

THE SOUTHWESTERLY

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

Governor Report Spring 2019

It has been an interesting year. Full of the highest of highs, and the lowest of lows.

On the good side, the Section has grown, a lot. A year ago we were just shy of 1500 members; as of April 1st, we have 1550 members. I'm not sure what the percentage is, but I don't care. We have a bunch of new members.

The meeting in Sacramento was a success. A big thank you to Kalista Oehmigen and the entire Sacramento Chapter, plus the other Chapters who stepped up to help. The members really enjoyed the scrapbooks in Hospitality; many thanks to Willa Young who updated them. We have other books so we will bring a few books to each Section meeting.

Then we come to the 2020 Conference. It's coming along! Five Chapters had a tour of the Gulfstream facility in Long Beach a few weeks ago and we will try to have a tour there as well. Catalina, the Getty Museum, Studio Tours and of course the Aquarium of the Pacific and Whale Watching are all in the works. We will be having a Career Day on Thursday of the event.

I attended the Fall International Board Meeting and the Spring meeting where there was much talk about the Bylaw Modernization plan. The proposal will be sent to Chapter Chairman and

Governors soon, so please read them when you receive them.

Don't forget the Fall Section Meeting in

San Luis Obispo. The hotel is The Embassy Suites; the new ClubExpress will be used for registration and it will be easy to use. Check out the trip to Hearst Castle.

The Southwest Section will host the 99s booth at AOPA in Livermore June 21-22; stop by and say hello.



Have a great Summer Flying Season!

SPRING 2019



Calendar

- **July 23-28, 2019**
International Conference
Dayton, Ohio
- **October 3-6, 2019**
Fall SW Section Meeting
San Luis Obispo, CA
- **January 25, 2020**
Winter Workshop
Antelope Valley
- **April 30-May 3, 2020**
Spring SW Section Meeting
San Jose, CA
- **July 7-12, 2020**
International Conference
Long Beach, CA
- **Fall 2020 (no dates yet)**
Fall SW Section Meeting,
Tucson, AZ



Happy Memorial Day!

Section Officers

Governor:

Jeanne Fenimore – San Fernando Valley

Vice-Governor:

Pat Chan – Bay Cities

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Dea Payette - Bakersfield

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Irene Engard – Orange County

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Diana Ward – Mt. Shasta

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Nominating Committee:

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

THE SOUTHWESTERLY

Editor-in Chief

Jeanne Pierce

Reno Area Chapter

southwesterlynews@gmail.com

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

Editor's Message

Here is our Spring newsletter, but it's almost Summer! Since our Section meeting my family's world has exploded with activity. It's all good; just chaotic. My daughter and her family were looking for property in my valley and fell in love with one last year that was taken off the market. Last month I got a call from the owner (someone I know) saying that she would sell her home to my daughter. I've been helping them with the documents for the purchase, and they had to prepare their current home for sale. We've been busy there. Their home went into escrow two days after they listed it.

A dear friend has purchased a bar/restaurant in the area and needed my help navigating the state licensing websites and documents. I will also take on his accounting as a second job. The licensing applications for the restaurant, bar and gaming are quite a challenge.

Things are heating up at work again because the weather has changed to the growing season. We are buried at work most of the time. And my boss is part of a foundation whose annual fundraising dinner/auction is coming up fast. I produce their program for the event each year.

I've become more involved in my church, and the Easter season was particularly busy for choir in April. Now we have our Strawberry Festival and 124th birthday celebration coming up. I have to make up a poster for that.

My ex-husband, Will (father of my children), and I are putting our lives back together after about 26 years. We have been close friends and co-parents for all of this time, but he is now moving to Nevada from Idaho and we're buying a home together. There is a lot to do here. If all works out the way we are planning we will be living back at my home airport (Farias Wheel NV33) again.

Our son, Peter, has been trying to find a business to invest in for the past few years and focused on Bali. He did find a business recently and moved to Bali last week. He came to visit for a while before moving. It was good to spend that time with him, and Will was here to be with us all.

Here we are in May, and my head is going to explode!

Blessings happen in bunches sometimes.

Flying has been scarce for me lately, but I'll get back to it soon!

I hope you are all flying more than I have been.

Blessings to all,

Jeanne

Obviously,, I'm struggling with the newsletter. I've been doing this since Bill Fenimore was sick and now I need some relief. Is there someone who will take this over. Our Section deserves more attention.



Ratings and Accomplishments

Catherine Hicks – Bay Cities Chapter – Private Pilot rating

Shea Green – Bay Cities Chapter – passed written exam for Instrument and Instrument Instructor rating

Christine Oksas – Bay Cities Chapter – passed written exam for Instrument rating

Tess Karich – Orange County Chapter – passed written exam for Private Pilot rating

Gloria Whalen - Reno Area Chapter - passed written exam for

Looking Back at Membership and Going Forward

At the Southwest Section Winter Workshop held in San Diego on February 2, 2019, I presented a segment on *What Makes a Chapter Active*, and even better, *How Do We Engage Members?* There were 50 members in attendance with a variety of ages. Six questions were presented to six groups, each group having eight members and each group inclusive of a student pilot or a new member. Many asked if the results could be shared. Putting them in the Southwesterly seemed quite appropriate for sharing, not only for those who were at the Winter Workshop but for those who were not able to attend.

