the last time most of us saw Thelma. She was such a trooper to get there for Penny. The determination that it took for her to be there was truly Thelma. There are a few photos from the event in this issue. There is a project at the museum happening in Penny's name for a children's learning center. You'll be seeing more of that in future issues.

So far I have not had any contributions to the sections of the newsletter that I wanted to make a part of each issue. I'm still hoping to include those in future issues. If you know anyone that you would like to put in the "What ever happened to...?" section, or have some helpful information for NAVAIDS, please send it to me at southwesterlynews@gmail.com.

Blessings to all,

Jeanne



Registration for the SPRING Southwest Section Meeting

Hosted by the
Sacramento Valley Chapter
is available now!

Click the web address below to visit the event website
for more information and to register.

<http://ninetynines.net/sws99sSAC19/index.asp>

CALENDAR

February 2, 2019

Winter Workshop
Sheridan Four Points, San Diego.

April 4-7, 2019

Spring Southwest Section Meeting
Sacramento Holiday Inn-Downtown

June 21-22, 2019

AOPA Fly In
Livermore KLVK Airport

July 16-21, 2019

99s International Conference
Dayton, Ohio.

October 4-6, 2019

Fall Southwest Section Meeting
San Luis Obispo

July 7-12, 2020

2020 International Conference
Long Beach, Ca, on the Queen Mary Hotel
Hosted by Southwest Section

What ever happened to...?

We often lose track of old friends. They move away or we move away, and we don't manage to keep in touch. Every once in a while we think of them and wish we knew how to contact them. Sometimes they reach an age or physical state that doesn't allow them to get to meetings anymore, but we shouldn't forget them.

Well, here is your venue. Write to the Southwesterly and ask the question. We'll see if we can find them again.

I have two that I'd like to share with you.

Lois Erickson (Past everything, as she likes to say)

She is still living in Redding, CA but in a senior living community. It's a lovely place run by the Catholic Charities organization that allows seniors to have a tiny little house of their own, while providing services for them

She goes to "program" every weekday from 8-2, but is alone on weekends and would love to hear from you!

She doesn't have email, and I'm not sure she knows how to check voicemail on her phone. Her address is:

555 Leila Ave, #10

Redding, CA 96002

(530) 949-9701

Ann Batty

Ann has moved from her home due to some respiratory issues. She doesn't spend a long time on the phone, but communication would be lovely.

Premier Residence

3201 Plumas St #357

Reno, NV 89509

775-825-4432

rnoarea@sbcglobal.net



WHY JOIN THE 99s? (from the RHS December Mountain Waves)

Has someone ever asked you why they should join the 99s? Well, here are ten great reasons!

ANNUAL CONFERENCES

- Perfect excuse to fly somewhere new to meet 99s from all over the world
- Attend educational seminars for both the pleasure and the professional pilot
- Participate in ideas and decisions which impact the organization

CAMARADERIE

- Support and collective energy from like-minded female pilots
- Strong friendships, lifelong bonds and networking
- Discover fabulous role models

COMMUNITY SERVICE OPPORTUNITIES

- Put your love of flying to a charitable use
- Variety of opportunities – compass rose painting, disaster relief
- Youth aviation and career education programs

EDUCATIONAL SEMINARS

- Webinars, live seminars and fascinating speakers
- Maintaining a culture of safety
- Casual exchange of knowledge with seasoned pilots

LET'S FLY PROGRAM

- Opportunity to share love of flight
- Showcases The Ninety Nines
- Relive memories of your first flight through the eyes of another

MENTORING

- Professional Pilot Leadership Initiative (PPLI)
- "Flying It Forward"
- Helping another achieve their aviation dreams and goals

MUSEUM FREE ADMISSION

- Museum of Women Pilots in Oklahoma City, OK
- Amelia Earhart Birthplace Museum in Atchison, KS
- Learn about the history of the women who paved the way for our aviation successes

NINETY-NINES MAGAZINE

- Brings together our international aviation community
- Inspirational articles on women's aviation achievements
- Great source of ideas for flying events, community service opportunities and educational events

SCHOLARSHIPS

- Very satisfying to give local scholarships
- Amelia Earhart Memorial Scholarship Fund (AEMSF) fully pays for your rating
- Local and section level scholarships for all phases of training and ratings

WORLD WIDE SISTERHOOD

- Belonging to something bigger than all of us
- A family of 5,400 sisters strong
- Pride in belonging to THE organization for all women pilots

Bay Cities Chapter

March is the chapter's 87th anniversary and they plan to celebrate during Women in Aviation Worldwide Week. There are some great ideas for a flying event that would be part of that week's registered events. They manned a booth at the Livermore Airport Open House again.

