

AIR NEWS

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

JUNE 2020

www.chicagoarea99s.org



CHECK OUT OUR NEW WEBSITE

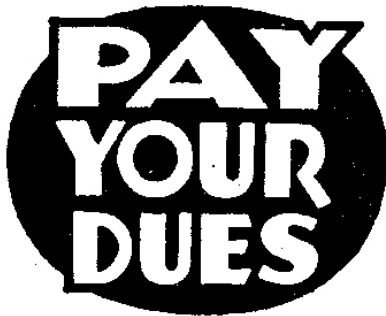
www.chicagoarea99s.org

A new chapter website was launched in May, replacing the previous version which had become untenable. Please take a look, and give me your comments, as well as submitting photographs or content you would like to see published. I may have created it, but this is YOUR website!

Cynthia Madsen,
Webmaster



CHAPTER DUES ARE DUE



As a 99 you are paying dues to our International Organization, but your Chapter asks you for a dues/donation also, to support our mission.

Please see page 5 for a form for payment of dues. You may also pay Chapter dues on our website using the PayPal button.

You will receive Air News in this coming year via email, to your email address as shown in the International on-line Roster. If you need it printed and mailed to your home, there is no additional charge.

As a member you also will receive Waypoint, our North Central Section quarterly newsletter via email, but if you want it printed and mailed you need to add \$10/year (total \$30).



In case you missed it, the North Central Section Meeting sequence will not be amended because we had to cancel our turn. The Section will leave the sequence as is, (Akron next fall) and start a new rotation in 2026. There will be a new work team for that.

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 Fellow 99s and Friends –

"It is possible to fly without motors, but not without knowledge and skill."
-Wilbur Wright

Status quo continued. We are now in month three of quarantine. Slowly, there is talk of opening some types of businesses, with limitations. Though our skies are wide open, most of us have not been able to experience the joy of flying, during this period of time. How will we prepare to be back in the air, safely? What will be the new normal to fly again?

Currency is first, but proficiency is critical. As you are well aware, only you, the pilot in command, can be the judge of your proficiency. We all know that the chain of events that lead up to an incident starts long before the actual flight. After not being able to fly for many weeks, we need to be honest with ourselves regarding our ability to control the airplane. This would be a good time to be reflect on our proficiency. We have the IMSAFE checklist that we use before each flight, though as the quarantine period is lifted, and as we get back to flying, here are a few things to ask yourself:

Are you current with your medical?
Are you current with your endorsements, (students)?
Are you current to take passengers?
Do you need refresher with an instructor?

Will some of these be new requirements?

Wearing face masks in the cockpit
Additional cleaning will most likely be mandatory.
Will there be a waiting period between flights to ensure the safety the next crew?
Social distancing in the cockpit? Will we fly alone? Will passengers be allowed?
When a flight instructor is with the pilot, if social distancing is required, how will this be accomplished?
Will body temperatures monitoring be required prior to flight?
Will COVID-19 testing be required?

Whatever will be on these new "checklists," the focus will continue to be on our, and our passengers', health and safety.

On a brighter note, we will be flying soon! We will be safe, and the views will be awesome!

Finally, a little poem I wrote.

*When the prop starts to spin,
We'll hear the familiar din,
Getting goosebumps on our skin,
Ready to fly with a grin.*

Happy and safe flying!

Eva

Summary: May 5th, 2020 Interview - Legendary Women in Aviation

Interviewer: Jeff Simon, Social Flight, www.socialflight.com
-by Julie Richey, Friend of the Ninety-Nines

I tuned into a webinar interview earlier this month and invited several friends to join in. Of course, this led to an invitation to report back what was shared, so here it is: talk of gads of hours in gads of aircraft types, and lots of enthusiasm between four legendary women despite a quarantine, each who stayed true to goals for flying. Jeff Simon conducted this Social Flight webinar interview to tap the backgrounds, interests and latest activities of Martha King, Julie Clark, Pia Bergqvist and Jolie Lucas, all of whom I could classify as justifiable optimists.



Martha King

Julie Clark

Pia Bergqvist

Jolie Lucas

Granted, none claimed to map out long term plans in advance, nor did they have internet to connect them with opportunities when their initial interests in flying were yet fuzzy. What they shared in common all along? “3-D”, states Julie Clark, as coined by her friend, Patty Wagstaff in reference to ‘Desire, Determination and Dedication’ that is at the heart of her success with 33k+ hours in 66 aircraft types between gigs as a U.S. Naval flight instructor, Northwest Airlines Captain, and as a T-34 Aerobat legend. Comfortably situated at her home / hangar that is the most lighted place of her residence and that houses a Bonanza, she has founded a 501-3C canine airlift operation in response to catastrophic fires that endangered hundreds of dogs in or around Paradise CA in recent years.

