



# The Ninety-Nines, Inc.

## Phoenix Chapter Newsletter

### October 2016

#### From our Chapter Chair, Emily Johnson

It was great to see a lot of you at our September meeting. I hope you can all make it to our October 12th meeting. We have a busy couple of months coming up.

The *Crossing the Horizon* book release will be at Phoenix Changing Hands Bookstore on October 6th at 7pm. Author Laurie Notaro has put a lot of work into studying and writing about women aviators and has asked us to come support her, so let's do it!

On October 8th, Marguerite Baier, our Fly-In Chair, has planned a fly-in to Prescott for us at 10:30 am. The list of fly-in events for the next few months in this newsletter, so check it out.

Copperstate Fly-in is Oct. 28th and 29th at Falcon Field. I was able to get us a booth, but we need volunteers to set up and run it. I will be out of town. Last year it was a lot of fun, and there was a lot of time to socialize with each other--so the more volunteers, the merrier.

Our Third Annual Ak Chin Spot Landing Contest will be held on Saturday, November 12th. This is an event I get excited about. Camping with everyone last time was so much fun. We sat around our campsite and talked until late, then got to participate in the fun of the contest the next day. Organizer Karen Hausteen works hard to make this event fun, so I really encourage as many of you as possible to come and join us. I feel this is one of our events that truly bonds us as a group.

Don't miss our Chapter Holiday Party on Saturday, December 3rd. It will be a fly-in to Stellar Airpark. Peggy Perkins was kind enough to offer up her home to us for a festive potluck. Bring your favorite dish and if you'd like to participate in our White Elephant Gift Exchange, bring one gift that is in the \$15-\$25 price range (no more, no less). Also, bring your Treats for the Towers! Look for more details and the treat delivery schedule in next month's newsletter from organizer Jeanne Rieck.

One last reminder: we are planning another Flying Companion Seminar in February and Girls Can Fly Day in March, so keep those on your radar! I'm looking forward to an awesome year with you ladies.

## Events and Fly-Ins

Thurs. Oct. 6th, 7 pm- *Crossing the Horizon* book release, Phoenix Changing Hands Bookstore (details below).

Fri. Oct. 7th, Z66- Historic Double Circle Ranch Fly-In Camp.

Contact Mark Spencer at 602-708-1599 or

[mspencer@azpilots.org](mailto:mspencer@azpilots.org) (AZ Pilots)\*

Sat. Oct. 8th, 10:30 am KPRC- Chapter Fly-In. Meet at Susie's Skyway Restaurant on the field. 6500 MacCurdy Dr, Prescott, AZ 86301

Sat. Oct. 8th, 7-11 am, E25- 22nd Annual Fly-In & Classic Car Show Wickenburg. [www.visitwickenburg.com](http://www.visitwickenburg.com)

Wed. Oct. 12th, 7 pm, Swift Aviation- Phoenix 99s Chapter Meeting. 2710 E Old Tower Rd, Phoenix, AZ 85034.

Sat. Oct. 15th, 6:30-10 am, 5A23- Pegasus Breakfast Fly-In for Hope Kids (\*AZ Pilots) <http://azpilots.org/jcalendar/icalrepeat.detail/2016/10/15/51950/-/pegasus-breakfast-fly-in-for-hope-kids>

Sat. Oct. 15th, 8-11 am- Benson Can't-Pass-Gas Saturdays Breakfast Fly-In.

