

**SEPT
2020**

Fall Issue

THE SEA TO SKY

The Official Newsletter of the BC Coast 99s



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WELCOME TO THE SEPTEMBER EDITION

A Note from your BC Coast 99s Chapter Chair and Newsletter Editor

Ninety-Nines Mission Statement: The NINETY-NINES® INTERNATIONAL ORGANIZATION OF WOMEN PILOTS® promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Established in 1929 by 99 women pilots, the members of The Ninety-Nines, Inc.®, International Organization of Women Pilots®, are represented in all areas of aviation today. And, to quote Amelia, fly "for the fun of it!"

Meet the Editor

Hello and welcome to the newest edition of the British Columbia Coast 99s' chapter newsletter! I'm honoured to receive the role and to carry on with the newsletter Renata, our former editor, has fantastically spearheaded.

I obtained my PPL back in 2018 and am looking forward to pursuing a night rating. I love to write and have enjoyed contributing to the BC Coast 99s by writing articles covering various events and relished using my creativity designing our Poker Run poster. Recently, I've had the privilege of seeing my article "Early Lessons in Flying" published in the COPA Flight Magazine, which I hope you will all enjoy reading. I feel like I've found my niche writing about flying and hope to someday write a book about it as well!

I'm excited to add my flair and creativity to both the articles and the overall look in order to make something truly special for you all!

Blue skies and smooth landings,

Crislana Rafael
British Columbia Coast 99s Newsletter Editor



Chapter Chair's Message

This has been a truly unique year for our members and for all worldwide. Many of our sisters have been met with significant challenges. This chapter is our flying family; we are here for one another.

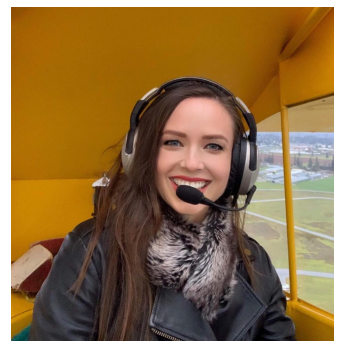
We have remained connected in these times with virtual meetings and cocktail hours. We shared our flying adventures with one another on our social media platforms, and celebrated scholarships and milestones.

Our chapter also had time to reflect and to strengthen. Membership volunteering has increased and many members are taking on new roles within the chapter. We now have a scholarship committee holding seminars available to applicants (stay tuned for their next seminar) and fundraising committee.

Looking over the photos and articles in this issue gives me a great sense of gratitude and optimism for our chapter and the sisters it is composed of. We have accomplished so much as a chapter and have made some incredible lifelong friendships along the way. Together we can accomplish more and have a pretty great time doing it!

It has been a true pleasure to serve you as Chapter Chair.

Jenna Forseth
British Columbia Coast 99s Chapter Chair



MEMBER ACCOMPLISHMENTS

Your fellow BC Coast 99s are very proud of all you!

We want to offer Shirley Render a big congratulations for her induction into Canada's Aviation Hall of Fame. A very well deserved accolade!

Canada's Aviation Hall of Fame Inductee excerpt:

One of Canada's foremost aviation historians and a leader in the stewardship of this country's aviation heritage, Shirley Render, born 1943 in Winnipeg, Manitoba, earned her wings in 1973 and shortly after began volunteering at the Western Canada Aviation Museum. Soon, Render was sitting on the Museum's board, writing for and editing its quarterly magazine, and curating its exhibits.

After earning an MA in History, she undertook two influential books: No Place for a Lady, the first on Canada's women pilots, and Double Cross, about James A. Richardson and his importance to Canadian aviation. Render held multiple positions of leadership at the Museum and was critical to its growth. In 1990, she entered politics, being elected the MLA for St. Vital. She served as Legislative Assistance to Premier Gary Filmon and as Minister of Consumer & Corporate Affairs.

With the Museum in difficulty, Render, no longer in government, was asked to return as Executive Director & Curator in 2002. Her leadership, which has been recognized with her appointment as Executive Direct Emeritus, helped revitalize the Museum, a process that culminated in re-designation as the Royal Aviation Museum of Western Canada. A recipient of the Queen Elizabeth II Diamond Jubilee Medal, a YM-YW Women of Distinction Award, and a University of Winnipeg Distinguished Alumni Award, among many others, Shirley is a role model for young people across Canada.



We want to send out a big congratulations to Angie Tanton who just became Zimex's first female training Captain! Angie hopes this accomplishment inspires many other female pilots to keep pushing their way into "first's"!

MEMBER ACCOMPLISHMENTS

Your fellow BC Coast 99s are very proud of you!



We want to wish Michaela Chroustova a big congratulations for being a recipient of the Spring 2020 Amelia Earhart Memorial Scholarship Fund “Fly Now Award”. Michaela is training at Squamish at Glacier Air.

