

The Leading Edge

Newsletter for the Ambassador Chapter 99s
<http://www.ambassador99s.org>



Dear Ambassador Chapter members,

The well for the newsletter has gone dry lately, and we need new material for The Leading Edge! If you have anything to contribute to our budding newsletter- whether an article, a comment, or pictures- please submit them by the 20th of the month for publication in the next month's newsletter. Remember, the newsletter is only as good as our members make it!

-Sabrina Riffle, Editor

Contact Us!

International Headquarters
99s@ninety-nines.org
www.ninety-nines.org
800-994-1929

Ambassador
Chapter
"CREW
MEMBER"
Positions:



Chair:
Kirsten Brazier
kirstenbr@yahoo.com

Vice Chair: Erin Recke
flyinerin@mac.com

Secretary: Sabrina Riffle
sabrinariffle@gmail.com

Treasurer: Kira Vitale
kira@iskyblue.com

Newsletter Editor:
Sabrina Riffle
sabrinariffle@gmail.com

Membership Chairs:
Robin Turner
robin@turnerdairy.net
Erin Recke
flyinerin@mac.com

Website Chairs:
Michelle Booth
Kirsten Brazier
ambassador99swebsite@yahoo.com

JOIN OUR MONTHLY ONLINE MEMBERSHIP MEETING!

The Ambassador Chapter conducts **monthly online meetings every 9th day of the month at 9pm Eastern Time.** To join in on the fun, you'll need to download a free copy of Yahoo! Messenger at:

(for a PC) <http://messenger.yahoo.com/win.php>

(for a Mac) <http://messenger.yahoo.com/webmessengerpromo.php>

(from the Web) <http://webmessenger.yahoo.com/>



Each day on the 9th members from all over the world log in for about an hour to chat free over the Internet. Join us! And if you have questions, please contact one of the Chapter Officers for help.

If you're an Ambassador Chapter member who hasn't yet signed up for our Yahoo! Groups site, please consider doing so here. It's free and easy:

<http://groups.yahoo.com/group/Ambassador99s/join>

We use this site to post the meeting minutes, announcements, member bios and photos. Post yours today!

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AMBASSADOR CHAPTER NEWS

WELCOME OUR NEWEST MEMBER!

We would like to introduce our newest Ambassador chapter member, Carole Dawson! Carole is an aspiring bush pilot and participates in the Ninety-Nines Professional Pilot Leadership Initiative (PPLI). A big welcome to you, Carole!

AVIATION AND WOMEN IN EUROPE ANNUAL CONFERENCE "COURAGE TO BE THE CHANGE"

BOOK BEFORE JULY 1 TO ENJOY THE EARLY BIRD SPECIAL BOOKING RATE!

Do you work in or have connections with the aviation industry? Are you passionate about flying and aviation? If so, the Aviation and Women in Europe Annual Conference is an event you cannot afford to miss.

Not only will you benefit from a conference packed with high-level and inspiring speakers, but you will be able to talk to other like-minded pro-

fessionals, to network and to exchange views and ideas.

You may extend your stay and explore the unique and beautiful Italian countryside and local cuisine, whilst enjoying Italian hospitality.

The Aviation and Women in Europe Annual Conference will take place in Ferrara, Italy, September 4th–6th 2009, in collaboration with 2009 AIR-VENTURE FERRARA, 37th Italian EAA Chapter National Fly-in.

The Aviation and Women in Europe Annual Conference has also secured a number of sponsorship places for exceptional aviation students to ensure that young women are able to benefit from this inspiring event.

We look forward to seeing you at this year's unmissable aviation event! For more information, visit www.aweu.org.

Contributed by Michelle Bassanesi



Photo by Karen Rosier

HEADQUARTERS DISPATCH

MARCH 2009

MID-TERM ELECTIONS

By Anna Taylor, Election Procedures Chair

In the January/February 2009 issue of the 99 News it was erroneously stated that the ballots for the mid-term elections would be mailed to members. That is not the case.

Mid-term elections will be held in July during the International Conference in Chicago. Votes will be taken from the floor, and everyone with a voting card will be eligible to vote.

Please read over the candidates' position statements in the January/February issue of the 99 News. Candidates are listed in the order that their Intent to Seek Election was received. Then have your Chapter discuss how they would like their delegates to vote.

