

AIR NEWS

Chicago Area Chapter Ninety-Nines®, Inc., International Organization of Women Pilots.

DECEMBER 2019

www.chicagoarea99s.org



Holiday Party hosted by the Chicago Area Chapter 99s Sunday, December 15 2019

12:00 noon *Appetizers and a Monk Beer on the house*
(other drinks—available)
12:00 pm *Lunch from select menu*

Lucky Monk - the Abbey Room
105 Hollywood Blvd. South Barrington, IL 60010

*We will be collecting gift cards for Frankfort Township Food Pantry.
(Jewel, Meijer's or Mariano's) or your personal check.*



Tear off and return with your check by December 1st:

Name _____ Phone _____

of meals ____ @ \$ 30.00 each = Total \$ _____ Email _____

Make check payable to Chicago Area 99s & mail to:

COLLEEN MURPHY, TREASURER

OR PAY ON OUR WEBSITE WITH PAYPAL



WHO'S WHO

CHAIR

Eva Kozlowski

VICE CHAIR

Mona Knock

SECRETARY

Cynthia Madsen

TREASURER

Colleen Murphy

Deadline for submission the
20th of the month :

Madeleine Monaco, Editor

Air News is published monthly by the Chicago Area Chapter of the Ninety-Nines, Inc. and is available to non-members for \$20 per year. Members must pay chapter dues to receive Air News. Suggested donation for a business card size ad is \$5/month or \$50/year. Members may place 6 free personal ads per year.

Opinions expressed in this newsletter are those of the authors and shall not be construed to express the policies or opinions of the Ninety-Nines, Inc.



EVA KOZLOWSKI

CHAPTER CHAIRMAN

Hello Fellow 99s and Friends –

Many, many thanks to Ellen O'Hara for doing such a wonderful job hosting the 99s Birthday Party, held Sunday, November 17th at the DuPage Flight Center. Ellen looked lovely in her period flapper outfit! For a newer member, like myself, it was great, and so very interesting, to see memorabilia from past decades, and hear the stories behind them. There were books, past issues of Air News, Powder Puff Derby programs, photos and so much more. Thank you also, to all of the members that brought pieces of our history to share. A special thank you to Janina Necker for her presentation on English aviator, Amy Johnson. Very interesting! Lastly, thank you to all that brought the delicious appetizers and desserts!!

Here are some photos from the event!



New members, long time members, and one we haven't seen in YEARS.

Rose Bonomo and Gail LaPook below



*Our Hostess,
Governor Ellen
O'Hara and
Past Governor
Diane Cozzi*

There was CAKE!!!



Now, for some winter flying reminders:

The daylight hours are waning, and the temperature is getting colder. Winter flying is upon us. With that, I would like to pass along a few winter flying tips and thoughts.

There was a very informative article on winter flying in the November 2018 issue of the AOPA's *Flight Training*.

Some of the points that have stuck with me:

Dress for the weather and worst case scenarios. My first winter season of flying, the plane I am currently training in was tied down on the ramp. Needless to say, even though it was above zero, I was dressed in many layers for the pre-flight. Also, one must always be prepared for the possibility of landing off airport, and waiting for help, or walking to get help, in the cold.

Continued on page 3

Chairman's report continued.....

As always, know the weather for the time you will be flying and if the plane is not in a hangar, allow for pre-heating the engine.

When checking the oil, if it does not drip from the dipstick, the engine is too cold to start. Starting the engine with the oil not flowing will damage the cylinders.

Make sure the engine starts on the first try. Otherwise, there is a risk of the spark plugs freezing over, requiring a lengthy pre-heat.

When doing the run up, if you're sitting on an icy taxiway, besides being cognizant of the wind direction, with little or no wind, also turn slightly to the nose of the plane to the side. No matter how hard you push on the brakes, sitting on ice may cause you to start slipping during the run-up.

Be aware of the risk of shock cooling the engine.

Use a carbon monoxide detector.

Check the condition of your departure airport and your destination airport. RCAM, Runway Condition Assessment Matrix rates the condition each third of the runway.

The down side of hangered airplanes. Moving an airplane from a warm hangar out into cold air can cause condensation on the engine and carburetor. This could cause carb ice, that you likely won't know until the run up.

If possible, avoid long stretches of flight over remote areas, in case something goes wrong, you want to be close to being able to get help.

Some of the information above pertains to flying in very cold, sub-zero weather. Still, awareness of potential issues is always helpful.

Coming up in December is our Holiday Party on Sunday, December 15th at 12:00 at the Lucky Monk. Please join us for a wonderful afternoon to mingle!

Wishing you and yours a wonderful Holiday Season!

As always,
Happy and Safe Flying!!