Fullerton Chapter

Balloon pilot member, Kathy Lester-Ross, will be coordinating a session at the Dayton International Conference this summer on balloon flying. The chapter is back to fly-ins. They went to the Huntington Beach Airshow, Lake Havasu for the 600 awards dinner, and planning a trip to Yuma and Palm Springs soon. They also volunteered at the Classic Aircraft day at the airport as Santa's helpers. Member Judi Kenney volunteered for Wings of Faith <https://flywithwings.org> a group who supports missionary work.

Orange County Chapter

The chapter has been working on pilot education with refresher courses, such as Pat Prentiss's IFR refresher, and a flying companion seminar. They are involved in community events helping them with exposure and fundraising for their scholarship program. There was another TRACON tour with the Fullerton Chapter. Member Caryl Collins helped transport 30+ kittens from Dallas to Seattle with a group of pilots from Pilots N Paws. Chapter members have been participating in the John Wayne Airport Tour program as tour guides since it's inception in 1989. They started this year with a tour of the Gulfstream facility in Long Beach. There was a very fun looking meeting at the KSNA fire station that Alan Engard wrote about where they got to use fire extinguishers!

Reno Area Chapter

Once again, the Chapter participated in the Nevada Day career event at Cottonwood Elementary in Fernley, and at Depaoli Middle School for another career presentation. They had 20 Girl Scouts in Spanish Springs for a Go By Air event. The December holiday meeting was held at John Mayes extraordinary hangar at Carson Airport. In June they will celebrate their 55th anniversary at their installation/awards meeting in June.

Reno High Sierra Chapter

The Reno High Sierra's are celebrating their 30th anniversary in April and planning a celebration. Member, Moe Makowski, was awarded WPOY at the Fall Section meeting! Tom and Lynn Meadows participated in the "Wreaths Across America" in Fernley placing wreaths on gravesites, two of which were for a former 99 member and her husband. The Chapter continues to raise funds on Mission Fish, so visit their website and contribute www.renohighsierra99s.org.

Sacramento Valley Chapter

Members manned their tables at the Capitol Air Show again. They are busy with the preparations for the Spring Section meeting in April this year. Young Eagles events were part of their calendar last fall, helping with organizing and some flights as well.

San Diego Chapter

San Diego 99s are busy preparing for the Winter Workshop. They had a very successful annual scholarship fundraiser, fortunately sponsored by High Performance Aircraft since their traditional venue was Fran Bera's hangar. They offer several scholarships each year. Lesli Bandy represented the Chapter in a student outreach for at-risk teens to inform them about the various opportunities for careers in aviation. There have been several fly-ins and more scheduled, and they volunteered again for the Ramona Air Fair. They are still raising money with their web sales: <https://squareup.com/market/SD99s/>

San Luis Obispo

The Chapter has been working on the Fall 2019 Section meeting. They work at the Camarillo Air Show every year and they have an opportunity to work VIP this year. There is a fly-out schedule that includes fly-outs every month. Members participated in the Toys for Tots at Oceana in December. They had a great Christmas aviation poem in their newsletter that is in this Southwesterly.

Web flying: fun websites to explore

Above and Beyond: A History of Aviation in Santa Barbara

<https://www.youtube.com/watch?v=2NwGyZSnci0>

Look for us in these places:

<https://www.facebook.com/99sinc>

<https://twitter.com/TheNinetyNines>

<https://www.instagram.com/>

<https://www.yelp.com/biz/the-ninety-nines-oklahoma-city>

<https://www.girlsinflight.org>

ADS-B rebate program is back

<https://www.faa.gov/nextgen/equipadsb/>

Current list of certified equipment:

<https://www.faa.gov/nextgen/equipadsb/installation/equipment/>

Installation information:

<https://www.faa.gov/nextgen/equipadsb/installation/>



Courtesy of www.iflyamerica.org

"Do you have any tools? I'll need to take the wings off."

Ratings and Accomplishments

Renee Sandell - Bay Cities Chapter - Commercial ASES

Yoshie Aoki – Bay Cities Chapter - Private Pilot

Wendy O'Malley - Bay Cities Chapter - new type rating BD700 (Global Vision)

Shea Green - Bay Cities Chapter - Private Pilot

Madelief Schelvis - Bay Cities Chapter - Private Pilot

Dani Rhoda - Reno High Sierra Chapter – Private Pilot

Steff Steffensen - Reno High Sierra Chapter - recurrent in fixed wing and helicopter CFI.

Anna Eppink - San Diego Chapter - CME MEI

Trish Magdaleno – Orange County Chapter - Private Pilot written

Kristina Hamm- Orange County Chapter - tailwheel endorsement

Tess Karich – Orange County Chapter - solo flight

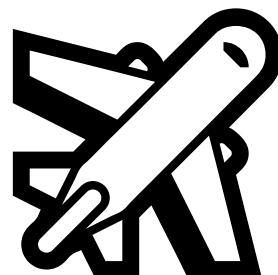
Hailey Truax – Reno High Sierra Chapter – flew first Young Eagles

Deb Begley - Bay Cities Chapter - Inducted into the International Forest of Friendship

Renee Sandell (Bay Cities Chapter) & Ted Carter took first place in the Havasu 600 this year!

