

Waypoint

Volume 10, Issue 4

Spring 2020

*Quarterly Newsletter for our Chapters
All Ohio, Chicago Area, Greater Kansas City,
Greater St. Louis, Indiana, Indiana Dunes,
Iowa, Kentucky Bluegrass, Lake Erie, Michigan,
Minnesota, Northwoods, Scioto Valley,
and Wisconsin*



Becoming a Designated Pilot Examiner

by Karen A. Kalishek (Wisconsin)

Becoming a designated pilot examiner (DPE) is a step-by-step process; however, each individual completes that path in his or her own way. For some people, it is a straight and smooth start to finish, while for others, it can be a long, meandering footpath taking more than a decade to complete. The FAA has updated its process over time, taking advantage of electronic capabilities and developing a standardized methodology. This article explains the process and includes my personal experience.

Ever since becoming a flight instructor in 2010, the idea of someday serving as a DPE was in the back of my mind. Way back in a dusty cobwebbed corner. It seemed then that all DPEs had been flying for decades and possessed an extreme, almost unattainable level of aviation knowledge. It was daunting. However, over the next few years as a CFI, I began to hear comments from advanced flight students, instructors, DPEs and FSDO staff noting that I would be a good DPE. When the highly experienced DPE who provided my ATP check ride in 2015 made the same unsolicited comment, I decided that it was time to act. Nothing ventured, nothing gained. I submitted an application and checked in periodically with my regional FSDO. The polite response each time was either that there was no need for additional DPEs in my area or the FSDO did not have sufficient staff to supervise an additional DPE.

Fast forward to 2019. During AirVenture, in one of those wonderfully unexpected right-place/right-time coincidences, I was asked by an FAA employee whether I had ever considered becoming a DPE. He pointed out that there was an overall need for more DPEs and that geographical boundaries had been lifted. That re-ignited my interest. Time to relight the burners.

The process has changed somewhat since 2015, and the following information reflects current procedures. Once a pilot has gained



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Becoming a Designated Pilot Examiner (cont.)



sufficient time, experience and confidence in her skills, the first step to DPE is to complete a detailed online application. I spent hours compiling data, verifying with the online information that I met requirements, and completing the application. It was a relief to finally hit the submit button. Once submitted, the application goes to a national board which reviews, verifies that all eligibility requirements have been met, and grades the application. Eligible applicants are added to a pool. I was informed via email that my application was accepted.

Once approved as eligible, the applicant is able to enroll in a self-funded online course which includes numerous quizzes and an examination. The program provides an in-depth review of DPE requirements and regulations. Course completion time was approximately 24 hours online. It was valuable training and eye-opening. Exposure to an entirely new and extensive set of aviation regulations felt like initial ground school once again. After successfully completing the online program, clearance is given to enroll in a four-day self-funded on-site training course at FAA headquarters in Oklahoma City, followed by another written examination. There were 28 people in my course, most fixed wing but also some specialized in balloon, glider, rotorcraft and ultralights. We had six FAA trainers, which provided a good student/instructor ratio.

The course included a packed schedule of presentations, role playing and plan of action preparations. We also had homework. The group that I was assigned to met on our own during evening hours. The training had a very supportive environment, with everyone sharing ideas, best practices and encouraging one another. Course participants came from all regions of the U.S. (including Alaska) with an eclectic and impressive mix of aviation credentials. Attendees were a blend of those who had been notified by a FSDO that they had been selected, others who were anticipating selection, and some who were simply considering the DPE role and wanted to learn more about it.



Finishing the on-line and on-site programs completes most of the preparatory training although it does not insure being selected to serve as a DPE. Completing the training makes a DPE candidate more likely to be selected; however, if not chosen within two years, then the on-line and on-site training must be completed again. Only a minority of applicants are chosen each year. Some applicants are in the candidate pool 5 or even 10 years before being selected. When to undertake the training becomes a strategic decision, since it is not required in order to be in the candidate pool.

When a FSDO decides that it needs and has sufficient staff to supervise a DPE, the FSDO requests a list of eligible applicants from the national pool. They receive

Becoming a Designated Pilot Examiner (cont.)

information on the highest scoring candidates (based on the graded application) who have indicated an interest in that FSDO region. The FSDO completes in-person panel interviews of each candidate and determines which applicant(s) will be invited to serve. After verification that the mandatory training courses have been completed, the FSDO launches into an FAA paperwork approval process. Additional scrutiny and candidate assessments may occur along the way. The FSDO also has an option to require that DPE applicants demonstrate flight maneuvers to the applicable PTS or ACS standards.



Following higher-level FAA approval, the DPE candidate completes an observed practical examination during which an FAA observer watches and evaluates the candidate, giving a complete check ride - oral, flight and associated paperwork. Paperwork and preparation are fairly extensive, since each practical examination - not only the DPE's initial evaluation -requires that the DPE prepares a plan of action for that specific applicant and documents the examination activity. The candidate's observed performance is debriefed and as long as the FAA observer and relevant FSDO staff are satisfied, a new DPE is born!