MEMBERSHIP REQUIREMENTS

In order to be a 'Ninety-Nine,' one must join first at the International level. If someone pays Chapter dues they do not become members of the organization.

According to our bylaws (Article III: Corporate Structure), Sections and Chapters are divisions of the membership. They are not entities in their own right. Chapters may accept a donation from non-99s to support their newsletter and other expenses, but a pilot or student pilot must pay International dues to be a member.

Another membership requirement is that if you are a Future Woman Pilot (FWP) holding a FAA Medical Certificate and Student Pilot Certificate, you are not eligible for Academic

membership. You may only hold one type of membership. Once you upgrade your membership from FWP to 99, are still going to school, and meet the academic requirements, you may then apply to be an Academic member.

SPRING BOARD MEETING

The Spring Board of Directors meeting will be in Oklahoma City, Oklahoma, on March 20-21, 2009. The meeting hotel is the Hilton Garden Inn on Meridian Avenue. To make reservations, call 405-942-1400. The cost will be \$89 per night (plus taxes). This rate will extend a couple of days before and after if you are planning on spending some extra time at Headquarters.

Board meetings are open to all who wish to attend. If you are not a Board member, Governor, Trustee or International Committee Chairman and would like to attend, please call Headquarters for more information.

Reports for the Board packet should have been sent to Headquarters by March 1, 2009.

FULFILLING THE NINETY-NINES MISSION AEROSPACE TEACHER OF YEAR AWARD

Is there a Ninety-Nine in your Chapter that fits these criteria? See that she receives the recognition she deserves and nominate her for the A. Scott Crossfield Aerospace Education Teacher of the Year Award!

The award, celebrating its 23rd year, is a juried competition to recognize and reward teachers for outstanding achievement in aerospace education. The award is open to

current classroom teachers from grades K through 12 from any public, private, or parochial school. A review committee of aerospace industry and education professionals will examine nominations for documentation of a teacher's effectiveness, creativity, and ability to maintain high standards for their students and themselves, with aerospace being the core subject matter or their curricula.

The deadline for nominations is May 1, 2009. Learn more at www.NationalAviation.org or call 1-888-383-1903 x11.

2009 INTERNATIONAL CONFERENCE

Early Registration for the 2009 International Conference ends on March 15!

Register now at www.chicago2009.ninetynines.net to get the reduced rate. And be sure to buy raffle tickets for two free tickets on the Odyssey Cruise. Raffle tickets can be purchased on the website under 'Tour Details' or by emailing governor@ncs99s.org.

When reserving your hotel room at the Marriott Chicago Downtown Magnificent Mile, please use code "NNTNNTA", not "NNT" as previously published. Our group rate is \$209.

The Central Reservation number is 800-228-9290. If you plan to arrive earlier than Monday, or stay later than Sunday, we recommend that you make your reservation by phone to ensure you get our group rate. Please speak to our Marriott Event Housing Supervisor, Daniele McCafferty, if you need any special assistance reserving your room.

Registration forms and other information are also in the January/February issue of The 99 News.

APRIL 2009

SPRING BOARD MEETING REPORT By Joan Kerwin, International Director

Board members, Governors, Trustees, Committee Chairmen and members met in our Oklahoma City Headquarters Building on March 20-21, 2009 to discuss issues pertinent to the organization. Vice President Donna Moore was unable to attend.

The Ninety-Nines owned building across from Headquarters and rented to Rocketplane was vacated by them in December with back rent owing. As partial payment of this rent, The Ninety-Nines took possession of the various office furnishings. Unneeded items will be auctioned at some point in the future with the proceeds coming to The Ninety-Nines. A realtor has been retained to rent the building.

The annual budget for the upcoming fiscal year was a major topic of discussion. We face a significant loss of revenue until a new tenant can be found for our rental building, and costs continue to rise. The three largest expense items are salaries at Headquarters, The 99 News and the Directory. During the past few years the staff has been reduced to a bare bones minimum, and with the exception of the President, the members of the Board of Directors are reimbursed nothing for their expenses. Now other difficult choices must be made. The 99 News will be published quarterly beginning in the second half of this year and various options on how best to subsidize the Directory are being considered.