There are a lot of moving parts to Membership and this exercise gets us thinking about ways to achieve our goals – *increasing membership and retaining our members*. Listed below are the questions that were presented and what each group/team contributed to the specific question. Afterwards, each group shared with the assembly their thoughts and input.

It was very successful!

Should you have any questions or input on Membership please do not hesitate to contact me.

Pat Prentiss

patprentiss@aol.com

WHY DO MEMBERS JOIN?

- Support Group – Women Who “Get-It”
- Scholarships and Resources
- Encouragement and Mentorship
- Camaraderie Amongst Women
- “What’s In It For Me” Mindset
- Fun!! And Social Aviation Events
- Networking
- Sense of Belonging and Legacy
- Adventure
- Stem Opportunities

WHAT KEEPS THEM COMING BACK?

- Camaraderie (Friendships, Support)
- Engagement (Flying Activities, Chapter Activities)
- Scholarships
- Social Events
- Interesting Speakers at Meetings
- Tech Talk

WHAT DO YOU THINK IS WORTHWHILE TO STAY IN THE ORGANIZATION?

- Fun
- Camaraderie
- Friendship
- Outreach
- Opportunity to Give Back
- Networking
- Knowledge – History
- Peer Group Support
- Professional Pilot Leadership p Initiative (PPLI)
- Getting Involved
- Community
- Shared Experience
- Relevance – Jobs
- Pilot Focused
- Guidance
- Aviation Education/Info
- Flying Buddies
- Fly-Ins
- User Groups
- What’s App
- Members Pick How They Want to Communicate
- Empowerment – Confidence Building

WHAT CAN WE DO TO ENGAGE NEW MEMBERS TO MAKE CONTRIBUTIONS (Not Financial)?

- Activities – Airshows
- One-Liner Updates in Newsletter and Bio
- Fly-Ins
- Fun and Interesting Meeting Locations
- Meeting Specified for Only Student Pilots
- Scholarships
- Give Them Jobs and Chapter Opportunities to Participate
- Keep Them Involved



CHAPTERS ON THE MOVE



Bay Cities Chapter

In February the Chapter held a “Lunch with a Pilot” event to introduce Girl Scouts to aviation and received a “Community Partner Award from the Girl Scouts. They had a fly-in to Half Moon Bay and Paso Robles, went to the Salina Airshow, and volunteered at Tinkerfest: Chabot Space and Science Center. A Poker Run and a fly-in to Pine Mountain Lake are scheduled in May. Their winter newsletter reviewed the many things they accomplished in the past year. They are celebrating member, Kristine Zeigler’s recent book launch, “Cover This Country Like Snow”. This year is their 87th birthday.

Fullerton Chapter

The Chapter has had several fly-ins and more scheduled. They hosted a new member breakfast in February. Their April meeting was held at Cypress College where they had a tour by the Aviation Department.

Orange County Chapter

Their meeting in March included a tour of the Gulfstream facility in Long Beach and April was a presentation on “go beyond the preflight” safety and maintenance from American Aircraft Maintenance. Some members attended the 30th annual WIA conference. Member, Caryl Collins, gave a presentation on Pilots N Paws. They also had an iPad Foreflight seminar and will be presenting Understanding Airspace and IFR refresher in the future. They had three scholarships to offer this year.

Reno Area Chapter

This Chapter is celebrating their 55th anniversary on June 14th at Baldini’s in Sparks. Everyone is invited, just contact Kathy Walton. They awarded two scholarships this year. Several members attended the Spring Section meeting, including newer member Gloria Whalen. They were invited to North Valleys High School again for their Career Day, and will participate in the 6th grade education day at Minden Airport again this year.

Reno High Sierra Chapter

After some quiet time over the bad weather months they are back to fly-outs with Santa Clara, and their 30th birthday celebration is coming up in June. They participated in the Career Day at Damonte Ranch High School.

Sacramento Valley Chapter

The Spring Section meeting was their main focus and it turned out great! After that, they were free to support the Young Eagles event at Rancho Murietta.

San Luis Obispo Chapter

ACI Jet has given scholarship money to them this year. They are planning more educational content in their meetings and new fly-out with other chapters. Antelope Valley Chapter invited them to participate in their Poker Run in April. Of course, they will work at the annual Ocean Airport event. Most importantly, they have big plans for the Fall Section meeting they are hosting. Be sure to plan to fly into that event if you can!

NEW HORIZONS

Lois Letzring Santa Clara Valley Chapter

by Marjorie Johnson

Santa Clara Valley 99s has lost life member, Lois Letzring, who passed on March 2, 2019. Lois was a member of SCV99s continuously since 1972, the year she got her private pilot certificate flying out of San Jose. She held commercial, instructor, MEI, CFII, ATP (multi) certificates/ratings and had more than 4500 hours in 1994. In our chapter, she served as treasurer, *Windsock* editor, and various chairmanships. Lois was awarded the 1983 Pilot of the Year award and participated in races, including the Powder Puff Derby. She had to fly that race solo because her co-pilot-to-be, Carolyn Phillips, was killed in a plane crash earlier in 1975. Lois also flew the PAR (1973, 1979, 1980, 1981, 1982), the Palms to Pines (1980), and the Hayward to Las Vegas Race (1989). Lois had been editor of the *Southwesterly*, the Southwest Section newsletter. As a note on the lighter side, Lois joined the 99s after reading Mardo Crane's book, *Ladies: Rev Up Your Engines*, although at first she thought the 99s were fictitious! In 2019, Lois was still a member of our chapter. Many of us will miss her.