In my case the observed check ride was in Reno. The Reno FSDO had arranged for my panel interview via conference call. I was invited to serve prior to completing the on-line and on-site training. With no previous Reno area experience, I studied airspace, scrutinized local airport A/FD information, and evaluated cross country flight alternatives in detail, maybe even more so than the private pilot candidate. As with any initial DPE observation, the pilot candidate was not charged for his practical examination.

All's well that ends well. The candidate was very well prepared, and we both ended up with big smiles that day.

Similar to pilot certification, receiving the DPE designation is a license to learn and includes requirements for annual training and assessments. Proficiency comes with practice. I look forward to gaining experience quickly in order to better serve pilot candidates. Unfortunately, due to COVID 19 my first eight practical examinations have been rescheduled. Hopefully by the time this newsletter is published the global pandemic will have passed and the aviation industry will be regaining some normalcy.

Although I live in Wisconsin, the Milwaukee FSDO is not my supervising office. Recent regulatory changes have removed geographical restrictions and now allow DPEs to provide service where it is needed.

Karen A. Kalishek

*DPE, ATP,
Master CFI/CFII/MEI,
CFI-G, AGI, IGI, FAA
Gold Seal Instructor*

*2019
National FAAS Team
Representative of
the Year*

Editor's Hangar

Got a COVER STORY to share? A few great photos? C'mon, we know that you have stories to tell.



Editor's challenge - a new cover story with every issue from a *different* Chapter across our Section. Iowa (Summer 2019), KY Bluegrass (Fall 2019), and Wisconsin (Spring 2020) are out

for now. Who's in for the Summer and Fall issues?

Cover story guidelines - an aviation-related story; 1000 words (max); and 3-4 nice high resolution photos.

Our readers love shorter aviation pieces

too. Consider sharing your stories - flying, training, airports, mechanical matters, book/movie reviews, photos - the sky is the limit. Share!

Chapter news - We look for a brief update from each Chapter. A few lines of what's been going on. Photos. Milestones achieved.

Photos - Don't forget to include the caption for the picture - WHO, WHAT, WHERE, WHEN...

Leave a print copy of Waypoint at your local airport. It's a great way to advertise NCS 99s and your Chapter.

Waypoint is YOUR newsletter. Own it!

Blue skies & tail winds.

~ *Minnetta Gardinier (Iowa Chapter)*

Waypoint Guidelines

Photos MUST be print quality, high resolution!!! Photos that are poor quality may not be published at the discretion of the Editor(s). For a HIGH quality photo, set your camera to high or better quality (300 dpi minimum). Copies of social media photos are usually *poor* print quality as they are down-sized when uploaded to these platforms.

Waypoint Schedule		
Issue # (release):	Activity coverage:	Submissions due:
1 - Summer (July)	Mar 1 - May 31	Jun 10
2 - Fall (October)	Jun 1 - Aug 31	Sep 10
3 - Winter (January)	Sep 1 - Nov 30	Dec 10
4 - Spring (April)	Dec 1 - Feb 28	Mar 10

Send submissions to: waypoint@ncs99s.org

WAYPOINT SUBSCRIPTION RENEWAL Reminder:

If you are receiving a paper copy of Waypoint, please be sure your correct address is provided to **KATHY LESTER-ROSS**.

There is NO manual cross-referencing to the International 99s membership directory.

Chapter Treasurers: Renewals for paper copy subscriptions are due **JULY 1** each year. Please make sure to send your Chapter's list of subscribers along with the appropriate **subscription fee (\$20)** payable to **NCS 99s**. Note the **subscription cost increase**; it has not been increased in 10+ years while costs have risen. Mail to:

Kathy Lester-Ross, 2031 N Beaumont Ave., Kansasville, WI 53139

Amelia Earhart Memorial Scholarships

2020 AEMSF Spring Fly Now Awards

Congratulations to **Samantha Claypool**, (Iowa), who won a *Fly Now Award* in the Spring 2020 competition. Her mentor is Jeneanne Visser.



Fall Fly Now Awards

We hope that you have been out flying, but if you have a rainy/cloudy day, it's a great time to start putting together your FLY NOW Award application. Identify your mentor and start connecting. This award can provide up to \$6,000 toward completion of a Recreational Pilot, Sport Pilot, or Private Pilot certificate. For details, visit the Fly Now Award web page:

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

Deadline: October 1, 2020 (99s join date: July 1, 2020 or earlier)

She must also meet the following criteria:

- hold a student pilot certificate
- have logged 5 hrs in the six months prior to the application deadline
- show financial need

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 an Emergency Maneuver Training Scholarship established in memory of 99 member Vicki Cruse.

Cheers and safe flying!

~ Tina Hartlaub, NCS AE Scholarship Chair

For questions & information,
contact your NCS
AE Scholarship Chair.