The Spring meeting also requires the Board to read & comment on each Bylaw and Standing Rule proposal that has been submitted according to the guidelines.

With most U.S. Governors in attendance and offering their input, changes were made as identified and discussed. The proposed amendments will be mailed at least 60 days prior to the Annual Meeting in Chicago with the Bylaws/Standing Rules Committee making every effort to get these out even sooner.

After much discussion it was decided that "Fly for Breast Cancer Cure" is not pertinent to our mission and will be discontinued as an International Ninety-Nines, Inc. project. However, Chapters and/or Sections can participate if they so desire.

The Technology Committee will have the new homepage and subsidiary pages up soon for member use. This new website will not only have many new features for members, it will also showcase The Ninety-Nines for other internet users. The on-line renewal portion of the new website is still in development but coming soon. In July the Committee will be presenting short, hands-on technology classes at the International Conference in Chicago.

The Publications Committee reported, with regret, the resignation of Anna Taylor as Membership Directory Chairman. The person filling this position needs to have layout skills and knowledge of indexing programs. It also involves obtaining competitive bids from printers and overseeing the printing and mailing process. If you are interested or know of somebody who fits these criteria, please contact Publications Chairman Donna Crane-Bailey at donnacb210@sbcglobal.net or 831-688-9760.

There was a lot of work done in those two days, but as we know, "all work and no play makes Jill a dull girl." So the evenings were for fun and friendship, and getting to know

what a great, interesting and talented group Ninety-Nines members are.

FALL BOARD OF DIRECTORS MEETING Extended Meeting Time

Due to the need for more time to thoroughly address Long Range Planning, the Fall Board of Directors meeting will be October 29-31, 2009 (travel on October 28 and November 1.) The meeting hotel will be the Hilton Garden Hotel on Meridian Avenue. To make your reservations call 405-942-1400. The cost is \$89 per night (plus taxes). Please note that there will only be 15 rooms available at this rate so make your reservations early and plan to share rooms.

Some great seminars will be presented at the 2009 International Conference, including: Technology for Pilots; Safety and Survivability Issues in Civil Aviation; Top Guns of '43; Physiological, Environmental and Operational Risk Factors in Manned Commercial Space Flight; and more! Full details and presenter bios will be on the website soon and in the next issue of the 99 News.

Looking for a way to help make the Conference a success? Program ads are available not only for businesses, but for individuals and Chapters! From a business card sized ad for \$100, up to a full page for \$750, there is something to fit any budget. Please contact our Printing chairman, Rae Goodman, at printing@ncs99s.org to buy space in the Conference Program.

There is still plenty of space on the Odyssey Cruise, but most of our tours are filling up fast. To avoid disappointment, please register soon. Registration forms and other information are in the January/February issue of the 99 News. You may also register online at www.chicago2009.ninetynines.net.



Inbound Terracina 1500 feet

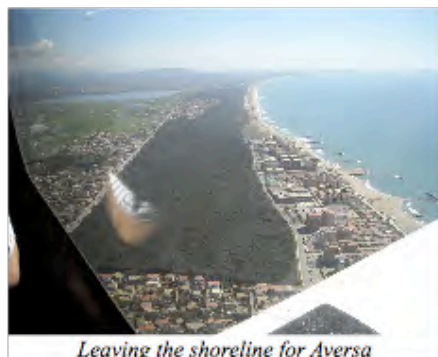


Approaching Fondi at 1500 feet

Trip to Naples in a TB9 - March 2009



Gaeta 1500ft



Leaving the shoreline for Aversa



Aversa 1500 feet - traffic at our 3 o'clock



Wide right downwind R24 Naples 1300 ft

These pictures speak for themselves!



Commercial Airline landing straight after us!

**Michelle Bassanesi
Rome, Italy**

Guidelines on How to Convert Your United States, F.A.A. Pilot License to a European (J.A.A.) Pilot License

By Michelle Bassanesi
Flight Instructor, Rome, Italy

For more information, visit JAR-FCL 1 www.jaa.nl/publications/jars/607069.pdf

Question: Do you have a professional pilot license issued by a non-JAA State and do you want to convert it to a JAR-FCL license?