Eva



The Flying Kano Family Alyssa, Yosh and Larisa, with Yanina Necker.



Chapter Chair Eva and Past Chair Jill



Richard J. Santori Memorial Scholarship

The Richard J. Santori Memorial Scholarship offers two annual scholarships to members of the North Central Section ("NCS") under the auspices of The Chicago Area Chapter of The Ninety-Nines ("CAC").

One scholarship in the amount of \$2,000 is to be used to assist a 99 in the completion of an additional pilot certificate or rating. Applicants must be a current pilot with the appropriate medical certificate and must be approaching the flight time requirement for the desired rating or certificate.

The other scholarship offers \$1,000 to assist a Student Pilot Member toward completion of an initial pilot certificate, in any aircraft. Applicants must have soloed, and, if required for the pilot certificate sought, must have a current medical certificate and must have passed the written exam.

Applicants must be a current member of The 99s, the NCS and their chapter in good standing.

Applicants must submit three (3) copies of each: the completed and signed application including the form; attached essay; letter of recommendation from their chapter chair; proof of certificates and ratings held; medical certificate; proof of date and score of knowledge tests taken; copy of last page(s) of logbook showing current hours flown; and a letter of reference from someone outside of the aviation community who is not a relative. These documents must be mailed to the address on the application form to be post-marked no later than the date indicated on the form.

Funds will be paid from receipts which document the training. Receipts must be signed by both the student and instructor and include copies of the logbook if applicable.

Funds are to be used within two years of the award date. Prior applicants and recipients may re-apply in future years.

The winning candidate and all candidates who did not qualify will be notified within one month after the receipt deadline.

This year's applications can be found in the November issue of Air News, and on our Chapter Website.

http://www.chicagoarea99s.org/Santori_Scholarship.html

Presentation at the Illinois Aviation Museum Dec. 8

Over the past thirty-five years the Illinois Aviation Museum has done a great amount of work to rescue and present, to the American public, the once lost in Lake Michigan World War II U.S. Navy aircraft. For almost the entire time we have been opposed by the staff of the Underwater Archaeology Branch of the U.S. Navy's History and Heritage Command.

Their claim has been that they "manage" the collection of lost aircraft "in-situ." They do not manage anything. Time has almost run out to rescue the remaining aircraft from the Lake Michigan environment and the invasive quagga mussel.

On December 8, 2019 I will present this fantastic story at

The Illinois Aviation Museum Clow International Airport,
130 Clow International Parkway,
Bolingbrook, Illinois, 60490

Warbird Squadron 4 presents a conversation with author
TARAS C. LYSSENKO

THE GREAT NAVY BIRDS OF LAKE MICHIGAN
The True Story of the Privateers of Lake Michigan and the Aircraft They Rescued
TARAS C. LYSSENKO

Books are available on the Warbird Squadron 4 web site

IAM
ILLINOIS AVIATION MUSEUM
AT BOLINGBROOK

WARBIRDS OF AMERICA
Squadron 4

Cash Donations accepted and split between Warbird Squadron 4 and the Museum

Don't miss this fascinating presentation!
Sunday, December 8th.
Lunch will be served 11:00 - 12:00.

Squadron 4 General Meeting -Public Invited-
Sunday, December 8, 2019
11:00 A.M. - 2:00 P.M.
Illinois Aviation Museum
Clow International Airport
130 Clow International Pkwy.
Bolingbrook IL

www.warbirdsquadron4.org • Contact: Jerry Czupryn: nyrs9229@comcast.net • cell (630) 452-0845
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The following story written by Scott Spangler, is reprinted from Jetwhine.com by permission.

Jetwhine

Flying After Getting a New Hip or Knee

Needing to keep my mind occupied after they wheeled my wife into the shop to get a new hip, I wondered how joint replacement surgery would affect a pilot's ability to fly. Thankfully, the surgical waiting room had wi-fi.

My only knowledge of orthopedic consequences to a pilot's medical certification was Frank Tallman, the renowned movie pilot. In the mid-1960s, he fell while pushing his son's go-cart and injured his knee. An infection set in, and the doctors had to amputate. Tallman got his medical certificate back with a Statement of Demonstrated Ability (SODA).

But was the time-consuming process of getting a SODA necessary? A joint replacement returns a body to its original operating condition, fixing the problem that led to its replacement, like the pain involved with the arthritic corrosion.

Wandering through the halls of the FAA's website led me to the Guide for Aviation Medical Examiners: Decision Considerations—Aerospace Medical Dispositions Item 42. Upper and Lower Extremities. First up was Amputations. Apparently nothing had changed since Tallman lost his leg in the mid-1960s. A SODA is still the solution.