Ellen Coussens

Phil Coussens 49 ½



Antelope Valley Chapter

Ellen (Elle) and Phil Coussens have gone on to new horizons—Phil on December 24, 2018, and Elle just 4 days later on December 28. They passed away peacefully, with their family present, in their home of over 30 years located at the Rosamond Skypark aviation community in California.

Phil had his pilot license when they built their home at the Skypark and Elle took flying lessons soon after they moved in. Phil had his own plane and later (at age 80) got a helicopter rating and a helicopter. Elle flew a 1977 Grumman Tiger and joined the 99s in May 1989. She immediately became an active member of the Antelope Valley chapter participating in annual Poker Runs, Flying Companion Seminars, holiday cookie preparation for airport personnel, air-marking events, monthly fly-out meetings, and three SWS meetings hosted by the chapter. Elle served as Chapter Chair 1991-1993, Secretary 1993-1995, Vice Chair 2003-2005, and Treasurer 2010-2012.

She and Phil hosted the Chapter's annual Christmas party in their home every year from 1989 until 2016. Elle also served on a committee at the Southwest Section level and participated in numerous air races including Palms to Pines. Elle was an encouragement and mentor to many student pilots including her granddaughter who is now a pilot and an Air Traffic Controller—and a 99!

As an accomplished Registered Nurse, Elle joined Phil in his family

medical practice in the 1970's until they retired in 2014. In addition to Phil's family practice, he became an AME and provided many local aviators with their FAA medical exams assisted by Elle. Together they enjoyed travel—both flying cross-country and also in their motor home. They traveled to Wisconsin several summers to attend the annual Oshkosh "Air Venture" event.

Elle and Phil Coussens are survived by 6 children, 13 grandchildren, 7 great grandchildren, and far too many friends to list. They will be sorely missed. May they rest in peace!!

Mildred Jane Doyle

WASP

GRAND RAPIDS, Mich. (WOOD) - A [Grand Rapids native](#) who was among the first women to fly a U.S. military plane has died. eightWest first introduced you to Mildred Jane Doyle three years ago. We learned she passed away



Friday, February 1 at the age of 97. More than 70 years after her service, Doyle remembers well her time as a pilot during World War II. "They called us fly girls," Doyle explained.

She was among more than 1,000 women who first flew military planes in the 1940s as part of the Women Airforce Service Pilots, also known as the WASP. Perhaps Doyle was destined for it. Born in Grand Rapids, she was adventurous as a young girl. She remembers when her mother took her to see legendary aviator Charles Lindbergh. At just 6 years old, that's when her interest in flying took off.

"I loved to do things the boys did, rather than play with dolls like the girls," Doyle said at the senior living center where she now resides in Grand Rapids. In junior college, Doyle took part in a civilian pilot training program and received her private license. In 1943, more men were needed to serve the U.S. Military in combat overseas during World War II. In an unprecedented move, women were suddenly called on to fly stateside. Doyle went to Avenger Field in Sweetwater, Texas, where she trained for seven months. She would be among the first women to fly a military plane.

"They were sending us to all different bases," Doyle explained. "(WASPs) were flying planes for live ammunition. Practice for gunnery."

A primary task for the WASP was also to test-fly military planes before they were sent overseas. The women did not take part in combat missions, but it was still a dangerous job, as 38 were killed while serving. And the WASP pilots' contributions were hardly known. "Even people in the Air Force didn't know about us unless we were stationed at a base. They kept it quiet," Doyle said.

Decades later, in 1977, the WASP was finally given some well-deserved recognition. Legislation was passed that gave the WASP pilots veteran status. And in 2009, members of the WASP were awarded the Congressional Gold Medal. Today, only 69 WASP pilots are still alive. Doyle is the only living WASP in Michigan. Many current female pilots now credit the WASP for blazing a trail for women in aviation.

"They call us pioneers now," Doyle said. "I said, 'I never thought I'd be a pioneer, but I guess I am.'"

Doyle's family is asking memorial contributions in her honor be made to the [National WASP WWII Museum](#) in Sweetwater, Texas.

Another WASP goes to New Horizons



Doris Tanner

December 06, 1919 - February 09, 2019

WASP

Mrs. Doris Brinker Tanner, 99, of Union City, passed away Saturday, Feb. 9, 2019, at The Arbors of Union City.

She was born Dec. 6, 1919, in Dallas, Texas, daughter of the late Rayfield Brinker and Emelene and Charlie Russell. She was a graduate of Haywood County High School in Brownsville, and earned a Bachelor of Science degree in education from the University of Tennessee at Knoxville in 1941.

While enrolled at UTK, she received her private pilot license under the Civilian Pilot Training Program. Mrs. Tanner served her country as a Women's Airforce Service Pilot during World War II. She married William Walker Tanner on March 19, 1942. He passed away Feb. 29, 2016.