Sat. Oct. 15th, 8-11 am KFFZ- Falcon Warbirds Pancake Breakfast Fly-In. Falcon Warbirds Hangar-4626 Fighter Aces Drive Mesa, AZ 85215 [www.falconwarbirds.com](http://www.falconwarbirds.com)

Sat. Oct. 15th, 9 am KHII- Breakfast Club Fly-In to Lake Havasu, brunch at the Makai Cafe at the foot of the London Bridge. Contact Warren McIlvoy for details and to register: [idwlm@asu.edu](mailto:idwlm@asu.edu). (\*AZ Pilots)

Mon. Oct. 17th, 7 pm- FREE AOPA Air Safety Institute Safety Seminar Trivia Night! Holiday Inn & Suites 1600 S. Country Club Drive Mesa, AZ 85210 <http://azpilots.org/jcalendar/icalrepeat.detail/2016/10/17/51986/-/aopa-trivia-night-in-mesa>



Fri. and Sat, Oct. 28th and 29th, KFFZ- Copperstate Fly-In. Volunteers needed both days to help out with our Chapter Booth.

Sat. Nov. 5th, 5:30 pm- ASAG Banquet (see flyer below)

\* For more information about these events, visit the Arizona Pilots Association website: [www.azpilots.org](http://www.azpilots.org)

## Upcoming Events:

Sat. November 12th- Phoenix 99s Ak Chin Fly-In and Spot Landing Contest (A39).

Sat. December 3rd, 10:30 am- 99s Holiday Party at Peggy Perkins' House, Stellar Airpark (P19).

Sat. March 11th- Girls Can Fly Day at Deer Valley Airport (KDVT).

Sun. June 4th through Fri. June 9th- Tentative Dates for Aviation Girl Scout Camp in Prescott.

## Accomplishments:



**Danielle Grekowicz, Commercial Certificate, Multi-Engine & Single-Engine land.**

**This year's Phoenix Chapter Scholarships of \$2,000 each were awarded to Diana LeSueur and Sara Mazzarella for continuation of flight training.**



## FAA Safety Seminars

Topic: "Airman Certification Standards (ACS) Explained" On Wednesday, October 12, 2016 at 13:00 CDT (11:00 Arizona, 18:00 GMT)

Select Number:  
SW1571662

Preregistration is required by visiting <https://attendee.gotowebinar.com/register/2489562981617242113>

Topic: "Runway Safety at Deer Valley Airport" On Saturday, October 15, 2016 at 09:00 AZ time  
Location:

Deer Valley Airport Restaurant  
702 West Deer Valley Rd  
Phoenix, AZ 85027

Select Number:  
WP0771541

Topic: "Aircraft Airworthiness Requirements under 14 CFR for General Aviation Pilots and Mechanics, including Parts 91, 43, 45 and 39."

On Thursday, October 13, 2016 at 19:00 AZ Time  
Location:

Honeywell Deer Valley Facility  
21111 N. 19th Avenue  
Phoenix, AZ 85027

Select Number:  
WP0771561

## Chapter Fly-In Events Schedule

October 8th, KPRC- "Fifi" the B-29 Superfortress will be on display. Meet at 10:30 am at Susie's Skyway Restaurant in the terminal.

October 15th, KDVT- In conjunction with the FAAST Class

at 9:00 am in the restaurant and /or lunch after.

November 12th, A39- Chapter-sponsored Spot Landing Contest at Ak Chin Airport. Even if you do not do the contest, fly in anyway!

December 3rd, P19- Fly-in to Stellar Airpark at 10:30 am for the Chapter holiday party.

December 10th, KSDL- Christmas shopping and lunch at the Quarter down the road.\*

January 21st, KTUS- Meet the Tucson 99s for lunch and tour of the Prop Shop down the street.\*

February 18th- KHII\*

March 16th KRYN\*

April 22nd Rainbow Bridge\*

May 13th KFLG\*

\*More information and times to come in future newsletters.

## SCHOLARSHIPS:

### Ninety-Nines Amelia Earhart Memorial Scholarship

Scholarships available for flight training, academic awards, and technical training.

Applicants must be a private pilot and have been a member of the Ninety-Nines for at least one year.

Deadline to notify chapter Scholarship Chair Helen Consolino of intent to apply: December 1st.