Carol Bennett (Orange County Chapter) was named "Best Flight Instructor in the Western Region" by AOPA

Marikay Lindstrom (Orange County Chapter) got the People's Choice award elected to the Big Bear Airport District Board of Directors



Thelma Jean Cull

Sutter Buttes Chapter

Born February 23, 1933, in Williams, California, to Donald and Elza Nason of Williams. Thelma Jean Cull passed away peacefully in her home November 3, 2018, at the age of 85.

Thelma graduated from Williams High School in 1951. Shortly thereafter she attended Yuba College, where she met her future husband Neil Cull of Sutter (which she married in 1953). She also attended and graduated from Sacramento State College with her teaching credentials and later received her masters in special education.

She began her teaching career at Brittan Elementary School in Sutter, CA, while acquiring her formal credentials. She moved to the Sacramento area, where in the fall of 1957, she joined the San Juan Unified School district. From 1960-1978, she worked at Mission Avenue School teaching 2nd, 3rd and 4th grades, and then in the latter half of 1978-1982, at Palisades. She finished her teaching career at Dewey Elementary, where she taught 3rd grade from 1982, to her retirement in 1993. However, her love for teaching did not stop there. She continued as a substitute teacher until the spring of 1997.

Besides her love for teaching, Thelma's number one passion was flying. In 1965 she earned her private pilots license. Soon after she became a member of the International Organization of Women Pilots known as the Ninety-Nines, which was founded by Amelia Earhart in 1929. Aviation became a way for her to create new friendships and see new sights. Thelma was once quoted as saying, "Flying is a different world, and flying a small plane is seeing the country in a whole different perspective".

Thelma spent 53 years as a member of the Ninety-Nines. She began in the Sacramento Chapter, where she held all offices except one -Treasurer. In 1998, she transferred to the newly formed Sutter Buttes Chapter, where she continued her involvement and leadership. In addition, she served as Governor in the Southwest Section from 1980-1982. For the last 18 years she has served the Ninety-Nines as the International Credential Chairperson. Thelma had decades of air racing experiences and flew her last race in 2009, at the age of 76. Thelma was a navigator in the 2009 Ninety-Nines Air Race Classic, and placed 4th out of 34 airplanes.

She served on many Ninety-Nines Boards. Including; air marking compass roses on local airports, judging local airshows and sponsoring many new young aspiring pilots, while holding chair for the Membership Committee and lead the local Ninety-Nines Scholarship Committee.

Thelma is preceded in death by her parents; her husband, Neil Cull; nephew, Warren Gobel; and her grandparents. She is survived by her three sisters, Wanda Bowen of Williams, CA; Barbara Huston of Oak Harbor, WA; Diane Fouch of Townsend, MT; and her bother, Jim Nason (spouse: Pat) of Williams, CA. On the Cull side, she is survived by Neil's Bothers, Dean Cull of Walnut Grove, CA; and Dale Cull of Seal Point, OR; as well as, numerous nieces, nephews, great-nieces and great-nephews from both sides.

In lieu of flowers, donations are suggested to [American Cancer Society](#) or The 99s Endowment Fund C/O Treasurer: Virginia Harmer, 8627 Banyan Street, Alta Loma, CA 91701-2605, Memo check: "Thelma Cull".



Patricia (Pat) R. Donaldson

December 1931 – December 2018

Rest In Peace to adventurous, pioneering Patricia (Pat) R. Donaldson. Pat was happiest in the cockpit of her beautiful polished-aluminum Cessna 4-seat aircraft. Here she paused for newspaper photos just before setting off on the annual coast-to-coast Powder Puff Derby air race in 1960. During that era, Pat proudly served as governor of the Southwest Section of The Ninety-Nines (the International Organization of Women Pilots).



Besides Pat's Commercial Pilot rating, she also earned a sailplane instructor rating, tried to ride a Harley but rode it into a ditch (unscathed), rode horses well, and co-founded the Camelback Saddle Club – serving as its first president. Pat was graduated from Barnard College in New York City with a BA degree (on academic scholarship) and from Columbia Teachers' College with a Master's. She taught fourth grade in Arizona, and much later parachuted for the first time to celebrate her 80th birthday. Before climbing aboard the jump plane, Pat said, "I've never had a reason to jump out of a perfectly good airplane, but I'd better do so now before someone thinks I'm too old and tries to stop me." She grinned from ear to ear the entire fall back to earth, completely overjoyed.

