

AIR NEWS

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

AUGUST 2026



chicagoarea99s.org

HAVE YOU MADE YOUR ANNUAL CHAPTER DONATION YET?

chicagoarea99s.org

Chicago 99s August 2026 Meeting

DATE & TIME :

Saturday August 15, 2026
1100CDT - 1200CDT

LOCATION :

Northbrook Sports Club
160 Sports Club Dr.,
Hainesville, IL 60030

Nearest airport: C81 - Campbell

**THERE'S
STILL
TIME
TO
SIGN
UP**

AGENDA:

1100CDT - Opening Remarks
1115CDT - Agenda topics
1145CDT - Raffle winner announced
1200CDT - Meeting adjourned
1215CT- Sporting clay activity
begins



Bagels, donuts and
coffee will be provided
during the meeting.

NOTES

Parking is available at the venue. If you choose to fly to C81, a shuttle will be available from the airport to the venue at 1045CDT sharp.

All attendees will have a chance to win 2 hours of flight time in a Cardinal 177B (instrument rated) with an authorized pilot.

Everyone over 18-years-old is invited to participate in 3 stations of sporting clays after the meeting. Eight spots are available. Please notify Ana Adona at [redacted] no later than July 1, 2026 if you would like to be included in the list. Please wear closed-toe shoes.

THERE'S STILL TIME TO SIGN UP text Ana NOW

WHO'S WHO
in the
Chicago Area Chapter

CHAIR

Victoria S

VICE CHAIR

Larisa K

SECRETARY

Susan M

TREASURER

Katie B

Deadline for submission the
20th of the month :

Madeleine M

Air News is published monthly by the Chicago Area Chapter of the 99s 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.



Skywriting
Chicago Area Chair, Vickie S

I am just back from the 99s International Convention and, "Wow, just Wow!" The women at our convention are so inspiring!

The keynote speaker was Jessica Cox who was born without arms but figured out how to fly a plane and get her pilot's license. The Ercoupe airplane has a yoke that is connected to the rudder, so rudder pedals are not needed. This way Jessica can fly with one foot on the yoke and the other on the throttle. She is a lovely and warm person who is now building the Impossible plane, a modified RV-10 to promote inclusiveness and advocate for disability rights.

I saw Jenny Beatty's seminar on Fabulous First Female Flyers. Those women were determined! Women from over 30 countries who wouldn't say no and flew in the early days of aviation.

I bought a book on the Powder Puff Derby, Let's Make a Race of It! I also attended a seminar on the Powder Puff Derby with some great photos. Those women had spunk!

At the annual meeting, we found out that there were four 50 plus-year members in attendance! Our Chapter's own Ellen O was one of them.

The banquet honored some amazing people, Mohini Shroff with the Award of Achievement for Contributions to the Ninety-Nines. She is one of the first female aviators in India and has helped pave the way for so many others. Tom Hall with the Award of Merit for founding Pathways to Aviation in the Reno area. Mike Franceus was awarded the George Palmer Putnam Award for establishing the Debbie Franceus Memorial Aviation Foundation in honor of his wife who was a 99. The Foundation, which is only 3 years old, has given out 51 aviation scholarships. All winners must be 99s!

The inspiration kept coming through the evening and was highlighted by all the scholarship winners, including our own Megan M!

So, whether the person lives across the globe or around the block, look at their story and get inspired!

Here's to smooth skies,

Vickie

Editor's note If you haven't attended any meetings or events yet, we would love to meet you. The bond we share as women pilots is the most wonderful thing about being a 99. Please plan on something that sounds interesting, and join us, for an hour or two!

Our September Meeting will be a dinner meeting (more dinner than meeting actually)
at Pilot Pete's in Schaumburg, 6pm, 9-24-26

The Balloon Room is ours for the evening, and we can order from the menu,
but there will be only one bill for the group.

PLEASE calculate carefully and chip in to cover your meal, drinks, tax and tip.

SEPTEMBER CHICAGO CHAPTER MEETING

THE BALLOON ROOM

PILOT PETE'S RESTAURANT

SCHAUMBURG AIRPORT

905 W IRVING PARK ROAD

SCHAUMBURG, IL 60193

847-891-5100



BRING GUESTS, SPOUSES,
FLYING FRIENDS

(we promised at
least 20 people)

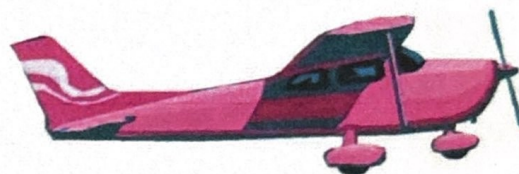
SEE YOU THERE!!!

CHICAGO AREA 99s AIR MEET OPEN TO ANY 99

JOIN THE FUN!

Improve your piloting skills
Practice navigation
Learn more about your
aircraft Go back to basics
It's fun, educational and challenging.

