

# AIR NEWS

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

JANUARY 2021

[www.chicagoarea99s.org](http://www.chicagoarea99s.org)



## *Pilot Updates*

Leire Kennedy—  
one more phase check then checkride

Jill Tonne—  
halfway through her IFR training

Caroline Adcock—  
new private pilot !!!! Congratulations, Caroline

Yanina Belazorava—  
new Commercial pilot!!! Congratulations

Eva Kozlowski and Jill Feldman—  
continuing their quest for PPL in spite of  
Covid, weather, work and holidays

# 2021

## Happy New Year

## **New Years Resolutions**

- 1) Go Flying!
- 2) Fly for a meal
- 3) Visit a landmark aviation site
- 4) Take a tower tour
- 5) Fly to 99s Meeting
- 6) Fly to get a new rating
- 7) Take someone for their first flight
- 8) Help a friend navigate to a new destination
- 9) Mentor a 99 career seeker
- 10) Teach a child about aviation careers
- 11) Help with an aviation scholarship app
- 12) Write a story about your flying life

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**WE WELCOME OUR NEWEST MEMBER**

**Daija Murray**

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**INSIDE THIS ISSUE:**

SCHOLARSHIP APPLICATIONS: CHAPTER AND SECTION

JETWHINE ARTICLE: SEARCHING FOR NAVY WASPS

## 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



Greetings and Happy New Year!

As we welcome a new year, let us look forward with hope that better times are on the horizon. The past year has been extremely challenging on many levels. The COVID-19 pandemic has changed the world, both in good ways and of course in not so good ways. Being an optimist, I tend to look for the good in life, and move forward, since, in my opinion, looking backwards is not productive. Learning from the past is critical, especially this unprecedented year, but looking forward brings growth.

What did I learn from this past year of 2020? Above all, I have learned that we humans are resilient. We adapt, pivot and make the best of situations. The COVID-19 pandemic has brought out incredible creativity in many people, and of course perseverance. Be it juggling working from home, while using new formats of collaboration and communication, school via e-learning, or staying in touch with family and friends via virtual means, we have adapted. I am incredibly grateful we live in a time where, with a few clicks of a keyboard or keypad, we can connect with family and friends and see them live on a screen. Technology has adapted to these trying times, all for the better.

We cannot minimize that there has been much lost in this past year. Family and friends have sadly succumbed to COVID-19, and have left immeasurable voids in our lives. Jobs, businesses, and livelihoods have been lost and changed forever. We move into this New Year changed forever. Loss is never comfortable, for me at least. Over time, loss, especially of loved ones, becomes, hopefully, easier to accept.

Moving forward, 2021 holds the promise of getting back to what I believe we miss most – socializing and gathering in person, and of course, flying! The two new vaccines will hopefully increase the chance of us being able to gather sooner rather than later. As we welcome the New Year, may we look forward to attaining our flying goals, and have hope of gathering in person to celebrate and share our mutual love of aviation.

Wishing you and your families many blessings, good health, and a prosperous New Year!

Happy and safe flying –

*Eva*



## 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**

**2021**

## **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 NinetyNines ("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 the aviation community who is not a relative.

These documents must be mailed to the address on the application form to be postmarked 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 reapply in future years.

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

# 2021 Richard J. Santori Memorial Scholarship Application

## \$2,000 to a Ninety-Nine for Advanced Certificate or Rating

Name \_\_\_\_\_ Email: \_\_\_\_\_

Home Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: ( ) \_\_\_\_\_ Chapter: \_\_\_\_\_

Application for which certificate or rating? \_\_\_\_\_

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

\_\_\_\_\_

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

1. Tell us about yourself, your activities in aviation, and participation in The 99s. Be specific.
2. 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?
3. Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.
4. How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?
5. If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

1. This form and attached essay.
2. Proof of certificates, ratings, knowledge test taken (with score) and medical held.
3. A copy of the last page(s) of your logbook showing current hours flown.
4. A letter of reference from someone not a family member and outside the aviation community.
5. A letter of recommendation from your chapter chair.
6. The signed and dated Signature Form.

\*\*\*\*\*

### 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  
Cynthia Madsen (see Ninety-Nines Directory for address)

Completed Application and Attachments Must Be Postmarked by March 1, 2021

# 2021 Richard J. Santori Memorial Scholarship Application

\$1,000 to a Student Pilot Member Ninety-Nines, Inc. For Initial Pilot License

Name \_\_\_\_\_ Email: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Telephone: (    ) \_\_\_\_\_ Chapter: \_\_\_\_\_

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

\_\_\_\_\_

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

1. Tell us about yourself, your activities in aviation, and participation in The 99s. Be specific.
2. Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.
3. How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?
4. If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

1. This form and attached essay.
2. Proof of student medical certificate held, knowledge test taken (with score), and solo.
3. A copy of the last page(s) of your logbook showing current hours flown.
4. A letter of reference from someone not a family member and outside of the aviation community.
5. A letter of recommendation from your chapter chair.
6. The signed and dated Signature Form.