She earned a Master's Degree in education at Murray State University. She also completed advanced graduate work at Vanderbilt University, receiving an honorary doctorate. Mrs. Tanner taught at Haywood County Elementary School, Obion County Central High School and was an associate professor emeritus of history at the University of Tennessee at Martin. She served on the Tennessee Board of Education in 1972.

Elected as president of the Women Airforce Service Pilots (WASP) organization in 1986, she also served on its Committee for Militarization, presenting documentation to secure veteran status to both Senate and House Committees on Military Affairs in 1977. In 2010, she attended an award ceremony in Washington, D.C. to receive a Congressional Gold Medal for her service during World War II, along with more than 200 other WASP veterans.

A member of the Presbyterian Church in America, she served as a short-term missionary to Taiwan, where she was received and honored by General Chen Hsing-ling for her flying service training Nationalist Chinese cadets at Douglas Air Force Base, Ariz.

Mrs. Tanner authored several books including "Zoot Suits and Parachutes," "An Infantryman Writes Home," an award-winning biography, "Cornelia Fort" and a published article in American History Illustrated: "We Also Served." She also wrote and published two children's books: "Squirrelic" and "The Flying WASP."

She was listed in Outstanding Educators, Who's Who of American Women, and featured in Tennessee Women, Past and Present. Most recently, in 2016 she was the recipient of a Sterling Award: The Twenty Most Influential Women of West Tennessee.

Mrs. Tanner was a member of The Review Club, and an avid tennis player. She was well known as a loyal Lady Vols fan, as the late coach Pat Head Summitt was a former student of Mrs. Tanner's while she was enrolled at The University of Tennessee at Martin in the early 1970s. She enjoyed her game-day gatherings to watch them compete and cheer on her favorite team and coach.

She is survived by her daughter and son-in-law, Debbie and Lynn Bowlin of Union City; a daughter-in-law, Sally Jolly Tanner of Union City; three grandchildren and the spouse of one, Andrew and Josie Bowlin, Natalie Tanner Armstrong and Courtney Tanner, all of Union City; and five great-grandchildren, Toni and Tolar Armstrong, Lexi Tanner, Millie Bowlin and Laura Bradford, all of Union City. She is also survived by two sisters and the spouse of one, Sallie Russell of Costa Mesa, Cali., and Emelene and Bill Ward of Castle Rock, Colo.; a niece and her spouse, Rachel and Tim O'Toole of Alexandria, Va.; and special friends, Mr. and Mrs. Johnny Cubit of Orlando, Fla.

She was preceded in death by her son, Thomas Walker Tanner; and her sister, Glenrose Gowan.

Doris was a tireless advocate of the WASP for many decades after World War II, fighting for recognition and writing award-winning books to share the incredible and inspiring stories of the "*dynamic, gutsy gals of World War II.*"

Challenges a Woman Pilot Faces

Submitted by

Jenny Beatty is a captain for a major US airline. She is a Life Member of the 99s. After a decade of flying freight and passengers in general aviation, her airline career has included four airlines and positions as instructor, check pilot, and flight operations manager. She is rated to fly the DC-9, B737, B747, B777, B787, seaplanes, and gliders.

A young male pilot posed this question to the Aviation Career Mentorship Facebook group: "As a woman pilot, what disadvantages or obstacles have you encountered in aviation environment that male pilots don't face? Please give examples."

Here is my response:

Ronald, I thank you for your question, and hope my detailed reply below helps you to understand the types of incidents that many (but not all) women pilots experience during their careers that are disadvantageous to them and hinder their career progress. These incidents happened to women professional pilots in the 30-year timeframe of the 1980s right up to this week of 2019 — to me and to many women pilot friends in The 99s, ISA, and WAI.

++++

Parents say: "You want to fly? Of course you can be a flight attendant!"

School guidance counselors say: "You want to fly? Of course you can be a flight attendant!"

FBO introductory flight: Instructor does stalls and spins to try to scare you off and/or make you throw up.

Airport job to pay for flying lessons: Pilots of the majority gender work the flight line as fuelers, learning about airplanes, while pilots of your minority gender get stuck answering phones at the reception desk, or cleaning out classrooms and bathrooms.

FAA Designated Medical Examiner of majority gender: "Remove your undergarments so I can fondle - I mean examine - your intimate body parts as part of your FAA physical exam."

Air Force Academy says: Yes, you are the top-ranked pilot in your class, but pilots of your gender cannot fly in combat, so no fighter jet slot for you. But you can teach pilots of the majority gender to fly so they can go on to fly fighter jets, and then maybe become test pilots or even astronauts.

Air Force Academy classmates and/or squadron buddies and/or commanding officer of majority gender: How dare you think someone of your gender can join our elite pilot cadre! We will react to this affront by closing ranks, berating your gender incessantly, and sexually assaulting you.

Squadron buddies of majority gender: "Let's take bets on who is going to be the first one of us to nail the isolated new pilot of the other gender."

Flight school instructors of majority gender: "Let's take bets on who is going to be the first one of us to nail the isolated new pilot of the other gender."

Pilots of the majority gender boast and spread rumors that they had sex with you, when they did not. Pilots of the majority gender gossip and speculate at length about your body and supposed sexual activities.

Corporate chief pilot of majority gender: "Sure, you're qualified to fly this company jet, but the executives' spouses won't let us hire a pilot of your gender."