Answer: Converting to a JAA license can be somewhat involved and in some instances hard and time consuming. To convert to a JAA Airline Transport Pilot License from an ATPL issued in another ICAO member state (i.e. USA, Canada, China, etc.) you need to undertake an approved ground school course of tuition for the ATPL theoretical knowledge exams. There are 14 of them and they cover the commercial pilot license (CPL), instrument rating (IR) and airline transport pilot license (ATPL). You also need to undertake flight training as required and determined by a Head of Training of an Approved Flight Training Organization.

In addition you should attain a Class 1 JAA Medical examination (needed for flight test, attainable only in Europe).

However, if you hold an ATPL(A) issued in accordance with ICAO Annex 1 and you have at least 1500 hrs flying experience on a certified multi-pilot airplane, you are exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, if that license contains a valid multi-pilot type rating for the airplane to be used for the ATPL(A) skill test.

The Authority may be guided as to the credits to be granted on the basis of a recommendation from an appropriate training organization.

THE RULES AND REGULATIONS

A license issued by a non-JAA state may be converted to a JAR-FCL license provided that an arrangement exists between the JAA and the non-JAA State.

JAR-FCL 1.1015 Acceptance of licenses, ratings, authorizations, approvals or certificates.

JAR-FCL 1.1016 Credit given to a holder of a license issued by a non-JAA State.

(a) An applicant for a JAR-FCL license and IR, if applicable, already holding at least an equivalent license issued in accordance with ICAO Annex 1 by a non JAA-State shall meet all the requirements of JAR-FCL, except that the requirements of course duration, number of lessons, and specific training hours may be reduced.

The Authority may be guided as to the credits to be granted on the basis of a recommendation from an appropriate training organization.

(b) The holder of an ATPL(A) issued in accordance with ICAO Annex 1 who meets the 1500 hours flying experience requirements on multi-pilot airplanes as PIC or co-pilot of Appendix 1 to JAR-FCL 1.1015 may be exempted from the requirements to undergo approved training prior to undertaking the theoretical knowledge examinations and the skill test, if that license contains a valid multi-pilot type rating for the airplane to be used for the ATPL(A) skill test.

JAR-FCL 1.020 Credit for Military service (see Appendix 1 to JAR-FCL 1.005).

JAR-FCL 1.025 Validity of licenses and ratings (see JAR-FCL 3.105).

Appendix 1 to JAR-FCL 1.1015 Minimum requirements for the validation of pilot licenses of non-JAA States.

Appendix 2 to JAR-FCL 1.1015 Conversion of a PPL issued by a non-JAA Member State to a JAR-FCL PPL.

HANGING OUT AT THE 2009 WOMEN IN AVIATION, INTERNATIONAL, CONFERENCE

By Erin Recke

How often can a girl hang out in an Atlanta snowstorm? This year's Women in Aviation Conference took over the southern city and brought with it a blinding blizzard, hundreds of flight cancellations, icy roads, and a really good time for all involved, despite the weather chaos.

Thousands of women (and hundreds of our male counterparts) from as far away as Asia, Europe and Africa congregated in downtown "Hotlanta" for 4 days in late February. Despite the down-turned economy and struggling aviation industry, the air was festive and networking abounded. On the agenda were some impressive keynote speakers, including Jessica Cox, the first female pilot born without arms to fly with her feet! She talked about how her flight training was unique, having to learn to do everything from sump the fuel to fasten her seatbelt without the benefit of arms. For any student pilots in the audience perhaps doubting their abilities to make it through training, Jessica was quite an inspiration! Additionally, Peggy Whitson, the first woman Space Shuttle commander, gave an interesting talk with great videos and slides of her 377 days in space.

Two days of educational seminars covering topics related to pursuing a career in aviation photography, earning your A&P, N.T.S.B. accident investigations, and striking a balance between your military career and your family life were presented by people with impressive credentials. Each year this conference attracts the best of the best from all over the world, and 2009 was no exception. The exhibition hall contained hundreds of exhibitors displaying all things aviation. In attendance were representatives from most of the major U.S. airlines, all the branches of the military, a number of fractional and charter companies, aviation artists, avionics technicians and developers, weather/flight planners, clothing designers, silent auctions.... you name it and chances are good it was represented! As usual, there were lots of freebies to be collected in our goody-bags, always one of the highlights of my trip!