Tina Hartlaub
Wisconsin Chapter

Email: scholarship@ncs99s.org

Phone/Text: (920) 901-5407

For all AEMSF updates and details, visit:

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

Keep 'Em Flying

by Ellen O'Hara

I hope you are doing well and staying healthy in your homes and hangars. This may be just the right time to contact your friends who may be alone and wanting to "get out" mentally. And doesn't it make for especially interesting conversation if it's aviation talk! Maybe there's a story in that person's background that you never heard before that the person is delighted to tell you about!

You're going to be seeing in Waypoint the personal accomplishments and wonderful meetings that chapters have had over the last year. Looking back, our chapters have increased their efforts in offering more events to introduce aviation to young girls via tours on airports or sessions of flying introduction, or even actual flights in an airplane. These are great for showing these gals that they are included in aviation, and sometimes that's all it takes!



From,
North Central
Section 99s

We have now entered an age of need for more pilots in general, and a lot of people don't even know that! This is serious. You can look online at statements from even a few years back to find many citing the urgency of that need which is increasing. Today there is an even greater urgency in promoting young women to enter aviation, and now more than ever, females are entering the aviation profession and more are needed. Now is a good time for all of us to plan to spread our words of encouragement to our family and friends (both in and out of our flying community) of the many

possibilities aviation opens up for these young women as future pilots. Who better to promote it than we who have already enjoyed it and been challenged by it!

In the 1960s, women represented only three percent of pilots, and today female pilots are six percent of pilots in most areas with a slightly higher percent in other areas and even in other countries. We know it has taken many years and struggles to get where we are today. We now live in a time of achievement where we have read about many of those pacesetters and have even met some of them as 99s. This is the perfect time to increase women's role in aviation! Do your part to spread the news and ask other 99s what they are doing as well!

In 2020's months of quarantine at home for the virus pandemic, everyone is anxious to get moving like the lineup of racers at the race start. Just as in flying, any plan for private safety must also include regard for public safety as well, and each of us, we know, is in charge of our own Go or No Go situation. May we all have the patience to wait for our own proper Go situation!

It has been my honor to serve you as Governor for North Central Section this 2018-2020 term and I look forward to serving as Past Governor in the next term.

Wishing you success in your endeavors (especially the flying ones!).

Keep 'em flying!

Ellen O'Hara

P.S. I always vicariously enjoy the flying stories of others, so if you wanna call someone...



2020 NCS Elections

Congratulations!

We have our new leadership team for 2020-2022!

- Governor - Janice Welsh (Indiana Dunes)
- Vice Governor - Deb McGee (Iowa)
- Secretary - Sue Glisson (KY Bluegrass), 2nd term
- Treasurer - Maria Lamia (Wisconsin), 2nd term
- Directors - Deb Henrichs (All Ohio); Kathy Lester-Ross (Wisconsin), 2nd term
- Nominating Committee - Jenny Myren (Iowa), 2nd term; Cheryl Daml (Minnesota); Dee Dreger (Northwoods); Melissa Hanthorn (Greater St. Louis), 2nd term; Lori Manthey (Lake Erie)



Nine of 14 Chapters represented! Wow!

Unfortunately, we were unable to celebrate and thank them personally for serving our Section due to the COVID pandemic. Consider taking a moment to email them a note of thanks.

2020 NCS Awards

Who Won???

Did your Chapter nominate one or more members (or a 49½) for a Section award?

- Governor's Service Award
- Spinning Prop Award
- 49½ Award

Due to the COVID pandemic travel restrictions and the resulting cancellation of our Spring NCS Meeting, the announcement of our award winners has been deferred to our 2020 Fall Section Meeting.

Stay tuned...



NCS Fall 2020 Business Meeting - Join Us!

Our North Central Section Leadership Team invites all NCS members to attend the Fall Section Business Meeting!

Saturday, September 26, 2020

10:00 am Central

Join via **ZOOM**

Mark your calendars! Link and details to follow soon.



Highlights

NCS Board Reports

Updates from International HQ
(Jan McKenzie, Past President)