After her first child Patric was born with Down Syndrome in 1964, Pat helped organize the nonprofit Upward Foundation in Phoenix, which survives today, and which her first husband founded to help children like theirs with special needs. She co-founded and served as first President of the Maricopa Audubon Society, volunteered as a past Treasurer of the Arizona Mushroom Society, was an impassioned member of the Daughters of the American Revolution and an active participant in numerous other national and Phoenix-based genealogical and political organizations, as well as book clubs and church groups. Pat attended St. Barnabas on the Desert Episcopal Church in Scottsdale for many years. Previously, before Pat's divorce from her first husband, she attended St. Theresa's Catholic Church in Phoenix.

Pat was born Patricia Marie Jennie Ring in Jersey City, and raised in Cliffside Park, New Jersey. Her future husband Ric Lambart began teaching her to fly during their college years, while they were dating. In 1951 Pat earned her pilot's license. After graduating from Barnard College and marrying Lambart, she took his name and moved to Omaha, Nebraska in 1953. In 1954 the two pilots moved to Tucson, Arizona for his U.S. Air Force pilot training, then on to Mesa, Arizona, then briefly to Palm Beach, Florida in 1955, before moving to San Antonio, Texas for a year in 1956 – each time following Air Force assignments. Pat longed to fly for the Air Force herself and would have eagerly joined had women been permitted to do so. In 1957 the couple settled in Phoenix,

(Pat Lambart Donaldson, cont.)

Arizona, where Pat stayed until her health declined two years ago.

After moving from Phoenix to California to be near her daughter, Pat began horseback riding again with her daughter's encouragement. She savored her weekly riding sessions at a therapeutic riding center. She also continued to enjoy bird watching, picnicking, and a daily exercise class. Pat led an active life right up until a fall in her apartment led to her hospitalization in late November 2018.

Pat is survived by her children Catherine and Eric, and her granddaughter Gwendolyn. Her firstborn child, Patric, predeceased her, as did her second husband of 19 years, Frank Donaldson.

Mary A. Glassman
1944-2018
San Fernando Valley Chapter



On October 18, 2018, Mary Glassman flew on to New Horizons, after a 24 year battle with Ovarian Cancer. She never let her illness define her. Mary will be a tremendous loss to our Chapter, the San Fernando Valley Ninety-Nines.

Mary received her Private Pilot's License in 1984 and joined the SVF 99s in 1988. She was a tireless, energetic and treasured member of our Chapter. Mary reached out to everyone in the Chapter and she was loved by all.

When Mary joined the chapter she jumped in with both feet, signing up for everything, getting involved in all the activities of the Chapter. Over the years she worked on numerous committees always giving her support and her ideas. Her house was a meeting place for committee meetings and workshops. Her doors were always open. She won the Trixie Ann Schubert Service Award twice!

Mary chaired many committees over the years: Scholarship Committee, Membership, PR, Cookies to the Tower, Scrapbook, Socials, SW Section meetings and the 50th Anniversary Birthday Party and many more. She also held various offices on the SFV 99s Board of Directors: Corresponding Secretary, Treasurer, Vice-Chairman and Chairman. You didn't have to worry about any project Mary was working on, she was tireless with a can do attitude.

Putting on the Van Nuys Airfair was co-chaired by the Van Nuys Airport and the SFV 99s. Mary Glassman and Golda Neuman were co-chairs representing the SFV 99s. This was the biggest fundraiser for the Chapter. Mary together with Golda worked tireless year after year to help

put this together.

Mary's two passions were her grandchildren and her love of flight. One of her most exciting experiences was a flight to Jackson Hole Wyoming in 1993 to attend a family reunion. She was able to convince an experienced fellow 99, Shirley Thom, to make the trip with her so she could get PIC experience. It was a real confidence builder for Mary and she talked about it for years.

Mary flew three Palms to Pines air races with me as my co-pilot. We dressed alike as all fellow racers did and we even took 6th place one time and brought home trophies. She also participated in one Air Race Classic with Mary Rawlings in 1994. Looking back at the pictures over the last few weeks I've laughed at the goofy photos and thought about all the fun we all had and how lucky we were to have had Mary as our friend.

Mary once told me that joining the 99s was one of the best things she ever did. She felt the 99s gave her so many opportunities to grow, become a leader, and share her love for flying. I know she loved her fellow SFV 99s. She was our comrade, always there to support and share our love of flying, our love of life. It won't be the same without her.

Blue Skies and Tail Winds, Mary. I will miss you, we are all missing you!

Paula Sandling
SFV 99
Loving Friend

Jan Wood
1921-2018
San Fernando Valley Chapter



On September 12, 2018, Jan Marie Wood, WASP, went on to New Horizons. Jan was our hero, an accomplished pilot, a teacher and a wonderful role model.

While Jan was attending UCLA in 1943 she heard about the WASPs and decided she had to join up. She sold her accordion for \$350, enough money for 35 hours of flying lessons (minimum needed to join WASPs), drove to Olancho, CA and got those hours.