\*\*\*\*\*

## 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

Cynthia Madsen (see Ninety-Nines Directory for address)

Completed Application and Attachments Must Be Postmarked by March 1, 2021

# Searching for Navy WASPs

(reprinted with permission from JetWhine)

Among the six [naval aviators recommended for command of an aircraft carrier](#) was Captain Amy Bauernschmidt, a 1994 Naval Academy grad and helo pilot who ticked an essential box on the carrier command checklist when she was the first female to serve as executive officer on a nuclear-powered warship, the USS Abraham Lincoln CVN-72. It is an assignment long overdue, and with an idle moment wondered why it took so long compared to the female command achievements in the Air Force.



Taking the unique requirements of a floating command out of the equation, was this because the [WASPs, the Women Airforce Service Pilots](#) started paving the way in World War II? Did the US Navy have an equivalent, and if not there were no Navy WASPs, did any women fly in support of any aspect of naval aviation back in the day?

Asking Google about Navy WASPs produced about 791,000 results on the many different ships that have been the USS Wasp. Asking about female navy pilots during World War II circled me back to the WASPs. Following Rosie the Riveter led me to a story, "[Women at Grumman During World War II](#)," on the Bethpage Union Free School District website. It said women "would build and repair the planes that American pilots would use for victory [and] some women even had the opportunity to become test pilots."

Fortunately, the story included a link to another, taken from the November 16, 1943, New York World-Telegram, "[Women Pilots Casual About Testing Fighter Planes for the Navy](#)," by Staff Writer Sally MacDougall. Three women were among Grumman's production test pilots, who flew F6F Hellcats and TBF Avengers after they rolled off the production lines, Teddy Kenyon, Barbara Jayne, and Elizabeth Hooker.



The story didn't say much about them, other than they all stood about 5-foot-5 and weighed 110 pounds. "Mrs. Kenyon has been flying since 1929. Her husband is a flight engineer at the plant. Barbara Jayne's husband, Lt. J.M. Jayne, flies fighter Hellcats for the Navy. Her log shows 2,300 hours. Elizabeth Hooker, a brunette in the trio, is a Smith College graduate."

Following this lead led to Julia Lauria-Blum's story, "[Hellcat Test Pilot: Barbara Kibbee Jayne](#)," in the Metropolitan Airport News. From Troy, New York, she had a lifelong interest in flying but her parents wouldn't give her "the official green light to pursue her passion" until she was 21. She earned her pilot's license at the Ryan School of Aeronautics in San Diego. Facing gender discrimination, she finally found a job back in Troy as the first female instructor in the [Civilian Pilot Training Program](#).

In 1941, Bud Gillies, head of Grumman flight operations, lured Barbara away from the CTPT with a position as the chief instructor at the posh Long Island Country Club. When the war started, she became a Grumman courier pilot, flying parts and people in passenger planes. In spring 1942 Gillies recruited Cecil "Teddy" Kenyon and Elizabeth Hooker, to join Jayne as the first female test pilots of naval aircraft. It turns out that Gillies's wife, Betty, was also a pilot, and "a member of the Women's Auxiliary Ferrying Squadron or WAFS."



After the war, Barbara ran a GI training program at her FBO at Annapolis, Maryland. She returned to California in the 1950s and kept flying in her real estate business. "In her retirement, she flew often in Baja California Peninsula and with her friend, Betty Gillies, on a number of fly yourself safaris in South America, Africa, and Australia." She died at home on October 17, 1999.

The New York Times, in a January 5, 1986 story, "[Honoring Grumman and its Hellcat](#)," Ellen Clear wrote that Grumman employed five female test pilots during the war. She didn't give their names. But [Women in Aviation International's 100 Most Influential Women in the Aviation and Aerospace Industry](#) said Betty Gillies was a Grumman test pilot before she joined the WAFS, WASPs, and Air Force Reserve.

[Timeline provided some more information on Teddy Kenyon](#). Another New York native who grew up dreaming about flying, she was also flying for Grumman's courier service. She married Ted Kenyon, an MIT student and barnstormer, in 1926 and earned her pilot's license three years later. "In 1933, she beat out 28 men and 11 women to win the National Sportswomen's Flying Championship at Roosevelt Field in New York, and took home a \$5,000 prize." (The author didn't explain how 28 participated or why they predominated in the "sportswomen's" championship.) When she died in 1985 at age 71, she was still flying.



Google didn't reveal much about Elizabeth Hooker. New England Aviation History said she bailed out of a burning Hellcat on June 9, 1944. "Miss Hooker came down about a mile from the crash site unharmed except for singed eyebrows."

In the end, the only thing the Grumman test pilots had in common with the WASPs is that when the war ended, they were all out of their jobs. It would take three decades for women to fight their way into commercial cockpits and for the first females to graduate from military pilot training. The inaugural class of naval aviators earned their wings of gold in 1974 and the first Air Force cohort received their silver wings in 1977. That fall, President Jimmy Carter signed the bill that recognized the WASPs as veterans. But alas, the closest the Navy got to them were three, four, maybe five little known Grumman production test pilots. — Scott Spangler

**AIR NEWS**

Madeleine Monaco



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

**NEXT BUSINESS MEETING**  
**IS JANUARY 21**

**HAPPY NEW YEAR**

**FOR CONFERENCE CALL MEETING**

**JANUARY 21, 2020 7:00 pm**

**1-425-436-6396**

**ACCESS CODE 3638950**