Treasurer's Budget Report

Annual NCS Awards

NCS Committee Annual Reports

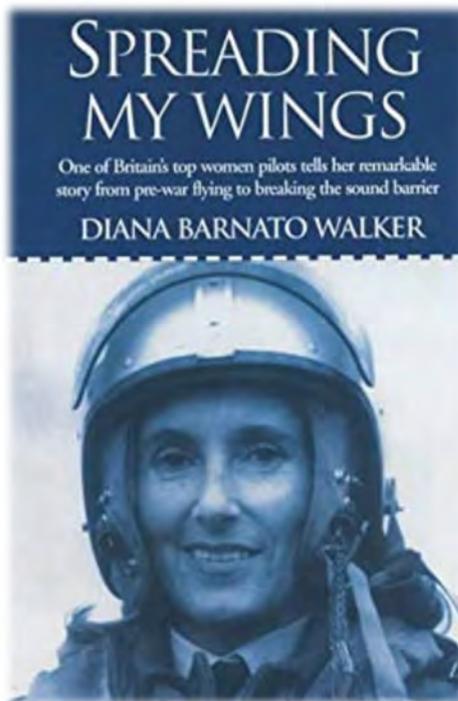
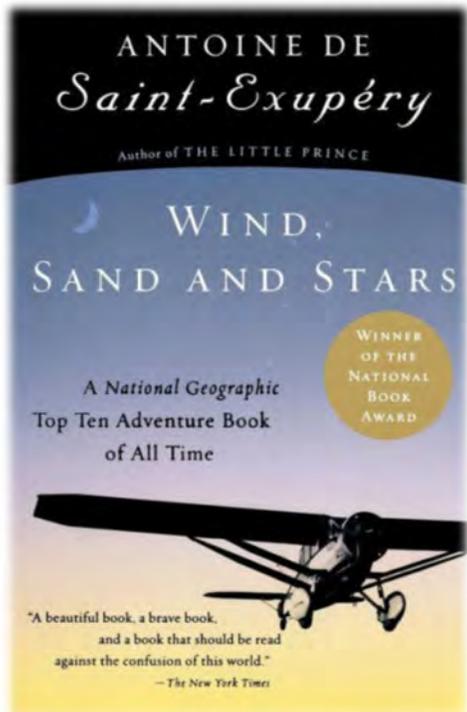
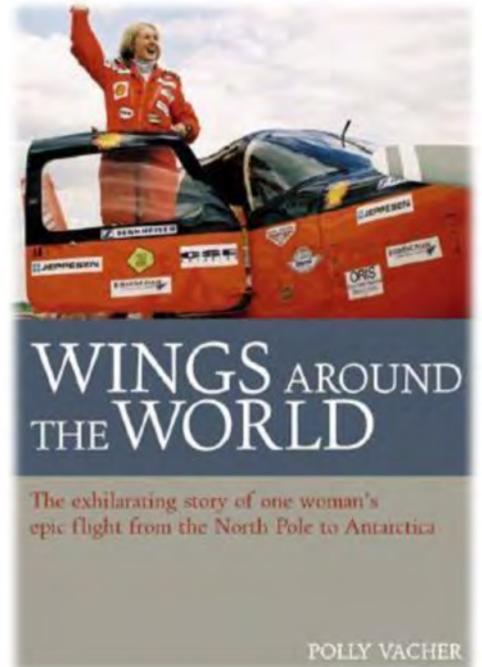
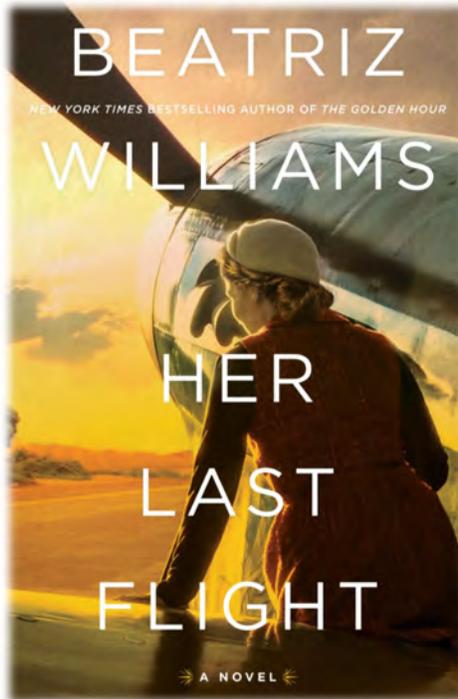
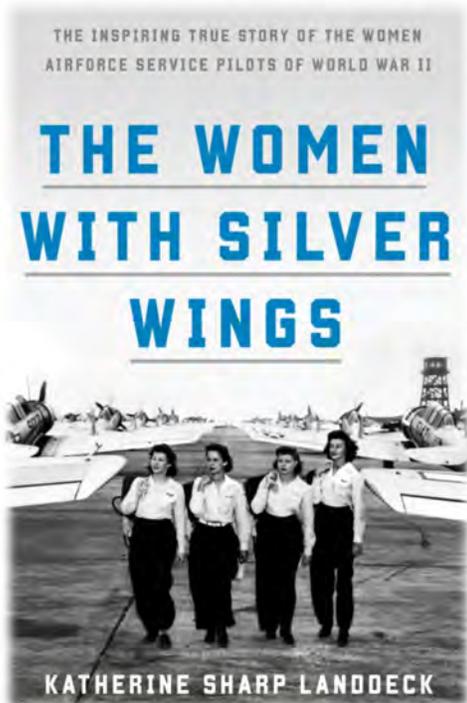
Spring 2021 NCS Meeting
(hosted by Lake Erie Chapter)



Janice Welsh, Governor
Deb McGee, Vice Governor
Susan Glisson, Secretary
Maria Lamia, Treasurer
Deb Henrichs, Director
Kathy Lester-Ross, Director
Ellen O'Hara, Past Governor



A Few Random Aviation Reads...



Chicago Area

by Diane Cozzi



Chicago Aviation Expo

We co-sponsored another successful Aviation Expo with the *IDOT Division of Aeronautics* and the *FAA Greater Chicago FSDO*. The 99s provide the funding, the curriculum, the organization, the schedule, the programs, the publicity, the venue contact, as well as renowned aviation speakers from across the spectrum. Many of the attendees for the IFR and VFR seminars, as well as aspiring pilots attending the Flying Companion Course, expressed their appreciation of the 99s efforts in bringing this engaging program to them.



