

This document was created for the Canadian 99's. Details such as licensing requirements, medical standards, and training costs should be adjusted for your appropriate country/location.

FAQ's at Airshows about the 99's

Compiled by Madeline Ungurain, British Columbia Chapter 99's



Why are you called the 99's?

Jean Davis Hoyt and Amelia Earhart suggested naming the group after the number of women at the first meeting, and those who did not attend, but wrote, telephoned, or telegraphed their interest in joining. The total came to 99 names, so the Ninety Nines became their official name, based on the sum of those original charter members.

When did the 99's get started, why and where?

The 99's was founded November 2, 1929 at Curtis Field. Valley Stream, Long Island New York where 117 women pilots were invited to gather. The idea was sparked between 16 women pilots after their completion of the Women's Air Derby at Curtis Field- the first official air race open to women.

The 3 main things they were looking for (in their words) were;

- *For it to be unofficial, just a way to get acquainted to discuss the prospects for women pilots, from a both a sports and breadwinning sort of view*
- *The organization would have "a little constitution, brief, simple, and not too ironclad".*
- *Membership to be open to any woman pilot with a license in good standing, they would strive to provide "good fellowship, jobs and a central office and files on women in aviation."*

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Women pilot competitors pose after completing the 2700-mile Air Derby from Santa Monica to Curtis Field, NY on August 18, 1929

Who are the women in the posters?

Amelia Earhart- The first president of the 99's, the first female to fly solo across the Atlantic Ocean, a great American aviation pioneer who set world records and helped to inspire and pave the way for women in aviation today. Her last flight was in 1937 in an attempt to circumnavigate the globe, she disappeared over the central Pacific Ocean near Howland Island.

Maryse Carmichael- Lieutenant Colonel (Retired) in the Royal Canadian Air Force and the first woman to join the Snowbirds aerobatic team, later became the first female commander of the team. Maryse got her license as a teenager, became a flight instructor, and early in her career she was a pilot for the Prime Minister of Canada. She is an active member of the 99's.

Julie Payette- Canada's 29th Governor General since 2017, Astronaut (she completed two spaceflights on the Shuttle, more than 25 days logged in space) former Chief Astronaut for Canadian Space Agency, former Engineer, and active member of the 99's.

How many members are there?

There are over 6,000 members, 150 chapters between US & Canada, with another 17 on 5 continents.

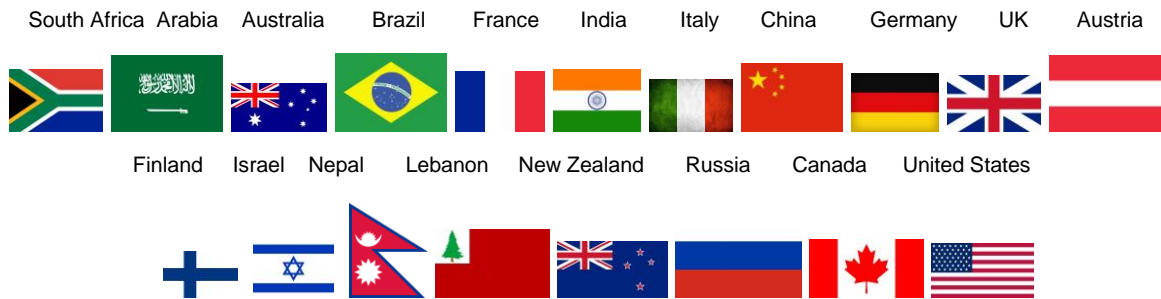
What is the purpose of the 99's?

The 99's promotes advancement of aviation and worldwide fellowship through a passion for flight. The 99's offer educational and career opportunities, scholarships, mutual support, and networking, while preserving and honouring the unique history of women in aviation.

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Below are some of the Chapters around the world- Each Country has various sections



To find a chapter or section near you, visit our website. Canada has several sections, and the US have a number of sections as well.

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

How old do you have to be to get a license?

You must be 14 years of age at least to qualify for a student pilot permit, and you must be 17 years of age to obtain a private pilot license for an aeroplane. For helicopter, balloon, ultralight, and glider pilots the age and recency requirements vary.

I have a US license; can I fly in Canada?

You can fly any US registered aircraft that you are endorsed on your license for anywhere in the world, so long as you comply with the regulations of the registration of your aircraft, and the regulations of the country you are flying in. The same thing applies for Canadian registered aircraft flying in another country.