Jan arrived in Sweetwater Texas March 1944 and was part of WASP Class 44-W-8. After graduation she was assigned to Stockton, CA, flying twin engines as a test pilot for WC78's, AT6's and BT11's.

When the WASPs were disbanded at the end of WWII, Jan went back to teaching physical education in the LA school district.

In 1953 Jan purchased a Taylor Craft and flew around the USA and Mexico. In 1954 she took a flying trip to Point Barrow Alaska in an Ercoupe. In 1955 she had a dream to fly

(Jan Wood, cont.)

around the world and in February of 1956 she started on her world trip in a Cessna 170B called Yellow Cloud. She completed the trip in March of 1957. Her flying stories were filled with adventure.

Jan flew in two Powder Puff Derby's in the 1960's, taking 14th and 15th place. She continued to fly up to the age of 85. In July of 2007 flew Yellow Cloud to Vancouver, Washington to donate her plane to the Pearson Air Museum. "When it was time to say good bye to her beloved airplane, Jan kissed the spinner and said, "I love you""

Jan Wood has been a long time member of the SFV 99s, joining the Chapter shortly after it was chartered. She has been a big supporter of the 99s and an inspiration to the Chapter. Her service to our country in WWII, her CAP service and her love of flight have made her a role model for many.

Jan was strong to the end, always proud of her WASP years and proud to be a member of the SFV 99s.

Blue Skies and Tail Winds, Jan. We love you and you'll be missed.

Paula Sandling
SFV 99s



Barbara Shultz reported that the museum board drafted a Resolution to establish the Penny Nagy Youth Educational Center. A plaque was made and monies received. She has ordered the agreed upon items to update the simulator and has gone to OKC to train a new museum manager & put in place other items for the center.

Pictures from Penny Nagy's Celebration of Life



Penny's sister Kathy, grandnephew, husband Lee, niece, and grandniece at Penny's celebration of life.



And there was wine from Penny's "stash".



There were between 70 and 80 people attending.

Pictures graciously offered by Lilian Holt

Millicent Young, military pilot in World War II, dies at 96 in Colorado Springs

By: **Rachel Riley** (from The Gazette.com)

Jan 15, 2019



Millicent Young had dreamed of flying since she was 6, after a pilot who had landed a plane on her family's Nebraska farm told her: "Don't touch that plane, little girl."

She didn't listen.

"That was the wrong thing to say to her. She went right up and started touching everything," said her son Bill, who recalled the story after his mother's death Saturday at age 96. "That day, she decided she was going to learn to fly."

Young was among the first women to fly for the U.S. military during World War II. She and her fellow Women Airforce Service Pilots, or WASPs, performed stateside chores while their male counterparts were training for combat and fighting overseas.

Of about 1,000 women chosen for the job, fewer than 30 are believed to still be alive today, Bill Young said.

"They literally changed the world for women," he said. "They opened so many doors for women."

In 2010, Millicent Young and about 300 other living WASPs were presented the highest civilian honor given by Congress, the Congressional Gold Medal. The same award has gone to icons including George Washington, Nelson Mandela and Mother Teresa.

Young, born near Lodgepole, Neb., took her first flight when she was 14, thanks to a crop duster who was offering rides for \$5. She envied the neighbor boy who got to sit beside the pilot, assuming he was granted the opportunity because of his gender, she would later tell her children.

She learned to fly in Ogallala, Neb., paying for lessons with money she earned growing wheat on land leased from neighbors. When she asked for a ride to a bus stop to get to the Nebraska city, she initially told her mother that she needed to buy clothes for school.

■ A portrait of Millicent Young taken in 1944, when she was serving as a Women Airforce Service Pilot, or WASP. The WASPs, which performed stateside chores during World War II while male pilots were training for combat and fighting overseas, are known as the first female military pilots in the United States. Photo by Army Air Corps.

courtesy of army air corps

After being selected out of about 25,000 WASP applicants, she received her wings from Gen. Henry "Hap" Arnold, who led the Allied air campaign that toppled Hitler.

She spent a year as a female aviator in Texas before the program ended in 1944, mainly flying an AT-6 Texan, towing a target so male pilots could train in air-to-air combat, her family members said.

"She liked to say our side shot at her," said her daughter Martha Young.

She often recounted to her children an exchange with a man refueling her aircraft in Carlsbad, N.M., who said he should be flying the plane.

"I'm the man," he told her, according to her children's retelling.

To which Millicent Young replied, "If you were, I would have noticed."

After she left the service, she continued to fight to get WASPs full military status. It finally happened in 1977. She pledged to gather 1,000 signatures for that legislation, visiting bars across Colorado and Nebraska to collect them from men who often offered to buy her a drink after they had given their autograph, Martha Young said.

Young attended the University of Nebraska in Lincoln after the war, studying home economics on a scholarship from the Union-Pacific Railroad. There, she met Bill Young Sr., who was a service pilot for the Army Air Corps.