CAE Registration (L-R): Cynthia Madsen, Diane Cozzi, Colleen Murphy, Jill Feldman, Karen Ballard, and Ellen O'Hara.

Overall event chairman was **Madeleine Monaco**. Chapter Chair **Eva Kozlowski** was in charge of Vendors & Exhibitors. **Diane Cozzi** chaired Registration, assisted by Chapter Treasurer **Colleen Murphy**, **Donna Klein**, and **Cynthia Madsen**. The very popular **Ellen O'Hara** was in charge of the raffle, ably assisted by **Jill Feldman**. There were also not one but two terrific photographers, Chapter Vice-chair **Mona Knock** and **Julie Richey** (who came in from out of state) to record the event. Many other chapter members helped out and attended as well, including Chapter Membership Chair **Karen Ballard**, who was kept busy signing up several new members.



Chapter chair *Eva Kozlowski* welcomes CAE attendees.

The night before the safety seminar we had a joint social event with Chicago's Leading Edge Chapter of *Women in Aviation International*. They have many of the same members as our Chicago 99s, and attendees forged bonds over cocktails and coffee, conversation and community, and, of course, food and flying. The weather wasn't very cooperative that night, but the fantastic desserts, shared by all, certainly made up for that!

Holiday Party

About 50 members and guests attended our wonderful holiday party and greatly enjoyed the food and fun. There were party favors, thanks to the hostess committee: **Natalie Berman**, **Sharon Schorsch**, and **Madeleine Monaco**; door prizes, thanks to **Cynthia Madsen**; some flight training materials to share, thanks to **Mariko Doskow**; and it was a revenue-positive event, thanks to Treasurer and reservation person **Colleen Murphy**. In addition, a local food pantry, our charity outreach for 2019 and a special project for 49½ **Ralph Madsen**, garnered a substantial monetary donation from all who attended the event.

Chicago Area (cont.)

Chapter Business Meeting...and in case we didn't have enough fun ...a Social Event for the month too!

A recent chapter business meeting was held at northwest suburban Schaumburg Airport. Lots to discuss as we made plans to host the Spring NCS Meeting, and selected our chapter nominees for the upcoming annual NCS awards competition - Governor's Service Award, Spinning Prop Award and 49½ Award.

Since we were working so hard, Chapter Chair **Eva Kozlowski** hosted a Bocce Ball tournament and lunch the following Saturday at *Pinstripes* in Oakbrook. We had four competitive teams, got better acquainted with some of our new members, and shared a delicious lunch afterwards. Great idea!



Chicago Area 99s and Leading Edge WAI members get together over dinner before the CAE safety seminar.

Chicago Executive Airport (PWK) was represented by Jennifer Pfeifer (center), and she was joined by FAA Team Manager Lee Stenson (left) and FAA Greater Chicago FSDO Manager Luanne Wills-Merrell (right).



Bocce ball teams gather in front of the courts at Pinstripes.

Iowa

by Minnetta Gardinier

Spring Fly-Outs (and Drive-outs)



Weather in the winter/spring months of the new year in Iowa is "like a box of chocolates" - you're never sure of what you get. So we typically plan for airports near where our active members can fly or drive to, if necessary. Not unexpectedly, January and February were flying 0 AGL along the highways to our destinations - Washington and Iowa Falls. Snowy and chilly.

Pella was a fun outing in early March and our last for a few months with the COVID pandemic moving in. Pella is well-known for its annual tulip festival, and we were heartened to see the tulips pushing up through the ground and signaling that Spring was indeed coming to Iowa. Pella was also home to 99s Charter Member Ila Loetscher.

Congratulations!

Elizabeth Baldwin passed her private pilot checkride on March 10th. A great accomplishment!

Samantha Claypool won a Spring 2020 *AE Fly Now Award!*



Part of our group on the Iowa Falls Swinging Bridge over a frozen Iowa River - Jeneanne Visser, Sam Claypool, Deb McGee, and Elaine & Bill Fitch.



Congratulations to Elizabeth Baldwin, AE Fly Now winner, and NOW - private pilot!

Can you see the tulips coming up? On the Pella Klokkenspel courtyard - Jeneanne Visser, Minnetta Gardinier, Sam Claypool, Deb McGee, Kate Timmerman, Jenny Myren and Elizabeth Baldwin

Wisconsin

by Brittany Lewin

Annual Volunteer Event - Hunger Task Force

Our Chapter assembled 760 boxes to help those in our community!!!

Accomplishments

Vonda Benson - Instrument rating

Bridgett Nottstad-Cornett - Soloed and passed her private pilot written exam

Congratulations!