You can transfer your American license to a Canadian license by applying for a transfer through Transport Canada, subject to passing a knowledge exam, and holding a valid medical certificate.

For flights from Canada to the US, and from the US to Canada, you must file your flight plan with the US Department of Homeland Security to receive an eAPIS report (Electronic Advance Passenger Information System) and obtain a US Customs and Border Protection Decal prior to your planned trip, (a fee is included). Apply for your decal 2 weeks before your trip to ensure you will receive it in time.

For more info refer to the FAA regulations. COPA website has border crossing information as well. Be careful to follow the minimums for the country of registration of the aircraft, as well as the regulations of the country you are flying in.

<https://copanational.org/en/> <https://www.faa.gov/>

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Can I fly if I wear glasses?

Yes! Many pilots wear glasses; however, everyone is different, and must have their eyesight evaluated by a Canadian Aviation Medical Examiner.

Canadian Aviation Medical Examiners can be found on the Transport Canada website. They can determine whether your illness, disability, or condition will prevent you from flying. In many cases you can fly, so do not let this deter you, however, there can be more exams to go through if you have a condition, such as diabetes, or are colour-blind. It is best to get a medical exam done before beginning flight training. Prepare to spend \$150- \$200 on the exam. You must have a medical certificate prior to applying for a student pilot permit.

<https://tc.canada.ca/en>

Do you have any scholarships?

Yes. We offer a variety of scholarships- all of which can be found on our website. You must hold a student pilot permit, and have been a member for a minimum of three months (and have logged a minimum of 5 hours in the previous 6 months) to apply. We offer the Fly Now Award, which funds up to \$6,000 for a Private Pilot License, as well as other scholarships for advancement of flight training, and full scholarships for additional ratings.

Can men join the 99s?

Yes! We have something called the 'Friends of the 99s', where anyone -pilots or non-pilots, men, women, parents, friends, teachers, businesses, and other community members can join for \$50 a year to help support and encourage the 99's. Benefits include a subscription to our magazine, invitations to meetings, discounts on museums and more.

When and where do you meet?

We have our BC Coast 99's chapter meetings once a month or once every other month. They are mostly held at the Aero Club of BC in Pitt Meadows. Aside from our meetings we also do many activities for team building, special occasions, and fundraisers- such as the annual poker run. We also have our AGM, and larger section meetings annually- such as the West Canada Section meeting which is held at various locations in Western Canada. For more information, visit our website, Facebook or Instagram page, and ask to be added to our email list for more details and dates.

Are you all airline pilots? Can helicopter or glider pilots join the 99's?

While the 99's have members who are employed by major airlines, we are not exclusive to one type of pilot; the 99's aim to unite everyone who has a passion for aviation, whether that is an airline, bush, helicopter, aerobatic, balloon or any other type of pilot! We even offer scholarships to women in other sectors of aviation such as Aircraft Maintenance Engineers, etc. Our members range from helicopter pilots and ultra light pilots, military to astronauts, airline pilots, and everything in between!

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Why should I join?

While there are many benefits to becoming a member of the 99's (such as discounts, scholarships, mentorship, networking, and job opportunities), we need women pilots! Only 2% of the world's pilots are female, and we would love to see that figure change. More importantly, our aim to grow together and support each other as women is essential to empower the future generation of [women] pilots.

How long does it take, and how much does it cost to get a PPL?

It depends on the amount of time you have available to dedicate to flying as well as the funds available at the time you start. The best scenario is to set aside anywhere from \$12,000 to \$15,000, and a minimum of 2 days per week for flying. On average you can complete a Private Pilot's License in 6 to 12 months if you fly 2 or more times per week and are diligent with your studying. There are some private aviation companies that can help finance your flying if you wish to go that route. Student Aviation Financial Ltd. is one of them.

Why do some schools say I can learn to fly for less than that?

Some schools might advertise learning to fly for \$3,000! - remember that there are different types of flying. Certain ratings and licenses have prerequisites, or are limited to certain restrictions, so do your research! (ex; a night rating may only cost \$3,000, but you must have a private license to enroll, and a recreational permit may cost less than \$15,000, but you won't have the same privileges as a private pilot).

Where can I find a flying school?