The evening banquet featured the induction of five amazing women to Pioneer Hall of Fame. Sadly, many of the WASPs, WAVEs and early women fliers are passing on, but those in attendance were sharp as tacks and grateful to be honored as an important part of women in aviation's history by this special group.

As always, hundreds of thousands of dollars were presented in the form of scholarships to deserving winners. Everything from PPL training to heavy jet type ratings, A&P training to dispatcher school, was awarded bringing the total amount of scholarship money awarded in the

18-year history of Women In Aviation International's contributions to over \$6 million! If you're not familiar with either the 99s or the WAI scholarships, check out the following websites: <http://www.wai.org/education/scholarships.cfm> and <http://www.ninety-nines.org/aemsf.html>

One of our evenings was spent at the Georgia Aquarium at a private reception for conference attendees. It was about a 10-minute walk from the conference hotel, and despite the fact that it was cold and raining hard, the world's largest aquarium put out a huge spread of yummy hors d'oeuvres and free drinks. We roamed at leisure through the worlds of glass and fish. If you're ever a visitor to Atlanta, do take the time to check out this popular venue – it's worth the trip: <http://www.georgiaaquarium.org>.

Next year's Women in Aviation Conference will be back in Orlando, affording a lot of opportunity to mix learning, career advancement, and copious amounts of fun! If you're at all on the fence about attending (granted, the price of admission isn't cheap, and for those without jumpseat privileges it can be expensive), please give it some serious thought. Chances are good that by next Spring our economy and aviation industry will have started to recover. The networking and job-seeking potential at this conference is second to none and if you start budgeting now it might very well be one of the smartest kicks you can give your career. And besides that, it's just fun to hang out with a lot of cool women who also really love airplanes!

ALPA Warns Pilots about New Low-Viz Rules in Canada

On April 10, the Association issued [ALPA Operations Bulletin 2009-02](#), "Low/Reduced Visibility Operations at Canadian Airports," to alert members about new rules governing restrictions on airport surface movements in low-visibility conditions that went into effect at Canadian airports on March 12, 2009. Transport Canada will enforce these rules, which may affect the way you operate.

Canadian airports are now required to publish the level of service they are capable of providing for each runway. Flight crews must ensure that the visibility conditions are at or above the advertised level of service before taxiing.

Air Traffic Services (ATS) personnel will issue a taxi clearance even if conditions are below the required visibility for taxiing. This clearance does not permit taxiing except in accordance with the low- or reduced-visibility airport operations plan. Thus, it is now possible for flight crews to accept a taxi clearance to or from a gate and illegally taxi on the airport surface because of the new regulations.

Pilots who operate on the surface below the advertised visibility service level will be subject to enforcement action.

Contributed by Erin Recke

NOTES FROM THE NORTH

Bush Pilot With a Printer

By Kirsten Brazier

It wasn't all that long ago that I was traveling from one end of Canada to the other, sans l'auto, to complete the 99 scholarship training I was awarded last year - a B.C. Forestry approved Mountain course on the Bell JetRanger helicopter.

For those of you who don't know, I had been without my car for nearly 4 months after the dealership wrecked my engine following a mistake in workmanship during a head gasket repair. The dealership later tried to convince me that after spending thousands of dollars in various elective repairs, plus the repair of my blown head gasket (which in hindsight would have been cheaper to simply replace the engine after it catastrophically overheated) that I should simply walk away and not ask questions. Well, drive away actually, after they sold me a new car – a double profit for them.

I guess they didn't count on this resourceful bush pilot - particularly one with recent experience successfully handling a catastrophic engine failure in a Beech 18 (many of you may recall I later helped to change the engine out in the bush), stubbornly persisting to get to the bottom of why the dealer was in such a rush to replace my vehicle – at my further expense.



For this reason, I previously found myself traveling across Canada with my trusty HP all-in-one printer/scanner, as carry-on baggage – much to the amusement of all the airline staff I encountered. One gate agent informed me that he had long since ceased to be surprised by passenger idiosyncrasies and odd carry-on luggage – until I showed up. I felt flattered.

