

AIR NEWS

Chicago Area Chapter Ninety-Nines®, Inc., International Organization of Women Pilots.
DECEMBER 2020 www.chicagoarea99s.org



HAPPY HOLIDAYS

*Whatever holidays you celebrate,
however you remember or worship,
whenever you gather with family,
please know that your 99 sisters are with you
and hope that all of you stay safe and well.*

*Along with our sincere wishes that
you flourish in the coming year,
you have our promise that we will continue
to support each other.*

WE WELCOME OUR NEWEST MEMBERS

Reyna Dodd Katy Crihfield

We look forward to the day we can say “Lets all fly out and meet for lunch (or breakfast or dinner).”

WHO'S WHO

CHAIR

Eva Kozlowski

*Subbing in for our
Chapter Chair,
Eva, while she
moves into her
new home*

MONA KNOCK

CHAPTER VICE-CHAIRMAN



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.

Season's Greetings

I hope that you have enjoyed a wonderful, safe, and healthy Thanksgiving. Many of us have had to make difficult choices as to how we will or will not celebrate the holidays with more distant family and friends. My family canceled our plans for a cross-country Thanksgiving for the sake of others. We plan to go flying anyway, but it won't be the purposeful cross-country trip we prefer.

We are all saddened that COVID-19 has placed so many restrictions on how and where we gather for 99's events. I joined the 99's after being introduced (by my flying club) to my first winter safety seminar, which impressed me by being free to attend and yet so interesting and educational. Thank you, Madeleine, and all of your predecessors, for your years of effort towards creating such a resource. Fun and educational in-person events where one can meet pilots was certainly my motivation for joining the organization, and I am sure I'm not the only one who is missing that connection. May we not have to wait too long to meet in person again.

Despite the increasingly challenging weather, I hope we all will be able to meet or exceed our aviation goals, be that maintaining currency, or increasing knowledge and skill. The next time you see a clear and calm fair-weather day, have free time, and access to a plane, try to make that preflight decision a yes - if possible! Who knows when the next great, safe day will come? For many of us, it could be on the order of months and not weeks.

Due to my work schedule, I am one of those weekend flyers, not to be compared with Sunday drivers... I am delighted that I finally was able to start weekend lessons towards my commercial pilot license. Although progress on such a schedule with our interesting weather feels slow, I look forward to the journey and can see myself making small improvements over time.

General aviation is getting stronger during the pandemic, in part because it enables more independent transportation. This is a great time to try and get back into the pilot seat of your favorite plane and make progress towards wherever you left off the last time you flew.

Stay safe and have a wonderful holiday season!

Mona Knock, Vice Chairman



Ruth Frantz Memorial Scholarship and Chicago Area Chapter Scholarship

The Ruth Frantz Memorial Scholarship offers two \$2,500 scholarships and the Chicago Area Chapter Scholarship offers one \$500 scholarship to members of the Chicago Area Chapter of The Ninety-Nines ("CAC"). The scholarships are to be used to assist a CAC 99 in the completion of an aviation goal.

Applicants must submit three (3) copies of the completed and signed application postmarked no later than April 1, 2021. Applicants must be a member of The Ninety-Nines, Inc. and the CAC for a minimum of four months at April 1, 2021. Applicants will be notified of their status as soon as possible but no later than April 30, 2021.

Funds are to be used within one year of the award date. By signing the form, the applicant agrees to provide copies of logbook entries showing that the funds were used for the purpose requested; and agrees to allow the announcement of her achievement in the CAC newsletter or other media.

Ruth Frantz Memorial Scholarship and Chicago Area Chapter Scholarship Application

Name _____ email: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Telephone: (_____) _____

How will you use the funds? _____

Please attach an essay (essay may not exceed one page, one side only) and include at least the following elements:

Tell us about yourself, your activities in aviation, and participation in The Ninety-Nines. Be specific.

Describe your goals in aviation or aerospace, and opportunities. Tell us what you have already accomplished in pursuit of these goals, pertinent to specific certificate/rating sought. Why are you seeking this specific training? How will it help you to qualify for or to advance in an aviation-related profession or charitable cause?

Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.

The completed application must include:

- 1) This signed application form.
 - 2) Essay.
 - 3) A letter of reference.
- *****

SIGNATURE FORM

Print full name: _____

Signature of Applicant _____ Date _____

Return three (3) copies of the Application and attachments to:

Chicago Area Chapter of The Ninety-Nines

Dr. Debbie Karas

(see Ninety-Nines Directory for address)

APPLICATION MUST BE POSTMARKED NO LATER THAN APRIL 1, 2021

A Glimmer of Light Ahead for the Aviation Industry

For the thousands of us who call the aviation industry home, 2020 turned out to be a year we'll be glad to see the end of although the change of calendars won't wipe away many of this year's problems. The highly-contagious coronavirus wreaking havoc on our planet stuck its ugly tentacles into nearly every aspect of life on Earth this year. The result has been people fleeing airline travel and anything related in unprecedented numbers. Airlines around the globe reacted by parking thousands of airplanes and furloughing employees as demand dropped to rock bottom levels. Thousands of others lost their jobs as commercial aircraft production nearly ground to a halt with the fallout moving downstream tearing the hearts out of many industry suppliers as it went. And all this in addition to the grounding of Boeing's 737 Max back in March of 2019.

The much hoped-for follow-on aid from the US government recommended by economists on both sides of the aisle never materialized once paycheck protection funding ran out. Except for the stock market, the US economy sank into the worst recession since the Great Depression with food banks overwhelmed by the millions of other Americans out of work. Congress, at each other's throats most of this year failed to be of much help. First-line health care workers, noble enough to risk their lives to help back in March, are now exhausted with no relief in sight.

Within a few months of the virus' emergence, the commercial airlines made their best efforts to trim transmission by demanding everyone who did fly should wear a mask. The FAA decided such a rule was beyond the scope of their mandate. Interestingly hundreds of people have been permanently banned from some US airlines for refusing to don a mask claiming their right to personal freedom trumped any airline or public health demands.

Business and general aviation picked up some of the travel slack this year as people wealthy enough to use private aviation switched to a sector where they had better control over the potential transmission of a virus that is currently killing between 1,500 and 2,000 Americans each and every day. But without a permanent solution, like a vaccine, or something to absolutely convince people it's once again safe to climb onboard a commercial airplane, the airlines and the rest of the industry are expected to spend years digging their way out of the billions of dollars in losses they've already experienced.

Help on the Way

Groundbreaking news surfaced over the past few weeks that might offer hope to this and many other travel-related industries with the announcement of two vaccines that are nearly ready to begin wrestling the virus to its knees. Thanks to the help of the Trump Administration's Operation Warp Speed, Moderna created a vaccine they claim is 95 percent effective in preventing the coronavirus. Pfizer has also unveiled a new coronavirus vaccine.

While this is great news, it doesn't mean we'll soon be back to hopping on an airliner for a week in the Caribbean. Even working around the clock, the vaccine production facilities can only crank out so much product in a day meaning initial doses won't be available in significant numbers before the end of the year. Then there's the time delay to transport vaccines to the millions who need it. Since there's been no plan from the federal government on much of the work ahead, it's unclear how the initial doses will be handed out. Some believe the elderly and hospital first responders should be first in line, but again, guidance varies from community to community. The Centers for Disease Control says the nation needs about 70-75 percent of the nation vaccinated in order for the vaccines to be truly effective.

There are additional logistical hurdles to transporting these vaccines too. Pfizer's for example requires temperature-controlled facilities able to store products at 30 to 40 degrees below zero. These probably exist in some urban areas, but in smaller towns, not so much. Moderna's vaccine doesn't appear to be quite so temperature sensitive. The CDC estimates it could be mid-to-late 2021 before everyone who wants a dose will be able to receive one but at least the existence of the vaccines represents a huge step in the right direction.

Another problem with the lack of a federal plan is the US will continue losing a thousand or two Americans each day. The current loss stands at about 256,000 dead. Of course, we haven't spoken to the huge segment of the population who refuse to wear a mask under any circumstances believing the virus itself is a hoax, simply a political tactic created to make President Trump look bad.