*Top right: Julie Hartlaub, Cindy Schroeder, Robin Hollinger (L-R)
Middle right: Keith Hartlaub and Darcy Kulesha*



Above: Anne Muirhead, Cindy S, Julie H (L-R)



Left: Robin Hollinger, Joan Plato, Keith Hartlaub, Jill, Anne Muirhead, Julie Hartlaub, David & Kathy Lester-Ross, Darcy Kulesha, Cindy Schroeder, Maria Lamia (L-R)



New Horizons

Master Pilot Sarah Gorelick Ratley (1931-2020)



Born on October 30, 1931 in Kansas, Sarah Gorelick learned to fly in 1949 and raced in the Powder Puff Derby and toured with the Ninety-Nines. She graduated from the University of Denver with a Bachelor of Science in Mathematics, minoring in physics, chemistry and aeronautics, then worked as an engineer at AT&T.

Sarah joined the Ninety-Nines, Greater Kansas City Chapter, and has been a continuous and active member since January 25, 1951.

In 1961, Sarah was chosen for NASA's first Woman in Space Program. Titled Mercury 13, the program grew out of two researchers' interest in women's capabilities for spaceflight based on their small size and light weight. These women were put through intensive fitness and endurance tests, and all passed. However, one day before the women were to report for their next phase of examinations, the program was scrapped due to the prejudices of the times.

Educationally, she was as qualified as any Mercury 7 Astronaut. At 27 and single, she held a Commercial Pilots license with Airplane Single and Multi-Engine Land ratings, Single Engine Sea, Instrument, Rotor and Glider, CFI and CFII ratings.

After Mercury 13, Gorelick became an accountant with the Internal Revenue Service and in 2007 received an honorary Doctorate of Science from the University of Wisconsin.

~ submitted by BJ Vanecek



GKC Wright Day Dinner Speaker



My Dear Friend – BJ Vanecek with Sarah Ratley

Mercury 13 Sarah Ratley

Sarah Ratley (nee Gorelick) is an American pilot, a Ninety-nine and one of the Mercury 13 female astronauts group. They were educated, skilled and physically fit for space flight, but because of their gender NASA shut down their dream. Educationally, she was as qualified as any Mercury 7 astronaut, with a B.S. in Mathematics, with minors in Physics and Chemistry. At 27 and single, she held a Commercial Pilots license with Airplane Single and Multi-Engine Land ratings, Single Engine Sea, Instrument, Rotor and Glider, CFI and CFII ratings.

After graduating from The University of Denver she started working in Electrical Engineering with AT&T.

In 1960, a selection of female pilots were invited to take part in astronaut testing by Dr. Randy Lovelace. Women were invited to take part. They could not apply.

The women who made up the Mercury 13 were all successful pilots. They all passed the same tests the men passed. Some even performed better than the men. But in 1961, they were told that there was no need for female astronauts.

Sarah, with the support of her father, believed that women could have aspirations outside the home. She says she was drawn to flying in high school.

She remembers her first solo flight as "pure freedom." By age 17 she had her pilot's license and was taking her friends for rides.

Many of the women recruited for space flight testing took part in the Powder Puff Derbies, an annual air race for female pilots. Sarah, who grew up in Kansas City, KS, started racing when she was just 18.

Sarah was working with AT&T when she received a call about the Lovelace Clinic. "I got this phone call saying ... can you be [in New Mexico] tomorrow. And of course, I was young, but we were on overtime at work. And I said: 'Can I go?' And I went. And then when I got home, I got the letter inviting me to come out there," she recalls.

The tests on the women were not done in cooperation with NASA. The tests were done secretly and were privately funded. The tests were done at the Lovelace Clinic in Albuquerque and were considered quite invasive and grueling.

One test involved filling the candidate's ear with ice cold water so that it would induce vertigo. The candidate would then be watched to see how quickly they could recover. "I just decided I was going to pass and I didn't care what. I was just going to pass. And I just took a deep breath and ignored it," she says.

Sarah was thrilled to find out she'd made it through, making her one of the Mercury 13.

"I talked to Dr. Lovelace before I left the clinic and he told me I had passed, and that was very good. And then I got a letter that we were going on to Pensacola and I was looking forward to that."

Sarah believed that one of the 13 would go on to be the first woman in space.

The clinic in Pensacola would be the location for their next series of tests and training for space flight. But just days before phase two was to begin, NASA found out about the testing and shut down the program for women.

"They said that they had not been consulted. The Navy was all for it, but they said they had not been consulted. And of course, Lyndon B. Johnson decided: 'Let's kill it.'"

After Mercury 13, Gorelick became an accountant with the Internal Revenue Service, retiring in 2018. In 2007 she received an honorary Doctorate of Science from the University of Wisconsin.

She is proud that her work through the Mercury 13 program paved the way for other women to become astronauts.