(Millicent Young cont.)

The couple had five children and, after spending some time in California and other parts of the West, moved to Colorado Springs in 1952. Her husband died in 1959.

Millicent Young with her children (Bill, Steven, Martha, Amanda, and Kent) with Senator Mark Udall. Photo by Bill Young of Figurative Photo

Millicent Young worked various jobs, parking cars at the Antlers Hotel, selling encyclopedias, even penning a food column for The Gazette, then called the Gazette Telegraph. She spent more than two years working for the El Paso County Department of Human Services, being named "Working Woman of the Year" by the state in 1985.

"She accepted everybody, and she felt that community was important," Martha Young said.

She died of complications related to chronic obstructive pulmonary disease, or COPD, son Bill Young said.

She is survived by daughters Martha and Millicent; sons Bill, Kent and Steven; four grandchildren and a great grandchild.

Her funeral will be at 2 p.m. Tuesday in Evergreen Cemetery. The family also plans a celebration of life, but the date has not been set.



Millicent Young with her children (Bill, Steven, Martha, Amanda, and Kent) with Senator Mark Udall. Photo by Bill Young of Figurative Photo



"Flying is a big stress reliever. So, I'm hoping to convince my health insurance provider to pay for the fuel."

AIR MUSEUM ANNOUNCES 2018 HALL OF FAME INDUCTEES

Santa Monica –

The Museum of Flying located at the historic Santa Monica Airport has announced the 2018 inductees into the California Aviation Hall of Fame. They are Angela Masson, Mike Melvill, Dick Rutan, and Barry Schiff. The Induction Ceremony and Dinner was held on Thursday, November 15, 2018 at the Museum of Flying.

Angela Masson – Angela began flying at 15 at Clover Field in Santa Monica and at 21 was the youngest person to fly coast to coast in a high performance aircraft. The First female Chief Pilot for American Airlines, Masson holds multiple patents including the first true electronic flight bag (EKB). Angela's accomplishments include a presentation to congress that helped open the doors for women to become military pilots. At age 21, while flying in the Powder Puff Derby, she set a record as the youngest person to fly coast to coast in a high performance aircraft. She's an inspiration.

Angela's Bio: https://en.wikipedia.org/wiki/Angela_Masson

Mike Melvill – The world's first commercial astronaut who flew SpaceShipOne into space on June 21, 2004 is the sole or joint holder of nine FAI aviation world records in various categories. Mike was the Chief Test Pilot for Scaled Composites for more than 30 years and retired as their Vice President and General Manager.

Dick Rutan – Is the world's first and only pilot to date to fly an aircraft around the world nonstop with co-pilot Jeana Yeager in 1986 flying the Voyager aircraft. Dick is a highly decorated Air Force combat pilot including a Silver Star, Purple Heart, Five Distinguished Flying Crosses, and 16 Air Medals.

Barry Schiff – Captain Schiff has logged more than 28,000 hours of flight time and has flown 356 different types of aircraft including the B-52, U-2, P-51, and the V-22 Osprey. Barry holds every category and class rating issued by the FAA except airship and was a commercial aircraft pilot for TWA for 34 years.

Previous inductees include Buzz Aldrin, Steve Hinton, Bob Hoover, Clay Lacy, Frank Robinson and Burt Rutan. The California Aviation Hall of Fame is a subsidiary of the Museum of Flying and is housed at the Museum.

The event serves as a fundraiser for the Museum of Flying which is a 501(c)(3) nonprofit organization. <http://www.museumofflying.org>

Connie Schurr
Museum of Flying



Angela Masson

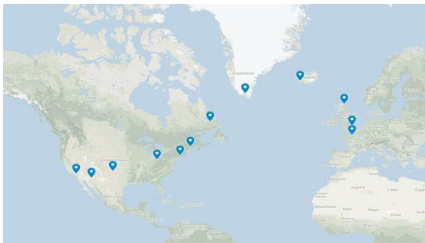
(from the Fullerton Chapter Skywriter newsletter)

PacMin Joins as Sponsor for D-Day Doll 75th Anniversary Flight to Normandy

Fred Ouweleen, PacMin CEO, has signed on to be a crewmember during the 75th anniversary flight of the D-Day Doll to Normandy, France. The historic event will span over 6,500 miles one-way and culminate with special events in Normandy from May 26 to June 10.

The C-53, known as D-Day Doll, is managed by the Inland Empire Wing of the Commemorative Air Force (CAF), a 501 (c)(3) non-profit organization dedicated to preserving these magnificent and historic aircraft. Since 2016, PacMin has been a proud supporter of the CAF.