Also certain to slow the return of air travel to anything resembling normal are the thousands of passionate Americans who believe injections of any kind are fraught with more hazards than they're worth. These people aren't just turning their collective noses up at Pfizer's and Moderna's latest discovery, they don't believe in vaccinating themselves or members of the family against anything ... polio, measles, chickenpox, or even the common flu. While it's their right to refuse, this issue creates a huge public health issue for a nation trying to make its way to that 75 percent vaccination number. Without some kind of nationwide immunity, chances are slim mask-wearing aboard aircraft will disappear anytime soon. Many Americans will simply sit tight until there's an assurance that the risks of airline travel have significantly declined.

A Change in Washington

The US Presidential election was held a few weeks ago to decide if Donald Trump would win a second term or be required to hand over the reins of government on January 20 to Joe Biden to become the 46th President of the United States.

Glimmer, continued

Despite a number of claims of voter fraud and numerous legal challenges by Mr. Trump's defense team that have been turned back by the courts, again and again, Joe Biden won the election with more than 6 million popular votes, as well as the vast majority of the necessary electoral votes to be named President.

Joe Biden taking the oath of office on January 20, 2021, may mean some good news for the aviation industry, although, like the vaccines, Biden's plans will take time to have any effect. Mr. Trump's strategy to see America through the coronavirus translated into the President putting all his faith in the long-term benefits of anti-viral vaccines while ignoring the simple short-term tactics like emphasizing the wearing of masks, social distancing, and keeping gathering groups of people small.

President-Elect Biden plans a two-fold approach to the coronavirus chaos that will include planning on the long-term benefit of the vaccines AND the use of the more simple fixes such as wearing masks. The use of both of these tactics and those yet to be implemented can't come a moment too soon if we're going to slow the rates of infection that have exploded all over the country. Hospitals all over the country are also nearly full of the sick and first responders are exhausted from nearly nine months of non-stop work with no end in sight.

The Work Ahead

Campaigning during the 2020 presidential election highlighted two completely different perspectives on pretty much the same facts, except it became clear early on that either we weren't all looking at the same facts, or some people interpreted what they saw and heard much differently.

And while Americans on both sides of the aisle cringe whenever they hear the phrase, "work together," it's the only strategy that will cut the heart out of the coronavirus, in addition of course to the use of vaccines, masks, and social distancing. None of this will work if we remain firmly planted in the us vs. them camps we've seen the past decade. If people don't do their part to help as we've always done in the past when we've faced a major crisis we'll easily see nearly a half-million Americans die between now and next spring.

By next summer, we hope the vaccines and a new administration in Washington will be on their way to overcoming the virus. Once Americans begin to see the risks and the number of deaths decline from the use of all these tactics, we'll also be on the way to a significant, lasting improvement in air travel.

Rob Mark, Publisher of Jetwhine and Friend of the 99s

AMELIA EARHART MEMORIAL SCHOLARSHIP

There is still time to begin your quest for a scholarship. The applications have been updated and released for the 2021 year. Our Chapter Scholarship Chair is available to offer a helping hand and guide you in the process of applying. If you have an interest in applying, please take the time to look at the application and prepare yourself before contacting Scholarship Chair, Sharon Schorsch. The requirements apply to everyone. The care you take with your app makes a difference. Read it all and note your questions. Many of your sister 99s have received this prestigious award—it can change your life. Good luck to you all!



**2021 AE Scholarship Applications
Available September 1, 2020**

For scholarships to complete **additional** pilot certificates and ratings, jet type ratings, college degrees, technical training and Emergency Maneuver Training Scholarship established in memory of 99 member Vicki Cruse

For all AEMSF updates and details, visit:

<https://www.ninety-nines.org/scholarships.htm>

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NEXT BUSINESS MEETING
IS JANUARY 21

HAPPY NEW YEAR

FOR CONFERENCE CALL MEETING

JANUARY 21, 2020 7:00 pm

Contact any officer for info