We want to wish our BC Coast 99s Chapter Chair, Jenna, congratulations for being awarded a 2020 Amelia Earhart Scholarship for her Multi-IFR Rating. Congratulations Jenna!



Congratulations to Nicole Wardstrom who completed her commercial flight test with SkyQuest earlier this week! She has also been awarded the COPA Appreciation Award and is currently President of the Langley Flying Club.

Congratulations Jennifer Zadorozniak on completing your CPL rating! Jennifer completed her training in Victoria where she is president of the Victoria Flying Club.



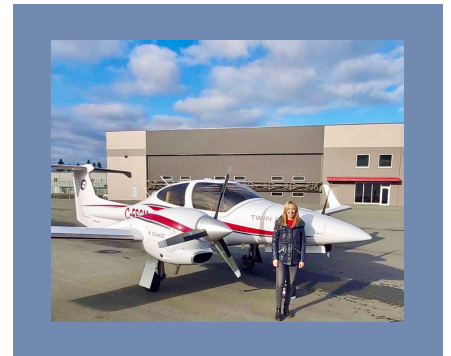
MEMBER ACCOMPLISHMENTS

Your fellow BC Coast 99s are very proud of you!



Congratulations to Madeline Ungurain on being this year's Cessna 170 Association's Scholarship recipient. Madeline used the scholarship to complete her 300NM cross country and to start logging hours in the 8GCBC tailwheel aircraft. While spending the summer time building in Ontario, Madeline also got to log several float hours on a C-206 Amphib!

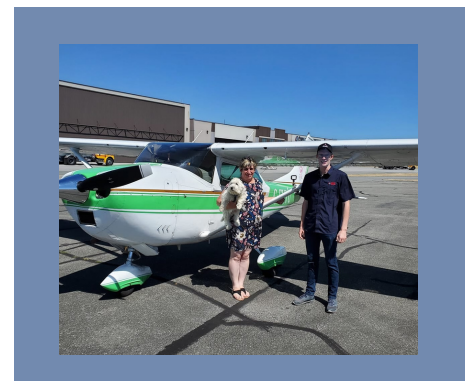
Congratulations to Renata Nicmans for completing her multi-ifr rating! She completed her training at Chinook Helicopters and is quite a talented tailwheel pilot as well!



Congratulations to Shannon for completing her PPL. Shannon completed her training at Glacier Air and is now working on her CPL.

Congratulations to Cynthia Prescott for completing her IFR rating. Cynthia is dedicating her accomplishment to the memory of Erissa Yong-Wilson:

"Thank you Erissa Young-Wilson C-GOFK west bound to the sunset. I saw your smiling face at 6,000 ft at my hold. I dedicate to you this IFR rating as Regs-2 I earned today. You inspired my flight test and set my mind to make it. Thank you Erissa, all and see you in the sky." ~Cynthia and Max



REMEMBERING CAPT. JENNIFER CASEY

by Cynthia Prescott

On May 17th, a dedicated member of the Canadian Forces Snowbirds air demonstration team, Captain Jennifer Casey, tragically passed and the pilot, Captain Richard MacDougall, was seriously injured. This accident occurred during Operation Inspiration, a month long cross-Canada flight to salute the front-line health care workers, first responders, and essential workers, but also all Canadians doing their part to stop the spread of COVID-19.

We are all, as Canadians, deeply saddened and grieve alongside Jennifer Casey's family and friends. Our thoughts are also with the loved ones of Captain Richard MacDougall. We hope for a swift recovery from his injuries.

Jennifer was 35 years old and was a public affairs officer for the Canadian Forces Snowbirds and former journalist. She was an inspiration for Canadians and especially for women involved in aviation

She will never be forgotten.

Just a year ago on May 18, 2019, a Canadian Pilot and our Chapter Chair Jenna's brother, Patrick Daniel Forseth, passed in a tragic accident shortly after takeoff on Roatan Island, Honduras. He had a larger than life personality, performed Angel Flights, and served as a role model and mentor to many pilots.

Our deepest sympathy and support to Jenna and her family on this special anniversary.

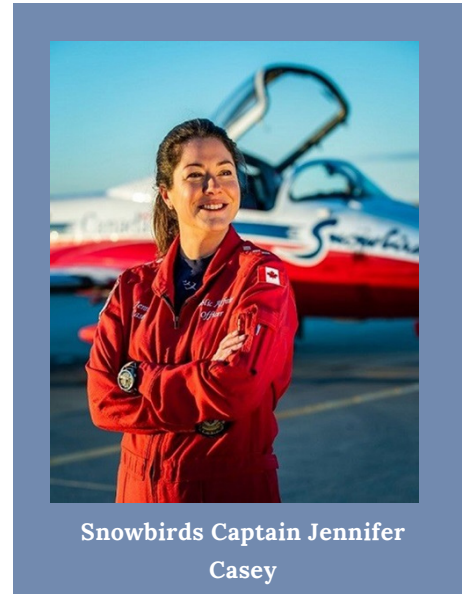
To honor and pay tribute to these fallen pilots and the CAF Snowbirds team, pilots from the British Columbia General Aviation Association organized and launched *Operation "Backup" Inspiration* with a mass flight over different cities and hospitals across the Lower Mainland of Vancouver, having safety as paramount.