In this table, there was nothing specific to joint replacement. Atrophy, neuralgia (and its related ailments), osteomyelitis, and "tremors, if sufficient to interfere with the performance of airman duties," all required an FAA decision based on detailed reports specific to the condition.

The closest this table got, in the neuralgia entry, was "limitation of motion of a major joint...sufficient to interfere with the performance of airman duties." Okay, but the doc said the new hip would (after she'd healed up) restore her full range of motion.

Hmmm. Google told me that docs replace approximately 700,000 knees and 400,000 hips every year. Certainly some of them had to be pilots.

Finally, in the *Federal Air Surgeon's Medical Bulletin, Vol. 48, No. 1 2010-1*, I found information specific to hip and knee replacements. It was the last item in Dr. Warren S. Silberman's "Certification Update: Information About Current Issues," under the subhead: Orthopedic Surgical Procedures. After talking about Herniated Nucleus Pulposus (spinal disk) and rotator cuff surgery, it said "The FAA allows all types of joint replacements," which generally do not need a special issuance medical certification. "We need to know why the joint was replaced and when the procedure was done (provide us the Operative report). When the treating physician and the airman feel he can return to flying, the FAA needs to know the range of motion and strength of the involved joint. It would be ideal if whoever generates this report addresses whether the airman can function in the aviation environment."

And this won't happen until the patient is off all of the industrial grade pain medications. I didn't have to look up anything to know that a pilot taking an opioid does not fly. But, the doc said, my wife will be up and taking her first steps on her new hip as soon as the anesthetic wears off, so pilots getting a new hip or knee should know that their patch back to the cockpit starts there. – Scott Spangler, Editor



MEMBER NEWS—STUDENT PROGRESS NEWS

Kristina Leng EARNED PRIVATE PILOT LICENSE ON NOVEMBER 8 CONGRATULATIONS!!!!

Colleen Murphy EARNED SPORT PILOT LICENSE ON NOVEMBER 8 CONGRATULATIONS!!!!

Eva Kozlowski: My hours flown since 10.27.2019 = 16.6 hours. First time flying a C150! First time, though I was a passenger, in a low wing!

99s 90th Anniversary Oklahoma Adventure

By Cynthia Madsen

Ellen O'Hara and I traveled to Oklahoma City on Halloween to attend The 99s International Board Meeting and the 90th anniversary dinner held at headquarters Saturday night November 2nd. Chapter member Leslie Prellwitz was there in her capacity as International Treasurer and was later joined by her husband Grant for the celebratory dinner.

The strategic planning meeting held on November 1st was interrupted for our attendance at a luncheon for Oklahoma Women in Aviation and Aerospace Day inside the AAR Hangar on the field at Will Rogers Airport. The life of Jerry Cobb was highlighted, one of the original Mercury 13 women who passed on earlier this year, as well as honoring The Ninety-Nines' 90th anniversary. The keynote speaker was Retired Rear Admiral Margaret "Peg" Klein, currently the Dean of the College of Leadership and Ethics at the U.S. Naval War College in Newport, RI.

Wally Funk and Sarah Ratley (with Lisa Cotham), both of whom were original Mercury 13 women pilots, were each interviewed separately by local media.

Attendance at the 90th anniversary dinner was limited by the building's capacity and it was rather crowded. Long strings of pearls were at every table and handed out as you entered. The buffet had food that would have been served in the 1920s, such as Waldorf Salad. Everyone looked fabulous in 1920s garb and before it became too dark we gathered outside on the compass rose for an official group picture. There were quite a few past presidents in attendance. Entertainment was provided by a Louise Thaden impersonator.

Forty-Nine-and-a-Halves manned the bar and served champagne cocktails.

International Director Robin Hadfield created a special anniversary video you can find here on the International website: <https://www.ninety-nines.org/latest-news-happy-90th-anniversary-153.htm>

I hope to be around to help celebrate our 100th birthday!



AIR NEWS



Address Service Requested

Chicago Area Chapter Ninety-Nines, Inc. International Organization of Women Pilots

CALENDAR

Dec 15	Holiday Party	RSVP Required See flyer on page 1
Jan 25	Safety Seminar/Expo	Holiday Inn Itasca
Feb 22	Chairman's Brunch/Lunch	Eva Kozlowski
Mar 29	Celebrate Spring Flight	TBD
Apr 24-26	North Central Section	Ramada Plaza Hotel KPWK Wheeling
July 2020	99s International Conference	Long Beach, CA on the Queen Mary!!!
Sept 24-27	North Central Section Mtg	FALL AKRON CANTON OH Lake Erie 99s
Fall 2021	99s International Conference	Amman, Jordan
July 2022	99s International Conference	Nashville Tennessee