Jet charter chief pilot of majority gender: "Sure, you're qualified to fly our jets, but the other pilots' spouses won't let us hire a pilot of your gender."

135 chief pilot of majority gender: "We already have one pilot of your minority gender, so we're not hiring another."

135 chief pilot of majority gender: "We previously had one pilot of your minority gender, and they didn't work out, so we're not hiring another."

Chief pilot interview: "Are you married? What does your spouse think about you about applying for this job?"

Chief pilot interview: "Do you have any small humans at home? Do you plan on growing any new humans inside your body?"

Chief pilot for family business with a couple of jets: "You're hired!" [One year later] "We value you as a part of our family!" [Two years later] "You say you're starting a family, growing a new human in your body? You're fired."

At an airline's company holiday party, flight department managers put you in the spotlight to trumpet having hired a minority-gender pilot for the first time. As you walk back to your seat through the crowd, majority-gender pilots whisper: "You were only hired for your gender" and "We're gonna wash you out of training" and "We're gonna hound you til you quit." Their spouses whisper: "If you even dream of going near my spouse, I will claw your eyes out."

Company owner of majority gender: "I prefer a pilot of your minority gender!"

Company owner of majority gender, now your boss: "I hired you to fly my airplane AND to have sex with me."

Chief pilot of majority gender: "Pilots of your gender are only going to grow a new human in their body and quit, so we're not going to bother hiring and training you."

Chief pilot of majority gender: "Pilots of your gender are only going to get hired by X Airline, so we're not going to bother hiring and training you." You and many of your minority gender pilot friends are never hired by X Airline.

Airline with pilots only of the majority gender: "We can't hire you as a pilot because we don't have any pilots of your gender."

General aviation company: You're hired. [You're the one and only pilot of your gender for the entire two years you work there.]

Regional airline new-hire pilot class: You are the only person of your gender in the room for the entire six weeks of training.

Regional airline new-hire pilot class in which you are the only person of your gender: You are in the top 10 percent of the class in terms of flight time and experience, and other new-hire pilots say: "You only got this job because of your minority gender."

Regional airline new-hire pilot training class where you are the only person of your gender in the room: Aircraft systems audiovisual training program 'accidentally' includes pornographic photos of people of your gender "to keep it interesting".

Ground school instructor at a regional airline new-hire pilot training class where you are the only person of your gender in the room:

"I'll bet I can make you cry."

Regional airline new-hire pilot class in which you are the only person of your gender: You ace every test, but are told, "Prepare for your oral by bringing knee-pads."

Regional airline new-hire pilot training, oral exam: Male pilots = 45 minutes; yours = 2 hours.

Major airline letter inviting you to come for an interview: Salutation is "Dear Mr...", which is not the proper title for someone of your gender.

Major airline first phase of pilot hiring, group interview: A hundred pilots are there, but you are the only one of your gender. Also, there is only one non-white. You are not invited to the next phase of the interview process.

Ground school instructor at a major airline pilot training class where you are the only person of your gender in the room: "I hope you don't mind that I stare at your sexualized body parts."

Ground school instructor at a major airline pilot training class where you are the only person of your gender in the room: Instructor teaches the other pilots but will not look you in the eye, will not acknowledge you, will not speak to you, and will not answer your questions.

Ground instructor and new-hire pilot students exchange phone numbers to check in with questions and meetings times: Instructor texts you repeatedly requesting dinner dates and sexual favors.

Simulator instructor debriefs your training partner of the majority gender "Good job!" and debriefs you with "What's wrong with you? You couldn't get anything right. You're falling behind. You've got to step up your game." You are astounded because you have been a simulator instructor yourself and know your training progress is normal. Your training partner is astounded because you performed better than them, but does not want speak up in your defense for fear of jeopardizing their job.

Major airline health insurance: Covers annual exams of reproductive system and medication to restore function of reproductive organs for pilots of majority gender, but not for pilots of minority gender.

Major airline pilot uniforms especially designed for your minority gender: Business suit traditionally worn by people of the majority gender but not people of your gender. Ridiculously large hat. Tie that no one of your gender normally wears, or knows how to tie, and when tied correctly, is so long it hangs down to your crotch. Pants have no pockets. Blouses are flimsy and see-through. Epaulet holders are too short for epaulets. Pilot shirt front pockets are large and poorly positioned so that they start at rib level and tuck into waistband of pants. Leather jacket looks as if you took it from your daddy's closet. You and all the pilots of your minority gender spend hundreds of dollars out of pocket on tailoring and custom-made uniform pieces in order to look professional.

Airline policy: "Pilots of your gender must wear their hair short or pulled back in a braid or ponytail." You and other pilots of your gender: "We want to wear our hair in other styles." Airline isolating the presumed ringleader: "We are initiating termination of your employment." You: "I protest; this is discriminatory." Airline: "You seem upset, so now we are sending you for psychological testing and notifying the FAA."

Airline policy: "Any pilot who discovers a new human growing in their body must report it." You report growing a new human. Airline response: "Even though the FAA and your personal doctor think you're fit to fly, we are grounding you without pay until you no longer have new human in your body." You: "Now I have a new human at home and request a short leave of absence under the FMLA". Airline: "You did not work sufficient hours in the last 12 months [because we grounded you], so you are not eligible for leave under the FMLA. You are on unpaid personal leave and by the way, you have been losing and will continue to lose seniority."