For those unfamiliar with the now popular on-line meeting venues that keep meetings rolling from the comfort of each member’s home, this interview was upbeat and encouraged viewers to use this time of social distancing as a RESET to re-prioritize, re-shuffle the deck, and put one thought -and action- in front of the other to create an optimal reality. This mirrors thoughts shared across other webinar venues hosted by EAA Chapters and other aviation venues, with talk of balanced priorities that keep pilots agile and current with skills, and rust out of engines...and for how to keep airports open and the inspiration alive among aviation enthusiasts.

Married at 19yrs, Martha King had a primary goal: to be an equal to her husband John in the pursuit of flying as they learned together. They began with seaplanes in Alaska, continued with helos for a closer look at whatever interested them, and followed up with friends who showed them the ropes with airship certifications until they realized how close they were to ratings achievement across ALL categories and classes of pilot and instructor certifications, and checked every one of them. Today, they continue to provide a full suite of courses on their renowned King Schools website, and Martha even muses about the possibility of a recreational (vs just commercial) airship certification as suggested by Jeff, the interviewer.

Pia Bergqvist’s interest in flying began on a high school ‘career day’ to visit her friend’s Dad who served with the Swedish Air Force and has culminated in 3,700+ hours in 75 aircraft types. Never underestimate the value of such an introduction, and remember your own relevant circumstances that brought you into flying! With determination to become an airline pilot, her path was altered by 9/11 and led to unanticipated opportunities as an aviation writer and editor for Flying Magazine for over 10yrs, among other journalist assignments. Was it a red carpet roll out? No. Just a conversation with one of her student pilots who wrote for People Magazine and who subsequently wrote an article for Plane & Pilot Magazine, was all she needed for a positive, life-affirming introduction and work assignments with Liberty Aircraft, Cessna, and others. She credits her AOPA scholarship to a WAI conference (as advertised in Flight Training Magazine), for sparking her interest to continue with commercial aviation.

Where does this hit home with crises afoot across hometown America in 2020? Jolie Lucas, a licensed psycho-therapist and Vice President of the California Pilots Association, spoke of a ‘Christmas Lights

Night Flights' fundraiser to support a local animal shelter, as one of many creative, constructive and purposeful ways to connect communities to respective, local airports. Such projects can be implemented year round to support local businesses and enthuse residents about the practical importance of hometown airports as transportation, recreational and even economic ambassadors, especially during times of crisis when emergency transport becomes a community resilience factor. She encourages all aviation enthusiasts to join their respective state pilots' associations as advocates.

Other venues mentioned: 99's, WAI, EAA Young Eagles, Civil Air Patrol, and so many others. Sometimes all it takes is a phone call to a flight school or visit to Chamber of Commerce, and 'voila'...people start talking, planes start flying, lights...camera...action! And so it is with each of these fine pilots who put one foot in front of the other and did not allow anyone to pull them off course when it came to flying.

Social Flight mobile app and website (www.socialflight.com) connect aviation enthusiasts to over 20,000 aviation events year-round. The full interview as referenced above is accessible at: www.youtube.com/watch?v=-MWq3crzMMs&feature=youtu.be.

MEMBER NEWS—STUDENT PROGRESS NEWS

Leyre Kennedy: Baby girl, Amaya Kennedy, 9 pounds, 20.5 inches, joined us as a future woman pilot on May 7th. Congratulations to the family.

Not the easiest time to bring home a new baby, but if you haven't seen it, there has been a commercial running on TV lately. It shows a woman born in 1920, talking about her mother having been terrified to bring her into the world during a pandemic in 1920. 100 years from now, in 2120, Amaya can tell the world that her mom and dad worried, but protected her through the Covid-19 pandemic.

Yanina Belazorava: I haven't been flying much at all in the past two months, but my boyfriend has a simulator that he made, and he is working on certifying it with the FAA in future. It's a very nice machine and I was fortunate to fly it a lot. I have flown many approaches, and some DME arcs. One day he was giving me all kinds of failures, both reasonable and unreasonable :-)) and watching how I would handle them in IMC. In one, I had to land in the field because there was no airport nearby and he failed the engine and I lost my vacuum gyro instruments, but I survived! He also simulated a windshear and many many other scenarios. And it was fun.



Welcome to our new members

Normally, we would be asking each of our new members to come out to an event, to fly with us, to assist with the next event. But with everything on hold, just expect to get active a bit later.

We look forward to seeing you!

Alyssa Kano and Erin O'Neill
So happy to have you with us as members!