There are several flying schools in the lower mainland:

- Langley Flying School www.langleyflyingschool.com
- Pacific Rim Aviation www.flighttraininginbc.com
- Glacier Air <https://glacierair.com>
- Coastal Pacific Aviation <https://www.coastalpacific.com>
- Principal Air principalair.ca
- Pacific Flying Club <https://pacificflying.com>
- And more

Look up schools in your region and go in for a visit and request a tour. It is no longer necessary to obtain a degree to become a pilot, however, there are many colleges and universities that offer this too. The best choice will depend on your budget, availability, and end goals as a pilot.

BC Coast 99's Chapter social media outlets:

Facebook: <https://www.facebook.com/BCCoast99s> **Instagram:** @bccoast99s

International 99's social media outlets:

Facebook: <https://www.facebook.com/99sinc> **Instagram:** @theninetyninesinc

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**British Columbia Coast Chapter, West Canada Section 99s,
Airshow Display Checklist
Developed for the Abbotsford International Airshow, a 3 day event**

Pre-flight

- gather all elements (see list below)
- most are with the airshow kit, some you need to get yourself

Pre-start

- • set up canopy, tables and chairs
- • hang plastic 99s sign & large portraits of famous women pilots
- • display t-shirts on hangers, with “by donation” sign
-

Taxi check & Run-up

- • arrange display materials on table
-

Flight

- • share your passion for flying with visitors
-

Landing & Post Landing

- • ask for help taking down canopy and folding tables
- • repackage items into display kit
-

Shut Down

- make a note of supplies that need to be replenished (eg. 99s rack cards, Poker Run pens)
- transport kit to storage or pass along to member in charge of the next airshow

TAKE THE AIRSHOW KIT WITH YOU

Pass along to the member in charge of the next airshow, or return to storage when finished

Always stored together:

- 9' x 9' blue canopy with 2 side walls, in blue carry-bag
- two canvas chairs rolled in black bags
- foldable table
- large flat plastic Ninety-Nines sign or
- 1 cardboard tube with rollable soft 99s sign (better for travelling, or if you have a very small car)
- 2 cardboard tubes of posters
- 2 plastic bins of t-shirts with hangars
- 1 large blue bin with display materials: 99s rack cards, local 99s chapter business cards, current and old iss

Ninety-Nines Magazine, Airshow “FAQs: laminated for reference during the airshow, 99s recruitment poster for display, fundraising items with a donation box, a bag containing tape, scissors, elastics, sticky notes, LOTS of string, cord and rope, large plastic tablecloth to cover the table when it rains, or overnight.

Need to be acquired every time BY YOU:

- weights for the canopy (suggest 4 concrete blocks or four 4L milk jugs filled with water) or ask airshow organizers for weights. You will find ropes in the blue bin.
- \$100 float in \$5 bills for making change for t-shirt donations

RESPONSIBILITIES FOR MEMBERS IN CHARGE OF AN AIRSHOW TABLE

Contact the airshow organizers and offer to set up our 99s information table. Emphasize that we are a volunteer organization promoting aviation to all members of the public. In the past, there has been no charge to us; if organizers insist on us paying a table fee similar to that charged to retailers selling stuff, then we decline!

Confirm dates (one day? two days? more?) and set-up and take-down times. How much space will we have? Inside or outside? Will tables and chairs be provided or should we bring our own? Where is the participant entrance? Our gear is heavy; is it possible to fly in or drive in and park near the display? When does the airspace close to general aviation? Do volunteers need a pass?

Receive a confirmation from the event organizers, with a name and phone number for a contact.

Get commitments from other 99s as volunteers. Suggested minimum is one other member, as you will need a break during the day. Be sure they are clear on all arrangements, times etc.

**** Get the Airshow Kit** from the last person in charge of an airshow, or out of storage.

Arrive at least an hour ahead of time with the Airshow Kit, preferably with an assistant, as the canopy is hard to set up alone. Note: there are usually eager volunteers at the event who are happy to help with lifting, carrying, setting up. Everything needed should be in the kit including canopy, poster tubes, bin of display materials, bins of t-shirts, table and chairs. NOT included: Weights (very necessary at windy airports) which vary from year to year: four concrete blocks work, or, large jugs of water. Ask other members what they use. Sometimes the airshow organizers provide tie-down blocks and ropes.

If offering our 99s t-shirts "for a donation", hang them at the table. Bring a "float" with small bills for making change.

Repack the Airshow Kit at the end of the event, and confirm its supplies are replenished. Take

down and repack the canopy, table and chairs.

****Make arrangements** to give the kit to the next member organizing an airshow table.

Oh, yes, Have Fun!