OCTOBER 17, 2026
LANSING IL MUNICIPAL
AIRPORT (KIGQ)



Pilot and passenger required

Cash prizes

Upon arrival at Lansing, you will be given a course of approximately 150 nm to fly.
The winning competitor will come the closest to their estimated fuel burn
over the entire course and their actual speed in knots.

1st Place

2nd place

3rd Place



Breakfast and lunch available.
Rental aircraft welcome.



This is an excellent opportunity for a CFI to help a student learn more about navigation,
flight planning, fuel consumption and estimating time over a course.

It is a great exercise in pilotage and dead reckoning.

It is a terrific way to learn more about what your aircraft can do.

More info and registration forms will be available at www.chicagoarea99s.org

CHICAGO AREA 99s AIR MEET
Saturday October 17, 2026
Lansing Illinois Municipal Airport (KIGO)

The Chicago Area 99s Air Meet is a fun and educational activity designed to increase pilot proficiency and safety awareness using basic pilotage skills under VFR conditions. There will be help available for newcomers – we need rookie pilots. To participate, your registration must be postmarked no later than September 1, 2026. If an insufficient number of entries is received and the air meet cannot be held, you will be notified promptly after September 1, 2026 and all your deposits will be returned to you. Questions? – email Vickie or Cynthia . Be sure to put **Air Meet** in the subject line.

AGENDA/SCHEDULE		ENTRY FEE
0830-0930	Fly-in, fuel up, registration, briefing	Proficiency Air Meet \$25 per plane Lunch available for purchase on race day Make check payable to "Chicago Area Chapter 99s" to Vickie Szewczyk (address in 99s directory) or make payment online at ChicagoArea99s.org
1000	First plane starts	
1200-END	Lunch	
1330	Awards (time may vary slightly based on when the last plane makes it back to KIGQ	

RULES

1. The Chicago Area 99s Air Meet is a cross-country proficiency air meet of approximately 150 nautical miles flown under VFR conditions.
2. Each plane entered shall have two occupants, both must be a Ninety-Nine. A student pilot 99 must have an instructor as co-pilot.
3. The pilot will estimate speed and fuel consumption the morning of the air meet and start with full tanks. Estimates must be turned in during the air meet morning briefing. (**Knots and gallons per hour.**)
4. Checkpoints along the air meet route must be identified during the air meet and noted on the questionnaire form.
5. Any airworthy aircraft is eligible except for helicopters and balloons. All documents required by the FARs must be on board the plane and/or person. Pilot must have a current Chicago sectional chart.
6. Entry fee is \$25 per plane.

Scoring

- Speed shall be stated in nautical miles per hour (**your speed estimate to run the course**).
- Fuel shall be stated in gallons per hour (**not total gallons used**).
- Speed score will be calculated as follows: Knots actual divided by knots predicted times 100. If more than 100, the score will be the remainder after subtracting from 200.
- Fuel score will be calculated as follows: GPH actual divided by GPH predicted times 100. If more than 100, the score will be the remainder after subtracting from 200.
- Combined score will be the sum of the fuel score and the speed score, divided by two.
- Scoring will be by computer.
- Timing will start when the flag drops and end at the fly-by timing line to be specified at the air meet morning briefing.
- If a question sheet is provided, questions need to be answered to determine that the prescribed course was flown and may be used to break a tie score.

The student pilots were asked to share a funny or unusual experience they've had while traveling to different airports.

Susan M: I have transitioned from Treasurer to Secretary of the Chapter. In a restructuring to cover our need to replace the Secretary, Lisa M, who has had to resign for health reasons. Susan also shared a story of fun she had flying recently: *"I had a fun flying experience in Cleveland, Ohio this month (July). I wanted to capture some footage of how the 1929 women pilots would have used pilotage from Columbus to Cleveland to finish the 1929 Air Race. I took a flight out of Burke Lakefront Airport BKL and worked with my instructor to get permission to fly through Bravo at the Cleveland-Hopkins International Airport CLE. He got us permission to fly through the bravo airspace and I captured the footage of Rocky River that would have been a navigational landmark that the ladies would've used to finish the race in Cleveland."*

AND UPDATES FROM OTHER MEMBERS!

from Kadijah H

Mary Lou E: On July 13, 2026, I celebrated the 49th anniversary of my first solo flight at Elgin Airport.

Katie B: I earned my Commercial Multi Engine and am now your Chicago Area Chapter Treasurer, appointed by the Board to fill out Susan's unexpired term.

Megan M: Amelia Earhart Scholarship was presented at Blue Skies at 3CK. Madeleine delivered the Certificate from International Conference in San Diego. This scholarship will pay for all of Megan's CFII training. Five Chapter members attended the International Meeting in San Diego in July, and applauded Megan's award even though she was not able to be present. Ellen O, Leslie P, Vickie S, Bailey R and Madeleine M.