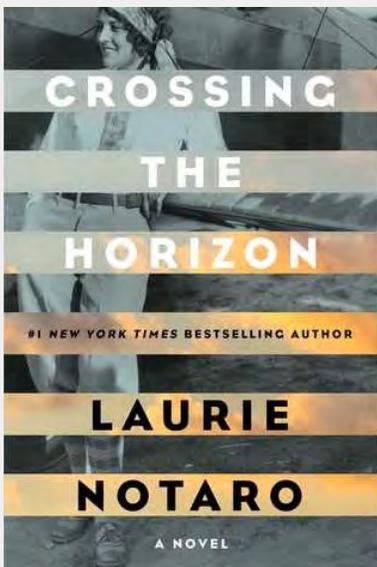
<http://www.ninety-nines.org/scholarships.htm#Applications>

## Upcoming Phoenix Book Event

**When:** Thursday, Oct. 6th at 7 pm

**Where:** Changing Hands Bookstore,  
300 W. Camelback Rd. Phoenix 85013

**What:** *Crossing the Horizon* is a new book by Laurie



Notaro that tells the story of the brave women who paved the way for women pilots in the 1920s. The book highlights the story of Ruth Elder, a charter member of the Ninety-Nines and daring aviatrix. This is an excellent opportunity for our group to gain exposure in the

community and to recruit new members, so please mark your calendars and join us in celebrating women in flight and our organization!

## Flying into a Class Bravo Airport: KPHX

By: Marguerite Baier



Before I left Honeywell (another story), I was asked to fly into Sky Harbor and show my airplane to the Women in Honeywell Engineering Network Phoenix group. It was scheduled for July, and I was to park in the Honeywell hanger for show and then speak at their lunch meeting as well. After getting permission from the Honeywell Hangar Manager and sage advice for landing there from several Honeywell Pilots and Ninety-Nine Helen Buelen, I figured my biggest issue would not be the navigation of flying in (those are big runways), but getting around the taxiways if I did not get RWY 8 to land.

Since I am now living in Prescott, I took off from there and got flight following all the way in. I requested to land on the north runway, since the Honeywell hangar is right off of it. It was a beautiful morning to fly (for July) and pretty much everything went smoothly, until ATC asked me if I could go direct to the numbers from around 19th Ave. and Thunderbird (guessing exact location) and go faster. I replied, "direct to the numbers and I am already at max speed." Well, I was just about to land on RWY 8 when the plane following me got the command to go-around... oops! I was off the runway before he was even close to me.

I taxied in and they had a nice big cooler to help with the heat. I had 5 groups of 5-6 women, and they all enjoyed listening to me blather about my RV10. After the lunch meeting, it was time to get out of there. I got permission to take off from near the middle of the runway. Did you know that you have to talk to clearance delivery, then ground control before taxiing? It was not too busy and I was able to lift off without facing my worst fear, being behind those big engines. The runway was so full of tire tread wear that it felt like I was on rubber and it was, of course, HOT! I noticed the weather was not good at KPRC before I took off and chose to land at KDVT to wait it out and dry out from all the sweat! What a great experience.

# GIRLS CAN FLY DAY 2016 at Phoenix-Mesa Gateway



Photos (above): The University of North Dakota allowed the girls to use their single-engine and twin-engine simulators. UND flight instructors provided tips and instruction in the sims.

Photo (below): A Civil Air Patrol member teaching one of the Girl Scouts how to fly in their simulator.



Fifty-four girls ages 11-16 attended! We had 3 flight simulators for the girls to use, aviation games, and an airport tour that showed the girls all different kinds of planes. The Civil Air Patrol also brought two of their young women cadets to talk to the girls, and we had two 99s speak to them about their careers as airline pilots.