STAY SAFE, STAY WELL,
SHELTER-IN-PLACE



CHICAGO AREA CHAPTER 99S MEMBERSHIP DUES ARE DUE JUNE 1, 2020

Chapter dues are \$20 per year, cover the period from June 1 through May 31, and are due by June 1st. Along with supporting the operations of your Chapter, dues cover the monthly cost of publishing our local newsletter, Air News. Air News will automatically be sent to your email address unless you specify otherwise below. You will also automatically receive a copy of our regional newsletter Waypoint, the North Central Section's quarterly newsletter, via email. If you wish to receive a hard copy of Waypoint, the cost is an additional \$10 per year.

CHECK ONE OF THE FOLLOWING:

_____ Current Member of the Ninety-Nines, Inc. and the Chicago Area Chapter. To renew, fill out the form below and send a check for \$20 or \$30 to the Treasurer, OR renew on line at our Chapter website www.chicagoarea99s.org and use PayPal. **Please make sure that you are a current member of Ninety-Nines, Inc. International Organization of Women Pilots.**

_____ New Member of the Ninety-Nines, Inc. (Pilot or Student Pilot) who joined during the past year, but has not yet paid Chicago Area Chapter dues. Complete the form below and send a check for \$20 or \$30 to the Treasurer to continue receiving copies of AirNews. Or renew on line and pay with PayPal at www.chicagoarea99s.org. You may have been receiving complimentary issues this year .

Prospective members (pilot or student pilot) and former members who would like to join or rejoin the Ninety-Nines, Inc. can do so on line at www.ninety-nines.org. Our Chicago Chapter will be notified and we will contact you very soon after you become a member to acquaint you with our local activities and welcome you!.

COMPLETE THE INFORMATION BELOW:

Name: _____ Phone #'s: _____

Address: _____

City, State, Zip: _____ Fax #: _____

Email Address: _____

EMAIL OR USPS FEES:	_____ Air News and Waypoint via email	\$20.00
	_____ Air News by Mail no added charge for 99s	
	_____ Waypoint by Mail added charge	<u>\$10.00</u>
	TOTAL	\$ _____

50 year Members are exempt from dues and from the \$10 Waypoint fee.

We need your help. Please join a committee or help on an event. Circle your preference.

- | | | |
|----------------------------------|---------------------------------|----------------|
| Flying Activity or Event Hostess | Girl Scout Aviation Badge Day | Holiday Party |
| Membership | Public Relations/Communications | Safety Seminar |

Mail this entire form with a check for \$20 or \$30 payable to Chicago Area Chapter 99s to:

Colleen Murphy, Chicago Area Chapter Treasurer, contact info in the 99s roster

Or pay with PayPal on our website at www.chicagoarea99s.org and email this form to the Treasurer.

FLYING THROUGH WITH AOPA

Editor's note: AOPA is a strong advocate for General Aviation in this country and is worthy of your support. Consider becoming a member if you have not yet joined.

As the coronavirus rages on and many of us are still home socially isolating from friends and family, we have been searching for ways to stay connected to our communities, remain encouraged for the days ahead, and keep current with flying and aviation. So, we reached out to a few of our AOPA staff to see how they are flying through and pushing forward towards blue skies.



Nick

Student Pilot.

"Shortly before the coronavirus came to town, I was basking in the relief of finally having passed the Private Pilot knowledge test and looking ahead to my check ride. Now, as we navigate the challenges of these unfamiliar and anxious times, I worry about how much I may have forgotten. So, I have been reviewing my study materials, watching training videos, and staying in touch with friends and fellow aviators via social media and video chat. It's been good to have something to keep my mind occupied.

When it is safe to return to the cockpit, I hope to finish my certificate and enjoy, with a heightened appreciation, the immense freedom of the sky."



Alicia

Single/Multi-Engine Land Rated Pilot, Flight Instructor Airplane Instrument, Airplane Ground Instructor, with tailwheel, High Performance and Complex endorsements.

"I've been grounded for most of the pandemic due to LA's safer-at-home order, but despite not flying I've managed to stay connected to the aviation community through Instagram. I've enjoyed the IG live sessions I've seen and been a part of, and can't wait to see my social media friends in person at the next airshow (whenever that is)! I'm also planning some future adventures—hopefully, I'll get out to the Bahamas before too long.

Having a trip to look forward to has helped me stay positive while staying at home!"



Dave

Commercial Pilot Airplane Single/Multi-Engine Land, Flight Instructor Airplane Instrument, Flight Instructor, Single/Multi-Engine Land Pilot, Gold Seal, Ground Instructor - Advanced Instruments.

"I've been staying current at the Frederick airport flying my little RV-8 on weekends. I've also been enjoying a virtual-flying experience using a VR Headset and the "True Course Sims" learning system. It's been an amazing way to fly when you're stuck inside."

HERE'S A CHALLENGE CHICAGO 99S LETS DO THIS PAGE AGAIN NEXT MONTH WITH YOU! SEND ME YOUR SHELTER IN PLACE (SHELTER IN PLANE) SHORT STORY FOR NEXT MONTH!!