In all, forty iconic aircraft, including three from Southern California and fifteen from across the U.S., will travel to Normandy in tribute to those who served in our armed forces and changed history on D-Day, June 1944. D-Day Doll's journey will begin in Riverside, California on May 6, 2019 and make several stops before reaching Normandy. Visit www.pacmin.com for a route map and for more information on D-Day Doll's journey.



The return trip passes through the same North Atlantic stops and will land at Oshkosh, Wisconsin for EAA Air Venture 2019 before returning home through Amarillo, Texas.

On behalf of the CAF, PacMin is looking for sponsors to help get the D-Day Doll ready. Custom sponsorships are available including a chance to join as a passenger aboard the D-Day Doll.

For route maps of D-Day Doll's flight or for ways to get involved,

contact Denise Jennings or visit

<https://www.inlandempirecaf.com/ddaydoll>

From Fullerton Skywriter November 2018

Flying With Kids by Mommy Pilots of The 99s

Does flying with a kid sound intimidating to you? No need to sweat! We have parent and grandparent time-tested tips and advice to prepare you for your flight with any age child, newborn to teen. We've created our very own mnemonic which will highlight all the important stuff you need to remember when packing up the kids for a cross country flight. Plus, we'll cover basic information to help keep you and your crew calm should you encounter an in-flight abnormality or emergency. And we'll throw in a few lessons learned because, well, flying with kids is never standard and there is no checklist for that.

Future pilot? Maybe.

Aurora Goffinet



Future pilot? Definitely!

Hunter Goffinet



A Request for contributions to the silent auction for the International meeting in Dayton, Ohio

Hello, Reno Chapter,

As you may have noted in the December Ninety-Nines Straight and Level issue, the Michigan Chapter is requesting items from every section and chapter worldwide for the silent auction to be held in Dayton, Ohio on July 16-21, 2019, as part of the 90th anniversary celebration of the Ninety-Nines founding.

I am contacting you, chapter leaders, with the specifics of that request. No section or chapter is obligated to donate, but it certainly would be sensational to have items from everywhere there is a Ninety-Nines presence. The items may be new, historical, or representative of your region.

Proceeds from the silent auction will go to the Museum of Women Pilots. We women pilots are about 6% of those whose fly. Let us support our legacy and our future by donating an item or items.

Please acknowledge receipt of this request and if you plan to send an item kindly email me some details.

Thank you,

Sandy Denton MI 99 Chair

Guidelines:

1. Items donated will have a minimum value of \$50.00 USD.
2. Corporations will not be approached for this donation.
3. Used items will be accepted but they must be in good condition and will be marked "used."
4. Items must be clearly labeled as 99 SILENT AUCTION and arrive at address listed by MAY 30, 2019.
5. Ship items to KATHY HUGHES, 54 THRUSTON BLVD E, DAYTON, OHIO 45409-2253 USA. Kathy's email is k@havmc.com
6. Shipping costs must be paid by the sender.
7. You may bring auction item with you to the Dayton Conference. Shipping ahead is preferred to give the committee time to prepare a bid sheet.
8. Contact me, sandy99mi@gmail.com, if you must ship the item directly to the Marriott Hotel in Dayton.
9. Items will be delivered to the winning bidders at the banquet on Sunday, July 21, 2019.

We definitely need more content for our newsletter.

Remember that it's YOUR newsletter so your input is needed.

Please send:

Aviation news

Helpful hints (aviation or personal)

People we need to keep in touch with

Book reviews

News from your Chapters

New Horizons articles

Things you need help with

Or anything you feel people would be interested in

Otherwise...you'll see more pictures of my grandkids...



How I feel about our 99s meetings.





**Saturday, January 26 2019
11am -2pm
Bermuda Dunes Airport (UDD)
79880 Avenue 42
Bermuda Dunes, Ca. 92203**

**Join the EAA for a fly in, food and
swap meet!**

Fuel discounts to all pilots.

**All donations will help to promote
youth aviation in our area.**

**If you would like a booth at the swap meet
you must register with Sid Burks.
sjburks@earthlink.com**



SWS WINTER WORKSHOP

Secrets of Successful Chapters

Saturday, Feb 2, 2019 - 8:30am to 3pm

Sheraton Four Points Montgomery Field KMYF, San Diego

Registration of \$40 includes materials & box lunch

Hotel rate \$119

Contact 99@SD99s.org



Plans are well on their way for the 2020 99s International Conference in Long Beach, California. The dates are July 7-12, 2020, on the Queen Mary.

We have the Queen Mary Hotel booked and lots of meeting rooms set aside for our group. The GA airport we plan to use will be Torrance (TOA) and the Long Beach Chapter is ready to welcome you. For those flying commercial you will have a choice of flying into Long Beach, LGB, (Jet Blue, Southwest, Delta) or Fly into LAX. From LAX you can now hop on the Long Beach FlyAway Bus for \$9.00 each way.

We are in the final stages of a contract with a Travel Planner and will have more details on this later. We have some exciting events, Tours, and Seminars planned and will share details when they are finalized.