**The 42nd Annual Arizona Safety Awards  
Banquet  
Saturday November 5th, 2016**

**Master of Ceremony**  
Joseph Husband - GYR  
Manager



**Awards Presented for**

- **Flight Instructor of the year**
- **Air Traffic Communicator of the year**
- **FAA Team Representative of the year**
- **Maintenance Technician of the year**
- **Avionics Technician of the year**
- **Airport Safety Award**
- **Ruth Reinhold Award**

**We need your nominations !!**

Visit

[http://](http://www.Generalaviationawards.com/)

[www.Generalaviationawards.com/](http://www.Generalaviationawards.com/)

to obtain the needed forms and for more information on the Safety Awards



**Key Note Speakers — Charles B. Spinelli and Paul Runez**

**Charles B. Spinelli** (left) is an Associate Technical Fellow, with a background in aviation, physics, and computer science. Before coming to Boeing, Charlie spent 13 years starting in 1983 as a weather research pilot/engineer on the High Altitude Research Platform (HARP) supporting missile testing at the Kwajalein Missile Range, Marshall Islands. He was the systems engineer and a test pilot for the U.S. Army funded Autonomous Unmanned Reconnaissance Aircraft (AURA), an optionally piloted unmanned aircraft designed for meteorological reconnaissance, optics support, and communication relays at the national test range. He was the test director & mission manager of the High Altitude Observatory, a Gulfstream II-B that collected data for National Missile Defense (NMD) team. He was also the systems engineer on the Airborne Field Mills program at the Kennedy Space Center that collected electrical field and microphysical data on convective clouds in support of Storms Lanthos. Hired by Boeing in 1997 to work as the mission planner, test conductor and analyst on Airborne Surveillance Test bed (AST), later he worked on the Airborne Laser program and several unmanned systems programs.

Working with the U.S. Army and the University of Washington's Department of Genome Sciences and Electrical Engineering Charlie's instrumented his homebuilt aircraft a Rutan Vari-Viggen as a surrogate unmanned aircraft to successfully flight test a state of the art technology that can detect Chemical/bio-terrorist weapons. Currently he is the chief engineer of a program that is developing the use of commercial unmanned aerial systems in precision agriculture.

Charlie holds FAA single & multi-engine instrument pilot ratings, a licensed Airframe & Powerplant Mechanic and is an experimental aircraft homebuilder. He currently has 17 patents, 15 patents pending and over 33 invention disclosures on aviation safety, unmanned systems, atmospheric research and remote sensing. He also has papers published in the Journal of Industrial Microbiology & Biotechnology, Journal of Sensors and Actuators, SPIE, the Journal of Atmospheric & Oceanic Technology and the International Conference on Precision Agriculture. He was also a key speaker on Optionally Piloted Vehicles at the Australian Research Centre for Aerospace Automation (ARCAA) conference in Brisbane Australia.

**Paul Runez** (right) has a degree from Education Embry Riddle Aeronautical University B.S. Aeronautical Science and is also a Certified Flight Instructor Airplane Single Engine Land, Commercial Airplane Single Engine Land, Instrument, Commercial Rotorcraft-Helicopter, Instrument Paul completed US Army Training/Certifications: UH-60M Blackhawk Course-UM-60A/L Blackhawk Course-Rotor Wing Aviator Course High Altitude Army Training Site (HAATS) Avionics Life Saving Equipment Course-Dushar-HEEDS Training Course-Army Helicopter Medical Evacuation Course. Additionally Paul has also the unique flight experience as Unit Trainer, International border crossings, Medevac, Hoist, Slung Load, Air Assault, V/P, Fast-ropes Multi-ship operations, PODUS Missions.

Currently Paul works for Boeing as a UAV Examiner, Instructor, Pilot and Flight Operations at Mesa, AZ.

**Great Door Prizes, Silent Auction and some good old fashioned fun! Door prizes from last year included a 3 hour Aerobatic Introduction Course from Chandler Air Service, Sim Time in a Regional Jet and much more...You have to be there to win!**

Please Join us for an exciting evening!