New Horizons

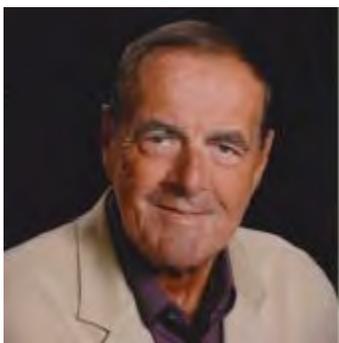


Helen Sailer (1918-2019)

Helen Sailer of The Village (a retirement community in Gainesville, FL) celebrated her 100th birthday with friends and family on March 7, 2018. She passed away on November 29, 2019. Helen, well ahead of her time and on a secretary's salary, took her first flying lesson in 1940. She went on to become a commercial pilot with a multi-engine rating. Helen was a Life Member of the Chicago Chapter of The Ninety-Nines, and she was also a Charter Member of The International Woman's Air and Space Museum (Cleveland, OH).

Norma Freier (1930-2019)

Norma Freier (Lake Barrington, IL) flew on to new horizons on December 3, 2019 at home. Norma was a long-standing 99, who was the face of the 99s at EAA Oshkosh for many years, hosting our gatherings in the 99s tent. She was a proficient pilot and air racer, flying often with her husband and then later with her son-in-law, John Reinert, as co-pilot. She had a passion for flying with her fellow 99s. *Mean Norma Jean* was her "handle" as an air racer, but she was not 'mean' at all. Her family and her 99s family will miss her very much.



Jerry O'Hara (1940-2019)

Jerry O'Hara (Oak Brook, IL), 49½ of Ellen O'Hara, passed away December 18, 2019. We grieve your loss with you, Ellen. May he rest in peace.



Evelyn Farnham (1928-2019)

Evelyn Farnham was a Life Member of the Iowa Chapter of The 99s. She grew up on a farm in rural Iowa and graduated from the Iowa Methodist School of Nursing as a Registered Nurse in 1949. A year later, she married Paul Farnham, a WWII veteran, and they lived in the Des Moines / Ames area in central Iowa for several years. In 1954, they moved to Gowrie and farmed for 62 years. Of Evelyn's many lifetime accomplishments, she felt her greatest accomplishment was learning to fly. She received her private pilot's license in 1979 at age 51 and joined husband Paul in the cockpit on many trips around Iowa and beyond. The same year, she also learned to swim, another accomplishment of which she was very proud. Evelyn moved to Friendship Haven in Fort Dodge in September 2017. She was a friend and inspiration to many of the residents and staff there, and found pleasure and satisfaction in reading scripture during Sunday worship services and designing fun activities for the residents and staff to enjoy.

Name Tags & Business Cards

GET IN SHAPE

If you want a name badge in the shape of your state, send your check for \$16 (\$20 after 1-1-19) payable to

Chicago Area 99s

and mail with this form to:

Linda Uzmys,
address and phone in the 99s Directory

Email luznys855@gmail.com

Allow three weeks for delivery.



99s NAME BADGE ORDER FORM

Print out this form, complete it and send it with your payment (see below)

Name	
Street Address	
City	
State	
ZIP code	
What name do you want on the badge?	
Official chapter name	
U.S. state where chapter based	
Pin back or magnetic back?	
Address to where badge should be shipped (if other than address above)	
Badge will be shipped by supplier.	
Email address to resolve any further details	

Mail this form and \$16 (\$20 effective January 1, 2019) to Linda Uzmys, Chicago Area Chapter 99s, for each badge ordered.

Her address can be found in The Ninety-Nines directory.

Looking for new 99s business cards?

Visit the new 99s VistaPrint Custom Print Portal:

<https://theninetyines.go.customprintcenter.com/register>

- 3 styles available
- Customizable text (front and back)
- New products are coming...



RESOURCE: AOPA Safety To Go

Did you know that AOPA now provides their well-known safety seminars and videos for download? This resource is a great way for your Chapter to focus on aviation safety and to promote a group discussion and share experiences.

<https://www.aopa.org/training-and-safety/air-safety-institute/safety-to-go-downloads>



“Enhance your next flight school seminar, flying club meeting, or hangar flying session with the most thought-provoking and exciting safety education to date. Our popular award-winning seminar presentations and safety videos are developed using a variety of multimedia and can be downloaded straight to your computer or portable storage device. Download today!

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- SEMINAR PRESENTATIONS
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- ACCIDENT CASE STUDIES
- REAL PILOT STORIES
- PILOT SAFETY ANNOUNCEMENTS
- ASK ATC



Collision Course: Avoiding Airborne Traffic

The “big sky” can get awfully small when multiple aircraft are in the vicinity. Even with ATC support and traffic displays, near misses happen too frequently and midair collisions still happen. Advanced technologies which ensure more precise course and altitude tracking and more aircraft converging on fewer airports all work to shrink the “big sky”. This seminar looks at the problem from a risk management perspective. We identify high-risk scenarios and locations, then lay out strategies for avoiding them.



Bird Strike

It was a nice VFR day—not a cloud in the sky—as the twin climbed out of the pattern at Casa Grande, AZ. The pilot was settling down on the last leg of a long cross-country flight from Bartow, Florida to Camarillo, California when he noticed the birds... Experience the pilot coming eye to eye with a four pound red-tailed hawk and how he dealt with the ensuing mayhem his uninvited feathered passenger caused.

iPanel: Cockpit distractions can be deadly. Fly the airplane, not the panel.