We understand there is lots of interest from around the world which leads to what can you do to help?

Do you have ideas for Speakers or Tours?

Do you know someone who would be an interesting speaker?

Would you like to be an ambassador? A mentor for First Timers?

Do you speak a second Language?

We need all of these. If you can help please contact me at jeannefenimore@earthlink.net

Lastly, We are offering an opportunity for a paid registration to the 2020 Conference. We will be selling tickets for this at the next few Section Meetings and Winter Workshops. Tickets are \$5.00 ea. or 6 or \$20.00. The winner will be announced at the International Conference in Dayton, Ohio in 2019.

Please share your ideas with us.

Jeanne Fenimore jeannefenimore@earthlink.net



Applications Now Open!

AOPA Flight Training Scholarships Available

AOPA members have access to a wide array of benefits, including flight training scholarship awards. Thanks to generous donations to the **AOPA Foundation**, these awards can help members reach their aviation goals. Review the available scholarship options below. Apply today or forward this email to someone who would benefit from financial assistance with flight training for a primary certificate or advanced training.

The deadline to submit all scholarship application materials, including recommendation letters and transcripts, is April 2, 2019, 11:59 p.m. EDT.

AOPA High School Flight Training Scholarships

Thanks to the generosity of the Ray Foundation, 80 exceptional high school students, ages 15 to 18, each will receive a \$10,000 flight training scholarship to pursue a private, sport, or recreational pilot certificate. This scholarship program is a component of the AOPA You Can Fly program, a collection of initiatives working to building a larger, more vibrant pilot community.

AOPA Teacher Flight Training Scholarships – New in 2019!

As part of the AOPA You Can Fly program and thanks to the generosity of the Ray Foundation, up to 20 teachers will be awarded flight training scholarships of \$10,000 each to pursue a private, sport or recreational pilot certificate.

AOPA Primary Flight Training Scholarships

Current AOPA members who are at least 16 years of age on April 2, 2019 are eligible to apply for a flight training scholarship of \$2,500 to \$7,500, to be applied to training for a private pilot, sport pilot, or recreational pilot certificate.

AOPA Advanced Flight Training Scholarships

Current paid AOPA members with aviation career aspirations are encouraged to apply for an advanced flight training scholarship, ranging from \$3,000 to \$10,000, to pursue one of the following ratings or certificates:

- Instrument (**includes the Dare to Fly with AOPA scholarship award up to \$5,000**)
- MEI (Multi-Engine – Instructor)
- CFII (Certificated Flight Instructor – Instrument)
- CFI (Certificated Flight Instructor)
- Commercial

Christmas Poem Aviation Style

'Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tiedowns with care,
In hopes that come morning, they all would be there.

The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortably, resting my butt.

When the radio lit up with noise and with chatter,
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.

He barked his transmission so lively and quick,
I'd have sworn that the call sign he used was "St. Nick";
I ran to the panel to turn up the lights,
The better to welcome this magical flight.

He called his position, no room for denial,
"St. Nicholas One, turnin' left onto final."
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer !

With vectors to final, down the glideslope he came,
As he passed all fixes, he called them by name:
"Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid!" What pills was he takin'?

While controllers were sittin', and scratchin' their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
"When Santa pulls in, have him please call the tower."

He landed like silk, with the sled runners sparking,
Then I heard "Left at Charlie," and "Taxi to parking."
He slowed to a taxi, turned off of three-oh
And stopped on the ramp with a "Ho, ho-ho- ho..."

He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost
And his beard was all blackened from Reindeer exhaust.

His breath smelled like peppermint, gone slightly stale,
And he puffed on a pipe, but he didn't inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster's belly.

He was chubby and plump, in his suit of bright red,
And he asked me to "fill it, with hundred low lead.
He came dashing in from the snow-covered pump,

I knew he was anxious for drainin' the sump.

I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom, and sighed in relief,
Then he picked up a phone for a Flight Service brief.

And I thought as he silently scribbled in his log,
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, "Clear!"

And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
"Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot's discretion."

He sped down the runway, the best of the best,
"Your traffic's a Grumman, inbound from the west."
Then I heard him proclaim, as he climbed through the night,
"Merry Christmas to all! I have traffic in sight."

Author Unknown, but brilliant

I hope you had a wonderful Christmas!

~Enjoy the Journey!

(gleefully stolen from the San Luis Obispo Slipstream)

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SOUTHWESTERLY NEWSLETTER DEADLINES

Feb 20 submissions due
May 20 submissions due
Aug 20 submissions due
Nov 20 submissions due

Send your submissions to:
southwesterlynews@gmail.com



This newsletter is a publication of the Southwest Section of the Ninety-Nines.
Forward submissions and photos to be included in the upcoming newsletter to

Editor-in Chief
Jeanne Pierce
Reno Area Chapter