Mark your calendar for Saturday, November 5th (Cash Bar Opens at 5:30) Dinner begins at 6pm



**DoubleTree Guest Suites**  
320 North 44th Street  
Phoenix AZ 85008



**TICKETS \$35 PER PERSON or \$325 PER TABLE OF TEN (including Tax and Tip)**  
Reservations Required for Group Tables (10 Seats)

For Tickets or Information Contact:  
Jim Anderson (623) 694-7742 or Joe Husband (602) 841-0541

**AE Memorial Scholarship Medal Ceremony**



Last month's meeting concluded with a medal ceremony for Diana LeSueur and Courtney Smith, winners of the 2015 AE Memorial Scholarship. Diana earned her instrument rating and Courtney completed her Commercial Multi-Engine rating.

Pictured above (left to right, bottom to top): Diana LeSueur, Emily Johnson, Courtney Smith, Peggy Perkins, Sheryn Halloran, Jeanne Rieck, Theresa Farley, Tess Quintana, Marguerite Baier, Keely Costello, Karen Hausteen, Sam Sizemore, Margot Myers, Leah Thomas, Ginger Rowley, and Helen Buelen.



**OUR MISSION:** The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.



Photo (Above)- Phoenix Ninety-Nines Margot Myers and Bonnie Coffey recently attended the AOPA Fly-In on October 1st in Prescott.

(Above, left)- Phoenix Ninety-Nines Ginger Rowley and Courtney Smith went for a morning XC flight to Ryan Field for breakfast.

# THE RENO REPORT: RENO AIR RACES 2016

By Marina S.



Finally! I was able to attend the entire week of the Reno Air Races this year. The last time my schedule permitted it was 2010. Since then, I have been

deployed and not able to work my assigned pylon, which is Sport 4. I have volunteered as a pylon judge since 1996, making this my 20th year.

Lots of activity this year, many aircraft issues and one injury (a broken hand), but miraculously the worst accidents had no injuries at all, including a sport plane that had an engine fire shortly after takeoff. The pilot landed safely and jumped out without a scratch or a mark on her. A De Havilland Vampire had a bird strike on the canopy and pieces went into the engine. It flamed out and the pilot landed in the desert, jumped out within two seconds and was fine. The Blue Angels brought some big excitement with the entire team performing. When the final bird landed, he bumped the landing but was already on the brakes so when he touched the second time he blew the left main gear and it instantly caught on fire. It remained on the runway for a couple of hours, ending the races early that day and causing quite a stir. Some of us joked the pilot would be flying right seat in an F-150 the next day.

The new CEO of the Air Races tried some new things, and I think one in particular went over very well. Friday and Saturday nights they had a band playing in the pits for two hours. It kept people there listening to the music, the vendors could sell a little bit more of their food and beverages, and people got to go look at the aircraft in the pits for a couple extra hours and not be distracted by the air races or aerobatics. I'm not sure how the racers felt about it, having to maintain additional security for two or more hours than they normally did. Usually they are well-relaxed and having dinner and drinks by then. But evening at the Reno Air Races is a special time, and I think many people will fall in love with it and make it an annual event. The program has been redesigned as well as the official pin, and it looks to me and many others like they are looking for a new audience, trying to bring some more energy and youth into the spectators.



Photo (above)- Blue Angel jet stuck on the runway with a blown tire.  
(below)- Cool paint job.



Photo (below)-Marina and the man who first got her involved in being a pylon judge.



Not many unlimited aircraft were there this year, which has been stirring additional conversation amongst everybody. Some speculation is that for the races to continue much longer, they are going to have to introduce stock racing. This means allowing aircraft in stock configuration to race against themselves and (of course) the person who gets closest to their calculated estimated time would then be the winner. If they permitted stock aircraft, there would be so many different types of aircraft in the races; including gorgeous, expensive, and historic aircraft that people are not willing to chop up and enter with given the current rigor of an unlimited race. If they go in this direction, I think the Reno Air Races are going to be more spectacular in a value-driven area than they are now with just the excitement of speed. It was really good to be back with my group of judges after such a long absence and I hear the races had a good year too.