Airline pilot union: "Don't you come to us asking for Pilot Mutual Aid! Pilots of your minority gender who grow new humans have made a 'lifestyle choice'. Not like pilots of the majority gender who deserve financial aid for breaking multiple bones while skiing or motorcycling, and besides they are their family's primary breadwinners." You: "I am my family's primary breadwinner." Union: "That's just not natural." (continued on next page)

Pilot union salutation in meetings, messages, and correspondence: “Gentlemen”, which is not the proper form of address for someone of your gender.

Pilot union letter inviting you to a formal banquet: “Pilots, wives, and guests.” Pilots of your gender have spouses who are typically not wives.

Cockpit escape rope panel door that must be opened on every preflight: Taped-in pornographic photo of the very intimate body part of someone of your gender.

Cockpit binder with weight and balance charts you must check on every flight: Pornographic photos of people of your gender.

On-board flight manual: Pornographic photos of people of your gender with your name inked in.

Pilot of majority gender pulls out a magazine to read in flight: Pornography.

Pilot of majority gender pulls out iPad to show you photos of a recent vacation and ‘accidentally’ shows you a pornographic video starring that pilot.

Pilot of majority gender tells a sexist joke that disparages your gender.

Pilot tells a sexist joke that disparages your gender with you as the butt of the joke.

Pilot says: “Geez, this is why I hate flying with people of your gender.”

Pilot of majority gender: “I can get Viagra at the pharmacy on our Mexico layover, wanna try it out?”

Pilot of majority gender says, “My spouse won’t have sex with me so I want to have sex with you.”

Pilot of majority gender: “You’re married? Me too, but mine says it’s okay so let’s do it!”

Pilot of majority gender: “No spouse? Not dating? What are you, homosexual?”

Pilot of majority gender: “No spouse? Not dating? If you need a f*ck buddy, I’m available!”

Pilot of majority gender: “No spouse? Not dating? What you need are breast implants and a tummy tuck.”

You act cool and display zero interest in having sex with other pilots, but other pilots Will Not Stop Asking You For Sex.

A group of pilots standing and chatting in a jetbridge for a crew change, where you are the only one of your gender, and one of the other pilots says, “You have the best sexualized body parts on this fleet.” A chief pilot who is present just laughs along with the others.

You call your union, and the Professional Standards pilot volunteer says, “I know [name of pilot] and they wouldn’t do/say that!”

Pilot of majority gender says, “Let’s have some beers” and after a couple of beers he suddenly reaches over and gropes your intimate body parts.

Pilot of majority gender says, “I want to show you that picture I was telling you about, my phone is in my hotel room”, then slams the door shut, slams you on the bed, and attempts to sexually assault you.

You decide to report it. You are not believed. Your pilot union sends lawyers to defend the guy who did it. Apparently the pilot suffers no consequences. Your union reps smear your name and reputation.

Pilot of majority gender: “Why are you so upset? I attribute any emotion you might display to a gender-specific normal fluctuation of the endocrine system.”

Pilots of majority gender: “Why are you so upset? I attribute it to your not having enough sexual activity, to your not having a sense of humor, to your having a chip on your shoulder, to your being bitter about events that happened long ago but no longer happen...” You: “This gender-based issue occurred just last week.” Other pilot: “There you go, playing the gender card.”

The January 2019 new-hire pilot classes at two major airlines consisted of pilots of all one gender. Not the minority gender. Throughout the previous year, new-hire classes had 1 or 2 pilots of the minority gender.

For the nearly four decades you’ve been in aviation — and as recently as this week — pilots of the majority gender have been saying that pilots of your minority gender Have It Easy, Are Getting Hired on the Basis Of Gender Alone, With Less Qualifications, and Are Taking Our Jobs, and That Is Not Fair, It Is Reverse Discrimination... said by pilots of the gender that still holds about 95 percent of pilot jobs. [FAA Civil Airmen Statistics for 2018: Of active ATPs, 95.6 percent are men. ISA statistics: At the ten largest U.S. airlines, just under 95 percent of pilots are men.]

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While there have been some improvements, the reluctant compliance seemed to come only after EEOC or lawyers were called. And discrimination still occurs — it’s more covert now — as well as harassment and even sexual assault. Daily micro-aggressions continue to accumulate. Substitute ‘person of color’ or ‘LBGTQ’ for the word ‘gender’ in any of the above, and it is the same or worse. Occurring at the early stages of a pilot career, the consequences are significant; lost opportunities, slower advancement, and loss of seniority and rank add up to millions in lost earnings over a lifetime career.

If the person even stays in aviation.

At a time when the worldwide aviation industry is projected to need 790,000 new pilots [Boeing Pilot Outlook for 2018-2037], we cannot afford to deter, delay, or drum out any person who has the desire and ability to learn to fly. Our industry cannot afford to lose a single potential pilot.

So, what is our industry going to do about this, this last unspoken deterrence and obstacle to women and people of color entering pilot careers? So far the answer had been “that’s not still happening” or “it’s a tough career for everyone” or “we don’t want to talk about that.”