Chloe A: I am a new 99, but I helped out with the Girls in Aviation Day at Lewis not too long ago, which was a blast! A couple of fun updates from this summer so far: I was able to finish my CFI in Lake and the Hills on May 29th, and also completed my Commercial Multi-Engine a couple of days later at Flying High Again on June 10th. Which was very fun and also very challenging since I had only flown the plane 3 times before the checkride! Chair flying and studying the POH really saved the day, and the school was amazing recommend it to anyone who is on a time crunch. After that, I competed in the Women's Air Race Classic from the 23rd to the 26th of June and got to represent Lewis University alongside my co-pilot, Katelyn G. I have attached my checkride pictures along with some cool Air Race photos. We were the Windy City Flyers (#43). I am a first-time racer, and unfortunately, due to some severe weather, we had to withdraw from the race. We ended a bit short but were still able to do KLOT-KALN-KFFT-KSPA-KDQH-KMCB-KRUE and then flew IFR after we withdrew, dodged some storms, diverted to KLBO, and then finally made it to KMVN for the terminus.



*Editor's note: I HEAR FROM MANY OF YOU HOW MUCH YOU LIKE TO READ THESE UPDATES.
PLEASE SEND A PHOTO AND A NOTE WHEN YOU HAVE SOMETHING TO SHARE.*



“Expect the unexpected” is blunt philosophy that aviation both teaches and demands. It is also sound wisdom that larger than life aviators have heralded to all who fly since the dawn of aviation itself.

In an aircraft, the element of surprise can briefly degrade one’s decision and reaction times. If an unexpected event occurs, pilots and crews must be ready and equipped to resolve the issue and conclude the situation. Training and experience hammer home that point, which is also fundamental in threat and error management. A quote often credited to Gene Cernan, Apollo 17 commander and most recent human to have walked on the moon, captures the philosophy and its importance. “Prepare for the unknown, unexpected, and inconceivable...after 50 years of flying I’m still learning every time I fly.”

This month, *CALLBACK* shares a small sample of reports illuminating unexpected events that occurred across various phases of flight. Observe events; then consider the reporters’ situational awareness, thoughts, actions, and emotions.

Part 91 – The Takeoff

On a quiet VMC day, a Glasair private pilot encountered this unexpected threat during an otherwise unremarkable take-off.

■ ...It was a quiet day at this uncontrolled GA [General Aviation] field. No traffic in the pattern and my airplane was the only one moving on the ramp. After warming up the engine, I proceeded to taxi for departure on Runway XX. After doing run-up checks, I checked for incoming traffic on base or final, made my radio call, and rolled out onto the runway. I checked ahead while advancing the throttle and commencing the takeoff roll. I was shifting my view back and forth from out in front to the engine instruments and airspeed. As I was accelerating to rotate speed, my pitch attitude changed a little bit due to running over a small hump in the runway. At that time, I was able to see a white pickup on the runway in front of me. Insufficient room to stop, but I was able to rotate and lift off. I do not know how much clearance there was between my airplane and the truck. After returning to the airport, I found out that an airport employee had given permission for an individual to drive out onto the active runway to look for a hubcap! Supposedly, this individual had a handheld radio, but admitted to not making a radio call before driving onto the active runway. Individual claims that he did not hear my radio call. In my aircraft, my eye level is about five feet off the ground when seated. During acceleration, the nose of the aircraft comes up enough to partially obstruct my forward vision. This was several days after a snow-storm, so there were large white areas on either side of the runway and in the background. The runway had recently been repainted, and various runway markings were bright white. Very hard to pick out a completely unexpected white pickup. Maybe I should have seen the pickup sooner, but consider myself lucky to have seen the unexpected obstruction in time to avoid it. The airport operator should never allow anyone to drive on the runway that is not a county employee with the appropriate Ground Ops training. Any time a county vehicle is on the runway, there should be plenty of warning by radio. If there is even a possibility of a conflict with an aircraft, the vehicle should not enter the runway safety area. The county employee should have known better.

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AIR NEWS

Madeleine M



2026 CALENDAR

For details on events please see our website chicagoarea99s.org

AUG 15	CHAPTER MEETING	NORTHBROOK SPORTS CLUB 11:00am
SEPT 11-12	INTL FOREST OF FRIENDSHIP	50TH REUNION ATCHISON, KS
SEPT 24	CHAPTER MEETING	PILOT PETES BALLOON ROOM 6:00 pm
OCT 2-4	NCS MEETING	FISHERS, INDIANA
OCT 15	IL AVIATION HALL OF FAME DINNER	SPRINGFIELD IL
OCT 17	CHAPTER AIR MEET	LANSING AIRPORT
NOV 12	FEED MY STARVING CHILDREN	LIBERTYVILLE
DEC 13	HOLIDAY PARTY 12-3	GORTON CENTER, LAKE FOREST