ASI Safety Tip: Greasing the Landing

Struggling to nail the perfect landing? Whether you’re having trouble timing your flare, or managing your airspeed, try this quick technique – and you could be landing like a pro in no time.



Blind over Bakersfield

On December 19, 2015, a Piper Lance carrying five occupants departs from San Jose, CA, en route to Henderson, NV. Despite a poor weather forecast, the pilot and his family are flying to their old hometown for a friend’s surprise party that evening. As conditions worsen along the route, the non-instrument rated pilot presses on, and eventually accepts an IFR clearance to fly into IMC – a decision that clinches the fate of the five on board.

Museum of Women Pilots - Wall of Wings



The 99s Museum is now offering a very limited opportunity to purchase a pair of Wings to be displayed on the Wall of Wings located inside the 99s Museum.



A prestigious gift, the Wings may be inscribed with the name of an individual or group as a memorial or for recognition of dedication and service. Money raised from the donations for the Wings supports the 99s Museum. Through its programs, displays, and research library, the 99s Museum preserves the rich history of women in aviation and aerospace. Donations made to the 99s Museum for the Wings are tax deductible to the extent allowed by law.

99s Museum of Women Pilots

PO Box 950374 Oklahoma City, Ok 73195-0374

Name

Address

City, State, Zip Code

Phone no.

The purchase of a pair of wings is \$500 or more

Total/ Quantity \$ _____/_____

Inscription on the Wings (4 to 18 Characters Only)

Payment Information: Please make checks payable to: 99s Museum of Women Pilots

Or call 405-685-9990 for credit card payments.

Springtime Over the Mississippi *by Minnetta Gardinier*

A few weeks in quarantine, and I got the urge to social distance at altitude. So I decided it was time to check out springtime over the Mississippi. After 15+ years of flying, I still enjoy the views every time that I cross the "Big Muddy."

I came to know the Mississippi when I lived down in New Orleans 40+ years ago (yikes!). It is a 'different' river down at its Delta, as compared to the upper Midwest closer to its feeder rivers. I enjoy the islands in the River up around Iowa, the barges, and the locks up here.

From Iowa City, I headed southeast to Burlington (BRL) at 3000 feet where I flew a practice instrument approach at BRL before asking for 'flight following' to travel northbound along the Mississippi on the Illinois side. My goal was to fly all the way up to Dubuque hugging the shoreline.

However, it turned out to be a very warm day with lots of thermal updrafts - so a lot of bouncing around. I decided to call it a day when I got to the Quad Cities area. Just north of Moline IL (MLI), I took a sharp left turn to head back to Iowa City. I got in another practice approach for landing at IOW. Fueled up, tucked the Cardinal back in her hangar, filled out my logbook, and enjoyed a cold one at the hangar before heading home for the day.



En route to Burlington, passing by Columbus Junction IA - a popular pilotage location when I was learning to fly. It's at the confluence of the Iowa and Cedar Rivers.

Crossing the Mississippi R just south of Burlington. The Burlington Rail Bridge & the Great River Bridge (US 34; single tower, cable stayed bridge) span the river.



...Over the Mississippi (cont.)



One of the many locks and dams on the Mississippi...just north of Burlington

A little wilderness on the Big Muddy with the sunlight glinting off the water and through the trees.



Davenport IA



Bettendorf IA

The Quad Cities from 3000 ft. Rock Island is home to the Rock Island Arsenal, largest govt.-owned weapons manufacturing arsenal in the U.S.

What's an Eskimo doing in OKC?



ALASKA Airlines has much of its maintenance, repair, & overhaul (MRO) done at AAR Aircraft Services, Will Rogers World Airport (OKC). AAR is also a great FBO for GA, and 99s receive a fuel discount at AAR. Just ask.

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Melissa Hanthorn	
Sherry LeMaster	
Shannon Miller	
Paula Rumbaugh	



NCS Meeting Schedule & Host Chapters

CANCELLED - COVID	Spring 2020
VIRTUAL - NCS BOARD	Fall 2020
Lake Erie	Spring 2021
Northwoods	Fall 2021
Greater St. Louis	Spring 2022
Indiana Dunes	Fall 2022
Kentucky Bluegrass	Spring 2023
Scioto Valley	Fall 2023
Greater Kansas City	Spring 2024
Minnesota	Fall 2024
Iowa	Spring 2025
Wisconsin	Fall 2025
All Ohio	Spring 2026
Michigan	Fall 2026
Indiana	Spring 2027
Chicago Area	Fall 2027

NCS Chapters By State

Illinois	Chicago Area
Indiana	Indiana Indiana Dunes
Iowa	Iowa
Kentucky	Kentucky Bluegrass
Michigan	Michigan Northwoods (Upper Peninsula)
Minnesota	Minnesota
Missouri	Greater Kansas City Greater St. Louis
Ohio	All Ohio Lake Erie Scioto Valley
Wisconsin	Wisconsin Northwoods (Northern WI)
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Waypoint

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NCS Spring Meeting

Late April, 2021

Hosted by:



Details coming in Waypoint, Fall 2020.