So, while in the middle of some very challenging flight training, and a massive job search campaign, I embarked on a fierce letter-writing campaign to save my trusty Subaru. I hope my car appreciates all the effort it took to save it from the scrap yard – after 4 months of intense

pressure, the dealer finally replaced the engine and after 6 months they compensated my outstanding expenses and made me whole again.

Hopefully my inventory of engine bits on my bookshelf – the Pratt & Whitney emblem cut from the oil case of my blown R-985 radial engine by the Transportation Safety Board as a keepsake, the 15 lb. engine mass balance that let go internally and tried to depart that same engine, and the intake camshaft from my seized 2.5 litre Subaru engine – doesn't turn into a full blown collection because I certainly don't need any more gray hair!

At any rate, last week, this intrepid bush pilot found herself once again traveling across the country to fight for truth and justice - printer under her arm. This time I was enroute to Parliament Hill in Ottawa to participate in a round table discussion on aviation safety, which I helped to organize.

This was my second time charging the "Hill" – the first time was back in 2007 when my former company, in which I was a partner, became one of the first Air Taxi companies to testify at a Parliamentary hearing, against a Bill, which if it had passed, would have had a detrimental effect on aviation safety in Canada. Thanks to the valiant efforts of a great number of people, the Bill was stalled, and later died on the order paper.

Despite public statements to the contrary, it turns out the government planned to subversively pass some of the related regulations without anyone being the wiser. That way, any opposition would be too late to stop them.

Many of the people involved in blocking the previous Bill rallied together and the next thing I knew I was scraping pennies together to make a presentation in front of colleagues, Members of Parliament (MPs), and the media.

I paid for my ticket using AirMiles I was recently awarded, and my Dad not only contributed the taxes and fees, he cleaned out his Aeroplan account so I could rent a car while in Ottawa. As a condition, he demanded to be placed on the guest list for the round table. One of my biggest supporters, in more ways than one, my Dad was also present at my testimony at the Bill C-6 hearings in Ottawa.

Once again tapping into the powerful networking resource of the 99s, I hooked up with Dorothy Berthelet and Sharron Lutman, both whom offered me places to stay.

I arranged to stay with Dorothy and her husband Bob, neither of whom seemed to mind too much when I moved in with my portable Parliamentary battle station and took over their office, and their phone. Shortly after I arrived, they fed me dinner, hooked me up to the Internet and I went to work for the next day and a half, to help ready the round table and persuade various organizations to attend.

In between all the frantic scrambling to prepare, including writing my own presentation at 5 am the morning of the event, Dorothy managed to gather together several 99s for an informal dinner meeting.

Every time I have put out a call for help or fellowship to a fellow 99 or 99 group, it never ceases to amaze me the wonderful people who respond, and what a truly valuable resource we must all remember to tap into and contribute to. Through 99 networking and resources, I have met many friends and have both received support to help me through setbacks and challenges, and given support and mentoring to those in need.

Overall, my trip to Parliament Hill was a success.

Although the round table wasn't attended by the invited MPs and Senators as we had hoped, we did accomplish our objectives in educating Dennis Bevington, NDP Transport Critic as to the seriousness of the dangers facing Canadians traveling by air, and the problems faced by those working in the aviation industry. Mr. Bevington has indicated he is deeply concerned by all he has heard and will join us, along with other parliamentarians in further collective action.

We have also succeeded in creating an informal alliance of interested individuals and industry groups, who have agreed to work together and in coordination with their respective individual/group efforts, to lobby for change.

The round table discussion and subsequent press conference were covered by the media, and our group is working at creating a website where shortly we will be publishing videos and speaking notes for all the presenters at the round table, and video/photo coverage of the press conference plus related media articles as they arise.

This week we have arranged a teleconference among those present at the round table, in order to figure out a plan of further action. At present, our immediate efforts will likely involve a collective lobby of the Liberal and Bloc Transport critics, as well as all the senators on the Transport committee. We are all unanimous in that a judicial inquiry into the state of aviation safety, and lack of effective oversight in Canada, is needed.

Next issue, I'll have an update as to our progress, and hope to provide a link to a functional website, where you can all view the round table presenters.



Kirsten Brazier, back row, third from left; Dad Wayne Brazier to her right.