

The Ninety-Nines

Eastern Ontario Chapter

Spring 2020 Newsletter



Past Events JANUARY-FEBRUARY 2020

For the Eastern Ontario Chapter, the new year started off with two gatherings.

On January 15, a group of chapter members met with Pratiksha – a Ninety-Nine from India who was visiting Ottawa.



On February 7, a few chapter members made it through a snowstorm for a movie night, to watch the movie "Breaking Through the Clouds" about the 1929 First Women's National Air Derby, the forerunner to the Air Race Classic.

UPCOMING EVENTS

Transport Canada General Aviation Safety Seminar

Tuesday, March 10, at 19:00 local time

Algonquin College, CA Building, Room CA105

Topics: Controlled Flight Into Terrain (CFIT), and Airworthiness & Maintenance

Speakers: Mike Smith and Scott Veinotte

UTAC/RAeS Aviation Presentation Competition 2020

Saturday, March 14, 9:00-14:30 local time

University of Toronto, Hart House, Music Room

Everyone under 30 years of age is invited to participate. Make a 12-15 minute presentation on any aviation-related topic.

Contact Valeriya for the link to the registration form.

Girls Take Flight Ottawa 2020

Saturday, April 18 (rain date Sunday, April 19), 9:00-16:00 local time

Canada Aviation and Space Museum

Volunteers needed! Contact Pam Maskell at the Rockcliffe Flying Club by e-mailing admin@rfc.ca to sign up.

Questions? Contact Rani Tolton, Kathy Fox or Pam Maskell.

Girl Guides Aviation Day 2020

Saturday, April 18, 9:00-12:00 local time

Canada Aviation and Space Museum

Volunteers needed! Contact Susan to sign up.

Cool Aeronautics Ottawa 2020

Friday, May 1, 9:00-14:30 local time

Canada Aviation and Space Museum

Volunteers needed! An e-mail will be sent out with a link to the sign-up form.

Contact Valeriya with any questions or if you would like to sign up to volunteer.

Please note that if school strikes continue past the end of March, this event will have to be cancelled.

East Canada Section AGM

Saturday-Sunday, May 30-31

St-Jean (CYJN) Airport

Hosted by the Montréal Chapter.

MEET A MEMBER

Every quarter, we will feature an interview with a member of the Eastern Ontario Chapter. In this issue, we start with Chapter Chair Rani Tolton.



How did you first get into flying?

At age 18, a friend and I drove to Orangeville to go skydiving for the day when both of our parents were not around that particular weekend. I made two jumps out of a perfectly functioning airplane and I was hooked.

When at university in Hamilton, I started taking flying lessons on the "mountain" (actually an escarpment), at the Hamilton Flying Club. My apartment was in Dundas, edge of Hamilton. So, to get to the airport, one needed to take the bus downtown, then take the Greyhound bus to the mountain and then walk one mile (still miles in those days). I would only get a 30-45 minute flying lesson and then reverse everything. The return Greyhound bus was at either 13h00 or 14h00, cannot remember now.

MEET A MEMBER

Sometimes, I would get a ride if there was someone at the club, but most times I walked to the main road.

That winter was brutal with lots of snow. Not too much flying since I could not book frequently, as the instructor would say "I have other students". In April, paying for a lesson, to the instructor's wife, I learned that his wife had also been taking lessons when they had met. She never finished, and there was a wistful look and expression in her eyes. At that moment, I knew I would never get my licence there. I could not land, the instructor would be looking out the other window. I could not see the runway. He was having me land as a fighter pilot, looking at the side of the airplane. My friend, the one I went skydiving with, was getting close to getting her licence at Buttonville. She could not understand how I could not see the runway, you just look ahead. Well, I was being taught to land with the nose very, very high.

April was also the end of the university year, and thus it was an easy way to terminate the relationship, and I never went back. In 1983, working on a northern Manitoba reserve, Lac Brochet, I met a dentist who would come in his own airplane, with all the dental instruments, and the technicians. He told me about Gimli, Interlake Aviation. So, in 1984, I took three weeks holidays and got my PPL and float rating in 2.5 weeks; very different mindset. By the way, the dentist was Lynn Johnston's (*For Better or Worse* cartoonist) husband from Lynn Lake, MB.

How long have you been a 99?

I joined the 99s on August 27, 1986.

How did you find out about the 99s and why did you decide to join?

After working in the north, I was taking a course at the Health Sciences Centre in Winnipeg, MB and went to St. Andrews airport to get checked out to rent a plane. I had not flown or had an opportunity to fly since getting my PPL. The instructor told me about the 99s, and they would have their meetings at the airport. He gave me the name of the Chair person, and as the expression is – the rest is history.

I went to the first meeting and joined right away. It was lovely having other ladies to talk to and learn from. I got involved in the chapter activities and found a flying partner who was working on her PhD at the university and had flexibility to take time off when I was able to go flying. One of us would fly one way, and the other would fly back.

MEET A MEMBER

What is your favourite 99 activity?

My favourite 99 activity is participating in the Gold Cup Air Rally (GCAR). I love long cross-countries, seeing various landscapes, getting together with the other 99s, and listening and learning from their stories. There is another expression: "Learn from the mistakes of others. You can't live long enough to make them all yourself." (Eleanor Roosevelt). I have actually made decisions that reflect back on some of these stories. My flying partner on the GCARs is a 99 that I met on my first GCAR, Val Marshall.

Could you tell us about an especially memorable flight you had?

There are two flights that come to mind:

When flying in Manitoba in the winter, we sort of got lost. The land was covered with snow, the roads are few, and there were very few landmarks. There are two towns south of Winnipeg, very close together, and we could not figure out which town was which. Thank goodness for graineries. We circled one of the graineries to find out the name of the town to orient ourselves.

On the GCAR to Bagotville, ATC tower advised us of the "arresting cables" on the runway. Val & I looked at each other and asked: "Do you know what he is talking about?" No, was the answer. So, we contacted tower and asked what he meant by "arresting cables". By this time we were downwind for a right base landing (tower changing this from a left base landing due to all the GCAR planes coming in).

ATC controller patiently explained the yellow markings we were passing (1000 feet down the runway) and to land after these markings. Months later Val learned that someone (not a 99) had actually landed before the arresting cables with damage occurring to the airplane. All of the GCAR participants landed after the arresting cables.