Yes, this is all still happening, and yes, it has an impact, and now more than ever it is necessary — imperative, even — that we begin to discuss and address the obstacles that women and other minorities face in their pilot careers. We need to discuss this all together, openly, as adults, in plain language. It’s time.

I thank you again, Ronald, for asking the question that got this conversation started.

~ Captain Jenny Beatty

International Women Pilots meet in the Middle East

The Ninety-Nines, Inc., International Organization of Women Pilots gather in Jordan, April 28-May 2, 2019 hosted by the Arabian Section. Women pilots representing 23 countries enjoy the beauty and wonders of the country of Jordan and the Arabian Desert.

On our pre-conference day several of us were invited for lunch with Alia Twal our local organizer and her family. We were treated to a full table of fresh vegetables; peppers, tomatoes, cucumbers and such. The main dish was a type of couscous and a lamb shank which we ate with our bare hands by scooping up the grain with a piece of the meat inside.

The first official day began with a short bus ride to the Dead Sea which is 1300 ft below sea level. We checked in to a glamorous resort hotel, and proceeded to the Dead Sea shore where we swam, or tried to, because it was so saline and could only float. We smeared ourselves with the dark Dead Sea mud, which is so good for the skin. That night at the Opening Ceremonies we opened the gift boxes of “complimentary treasures.” An auction of local clothing, 99s jewelry, aerobatic rides, and a couple of special cell phones, completed the evening with all the proceeds going to a local charity.

The morning drive to Petra gave us a great view of the relatively mountainous interior. We enjoyed a lovely lunch and continued on the hiking tour of Petra which has been chosen as one of the 7 Wonders of the World. The fascinating 3 hour hike along the Siq, or narrow gorge, lined with ancient carvings, features the famous Treasury which was carved out of the face of the rose-red clay cliff and is over 3 stories high. Fascinating carvings and tombs depict 3 types of architecture; Roman, Greek and Egyptian. The ancient city was lost for 300 years and discovered again in 1812.

The evening drive ended at the “Wadi Rum” desert camp, where Lawrence of Arabia was filmed. We slept in clay huts, and in the morning hiked to the top of the adjacent cliffs with a spectacular view of the camp and the Arabian Desert. Later, the real treat for us pilots was a ride in a gyrocopter with a more extensive desert panorama. The abandoned Chinese Antonov aircraft in the Camp was of special interest.

On our way to the next site we stopped for a “great Arab revolution train ride.” With guards dressed in middle 1800s garb, the ancient train puffed along with a passenger clientele of 2019 era women pilots. All of a sudden out of the desert came a band of Arabs toward the train riding horses, camels, with bombs, sky rockets and guns going off. Dressed in the traditional Arab robes, they boarded the train and took a couple of our members hostage in their ancient ground vehicle. Everyone was herded off the train and marched to the Arab castle where we were served tea and cookies and serenaded with bag pipes and drums.

After such a day we were glad to get to our hotel rooms in Aquaba on the Red Sea that evening. The next morning was off to the beach resort where some went diving, some snorkeling and some swimming in the Red Sea. That afternoon, a sail boat ride offered a great view of the other resorts in the area.

After a quick clean up and change into formal evening wear at our hotel, we were off to the Closing Ceremonies at the hangar of the Royal Jordanian Falcons, National Aerobatic team. We entertained our sponsors, met the team, presented the awards and took lots of photos in our evening regalia. It was quite the evening for us 99s and we enjoyed little bites while viewing the Extra 300 aircraft that the team flies.

The following day it was another beautiful resort and boat ride around the bay of Aquaba where we were treated to an exclusive Royal Jordanian Falcons Aerobatic program just for us.

As a life member of the 99s this was one of the most memorable experiences ever. I don't come as much for the sights, as for the experiences and the people, 99s. Although the events and venues were fabulous, the real enjoyment comes from the camaraderie and friendships that evolve from these types of gatherings. This helps to make the world smaller and easier to respect each other and understand that we all have basically the same wants and needs for a comfortable life.

These women pilots from Jordan, Sudan, Spain, Germany, Tunisia, Canada, Belgium, to name only a few, are my friends. Many are captains, co-pilots, aeronautical engineers, mechanics, and some fly helicopters, or general aviation aircraft. But we all have one thing in common, “the love of flight.”

Linda Mae Hivert

See photos on the following page.



Great Arab Revolution Train Ride participants



Gyrocopter ride over the Arabian Desert

**Message from Rosemary Jensen, Nominating
Committee Member**

Where did this past year go?? The SW Section Officers were sworn in last April (11 months ago) and, in just one year (March 2020), we will be presenting a slate of candidates for the next election. I've read about scientific reasons why "time" seems to go faster as we age and there are several--I believe our electronic age has also contributed. However, I find I'm still asking myself, "Where did the year go?"



Next year is an important year for our Southwest Section—we are hosting the 2020 International Convention in Long Beach. Officers sworn in next May 2020 in Santa Clara Valley will be important ambassadors for that international event. When Nominating Committee members approach you about running for an office, please seriously consider it. It's a two-year term--an opportunity for you to "give back" to the organization.