Flying During A Global Pandemic

An international pilot returns to ferry flights stateside.

By Sarah Rovner *Eastern Pennsylvania Chapter 99*



On March 8, 2020, I stepped out of G-SWAY and onto the soggy British mud at Damyn's Hall Aerodrome an hour east of London. G-SWAY is a Super Cub that belongs to one of Britain's most famous and historic flying clubs—the Tiger Club. I was the newest member of the Tiger Club, having completed my checkout with an instructor and then soloing an EU-registered airplane for the first time since completing my EASA pilot license in Iceland. At the time, I was flying to London every few weeks with my job as a Boeing 757/767 pilot for a US airline. The future was bright and the skies were clear; but a rumbling was developing throughout the world of a new virus that would threaten our very existence.

A mere 3 days later, the first of many restrictions upon travel was announced. Initially, this excluded the UK. However, only days after the first European travel restrictions, the ban spread to the UK and Ireland. I was still flying back and forth as a pilot for the airline, and I immediately noticed the effects. Our flights going to Europe started to become empty, and citizens overseas were rushing to return home. The first time I came back to the US as a crewmember on the 767, it was like a scene out of a post-apocalyptic movie with full-gear representatives from the Centers for Disease Control and Prevention and customs screening passengers for any sign of the virus. The world was starting to change before my eyes.

My last flight on the 757 was to Las Vegas, Nevada, a town near and dear to my heart. At the time, the Las Vegas tower had closed down because several controllers became ill. The captain that I was flying with hadn't been to a non-towered airport in a while, so it was a good learning experience for him. The casinos on the strip were closed and the strip itself was abandoned, making for an eerie sight on our drive to Henderson where there was an open hotel. We had barely 10 paying passengers on the flight. We had gone from full flights to 10-percent occupancy in a few days.

With the drawdown of international flying, I soon found myself with more time off than I wanted, so I returned to [ferry flying](#). While most overseas business had shut down as countries closed their borders, I still found myself ferrying within North America. Canada had become nearly militant with their restrictions, often claiming that general aviation flights and ferry flights were not essential until fully explained to customs officers. Uber drivers had become scarce and the few that continued driving created plastic barriers in their cars to separate passengers. Hotels had put up plexiglass barriers like bank tellers, and there were no longer courtesy shuttles. People would jump back if you accidentally got too close, as if a ghost had crept up on them unexpectedly. The fear spread like wildfire, and not even the experts had devised a strategy to put it out.

Between March 7 and April 1, I flew almost every day as a ferry pilot or as a commercial airline pilot. Some states would make passengers fill out quarantine forms if you arrived from certain other states. I landed in El Paso, Texas, to find the National Guard waiting and asking for paperwork stating where I would be self-quarantining. I found that many FBOs were closed or had different procedures in place in order to follow CDC guidelines. After landing in Texarkana, Arkansas, in a Cirrus, I was told that I had to fill out a form to tell them how much fuel to add, and then had to give my credit card number verbally from across the room since they would not touch credit cards. Some cities, like El Paso, mandated that everyone would wear a mask in a public building. I started to keep one in my pocket for local restrictions. Some notams would show closures, but often you would either hear it on the AWOS (such as at Midland Airpark) or see a sign posted on the door that an FBO was closed, making logistics challenging. At one point, I was told I could not use the bathroom in the FBO because of local restrictions while the employees sat inside, which made for an awkward scene!

I did find that the experience differed dramatically between states and even US customs stations. Some states are starting to open, and after a recent delivery I had an excellent steak dinner with my student in Omaha, Nebraska. It was my first time eating at a restaurant in 2 months, and one of the most exciting moments of my recent adventures.

Meanwhile, the flight school that I've been occasionally instructing at is also starting to open but taking precautions for student training. I've started to find that fear is moving more toward reason and mitigation of risk, and human resilience has become the motivation for our decisions. While for now the future seems uncertain for pilots and the aviation industry, the unwavering commitment to recovery and strength that I've witnessed shows that together we will overcome the obstacles presented by this calamity. This is only a temporary setback. The industry will continue to rebound and I have no doubt that we will see the same or even greater prosperity in time as we relentlessly pursue our passion for aviation.

Reprinted from Flying Magazine 5/19/2020

AIR NEWS

Madeleine Monaco



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

OUR JUNE CHAPTER BUSINESS MEETING WILL AGAIN BE CONDUCTED VIRTUALLY

Watch for details but **SAVE THE DATE June 18**

We will be updating our ByLaws and Standing Rules



Fall NCS meeting will be held September 24-27, 2020, in Akron, Ohio,
hosted by the Lake Erie Chapter.

Mark your calendar!