**SW Section Meeting in San Luis Obispo: Let's Fly Together!
Oct 3-6, 2019**

A message from the San Luis Obispo Chapter Chair – Susan Steeb
The San Luis Obispo (SLO) chapter Southwest section meeting is all about flying together. We want to celebrate the Ninety Nines 90th anniversary. We want to invite you to fly in, fill your right seat with a student, a first timer or a historic member, be open to learn in our seminars and share your stories and experiences with other 99s.

Got to sws99s.clubexpress.com – Click on SLO Event - Register NOW!

\$155 if postmarked by 8/31/19 – then price goes to \$165. Save money for fuel to fly to the event. Register NOW!

Thursday Activity:

- Vandenberg Flyout \$25.00 - Noon - 5:00pm TOUR FULL (waitlist started)
- SLO's World Famous Farmers Market

Friday Tours:

- Hearst Castle \$80.00 - 9:00am - 4:00pm - Lunch at the Castle ONLY A FEW TICKETS LEFT
- Estrella Warbirds Museum \$55.00 - 1:00pm - 4:00pm - Stop for lunch at Tin City

Saturday 49 1/2 Activity:

- SLO Railroad Museum – 10:00am – Noon - \$5 paid with Registration

Saturday 99s Seminars: at airport - ACI Jet Center

- Emergency Maneuvers - Keep the Sunny Side Up Judy Phelps WINGS CREDIT - 1:00pm - 2:30pm
- Intro to Formation Flying - Keep Your Friends Close - Stan Stewart WINGS CREDIT - 3:00pm - 4:30pm

Saturday Banquet:

- Women Pilot and Professional Pilot of the Year awards
- Keynote speaker NASA pilot Liz Ruth talks about flying the world's largest airborne observatory, SOFIA.

We are in the process of developing a series of challenges and awards:

Most 1st Timers, Most Aircraft, Etc...

Bottom line, you are NOT going to want to miss this event.

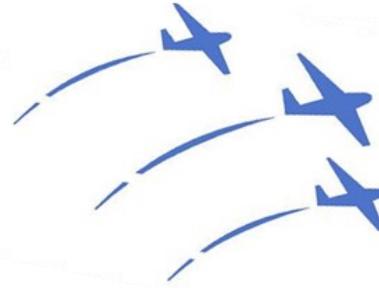
Register NOW!

SLO 99s



LET'S FLY TOGETHER

Oct 3-6th 2019



SW Section - Fall Meeting

SWS99s.clubexpress.com

Fly your plane, bring a student pilot, bring your spirit of adventure!

SLO has beautiful flying, easy access airport, a great aviation community

ACI Jet is ready to park up to 60 aircraft

Tie down fee \$12 is waived

Bring chocks

Thursday – Network with 99s

Vandenberg Fly-in

World Famous Farmers Market

Friday - Tours

Hearst Castle

Estrella Warbirds Museum & Tin City

Saturday - Seminars

(WINGS credit)

Emergency Maneuvers

Formation Flying Intro

Banquet Speaker

Nasa Pilot - Liz Ruth & SOFIA



Reno Area 99s

55th Anniversary Celebration

Friday, June 14, 2019 - 6:00pm

Baldini's Casino – Sierra Room (upstairs)

Please join us to celebrate 55 years of our chapter and our contributions to our communities and aviation in general. We will be recognizing our scholarship winners as well.

Buffet menu selections will include

Green Salad with dressings; Italian Tomato

Burgundy Sirloin Tip; Sliced Roasted Turkey Breast;

Chicken Enchiladas

Baked Potatoes with Toppings; Steamed Rice; Fresh Seasonal Vegetables; Dinner Rolls; Coffee & Tea

Special Anniversary Cake

A bar will be available in the room.

Please RSVP to Linda Law (e-mail: lindalaw@pyramid.net) on or before June 3rd with the total number **and** names in your party.

To confirm your reservation, your check for

\$25 per person must be received by 6/3/19

(Make payable to Reno Area 99s, and send to

2509 Bohr Rd., Carson City, NV 89706.)

We welcome non-99 guests to this event to help celebrate, just include their names and pay for all dinners with your RSVP

Please note the deadline has changed to **August 31, 2019**

Southwest Section Members



Call for Nominations for 2019 WOMAN PILOT OF THE YEAR

The 2019 WOMAN PILOT OF THE YEAR and PROFESSIONAL WOMAN PILOT OF THE YEAR will be revealed at the Fall Southwest Section Meeting at the San Luis Obispo Section Meeting Banquet on Saturday night, October 5, 2019.

It always amazes me that the 99s are such a skilled and talented organization of women. And I might add to that, each one has such an interesting and fascinating repertoire of accomplishments. Not only is it an honor to be a member of the 99s, but to be selected by her peers as WPOY is an even greater distinction.

I urge all you, wonderfully talented women pilots to take a look around you and at yourself for potential candidates to be nominated for Woman Pilot of the Year or for Professional Woman Pilot of the Year for 2019. The instructions and **deadline August 31, 2019** for the Fall Section meeting are on the Southwest Section web site. You may send it USPS or electronically.

This should take you right to the page. <http://www.sws99s.org/wpoy/>

Send to:

Linda Mae Hivert

1519 Mill Creek Way

Gardnerville, NV 89410

info@nifti.com

775-225-4951

Looking forward to seeing your application for the next Woman Pilot of the Year.



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

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