More than thirty pilots and their aircraft launched from Abbotsford International Airport (CYXX) at 6:30 pm PST in a sequenced line to follow the path shown on the chart and concluded by passing over Royal Columbian Hospital in New Westminster, then breaking off to return to their home base airports.

Tribute flights were also organized at other British Columbia locations

Ninety-nines member Colette Morin was given the honour of leading a flight of ten airplanes organized by the Squamish Flying Club to complete an itinerary over the cities of Squamish and Whistler and vicinity. Colette was joined by 99s member Alexis Thind.

Pilots in Kelowna, Quesnel and many other locations across the province organized flyovers to honor the fallen pilots and the Snowbirds. This has been a very sad time and a very inspiring time for all of us. We wish to express our condolences and support to the Canadian Forces Snowbirds, their families and everyone emotionally involved with the fallen birds whose spirit will be flying among us forever.



Snowbirds Captain Jennifer Casey



Operation "Backup"
Inspiration's flight path

REMEMBERING ERISSA YONG-WILSON

by the BC Coast 99s Executive Team

This summer our Ninety-Nines tragically lost one of our sisters.

Erissa Yong-Wilson has left a rich legacy in our community and we will dearly miss her vibrant spirit and passion for flight. She set a shining example as a mentor to many aspiring pilots and enthusiastically motivated members of our aviation community to help them achieve their aspirations. May we all learn from the example Erissa set as we support one another and lift one another up towards their aspirations.

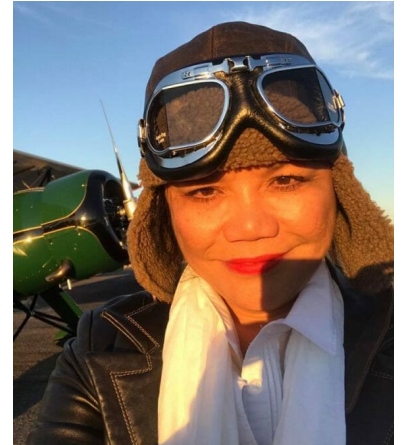
We extend our heartfelt condolences to the friends and family of Erissa.



FROM THE JUNGLES OF BORNEO LEAPS AN AIRPLANE PILOT

by Erissa Yong-Wilson (Source: "Ladies Love Taildraggers")

There's the Accidental tourist, and then there's me, the incidental pilot. I was born and grew up in the jungle of Borneo 66 years ago. As a fourth daughter in a traditional Chinese family, I was basically an extra mouth to feed. I wasn't allowed to dream. But I did. I dreamt about leaving the jungle to attend university so that I could someday be a teacher. Teachers were respected. We grew up with very few luxuries. As a British colony then, Malaysia was not even a nation. It became an independent country only after 1963. Therefore, as a British subject, I did have a good Catholic English education. It was the only significant gift my parents gave me. In 1975 I immigrated to Canada after my Form 6 Cambridge A level.



I started the next phase of my life as an adult in British Columbia, Canada. By 1976, I was a single parent to my son, after a short, unhappy relationship. I worked three jobs most days and put myself through university. I studied criminology and Psychology. I still dreamt of being a teacher. I taught briefly in a Catholic school in Vancouver. I am proud to say I found one of my students lately who is now a very accomplished Airshow pilot flying a Stearman. He recently wrote and published a book on flying the Stearman in Aerobatics. He flies the B777 in another life. He always dreamt of flying.

Unlike every pilot I met, I did not dream of flying. I did not know there was such a thing as Civil General Aviation. My foray into aviation was purely incidental. One incident led to another to bring me into flying.

Between 1984 and 1992, I worked with special needs children. A violent teenager broke my neck one day and my doctor said I may never walk again. In the nine months of recovery I studied Real Estate courses because I had taken an interest in Real Estate investments. I was thrifty and was good at saving. Within a year my career had turned and I became a real estate agent. I had PTSD from my injury, but I had a miraculous recovery and was walking to my doctor's chagrin. I never took no for an answer. I was determined to live without crutches and a wheelchair.

Real estate was good to me. But within 7 years of being a top producer, working 24/7, I was burnt out. One day, a good friend said, "Erissa, you need a hobby. Come golf with us at the new golf course". I had no idea how much I was going to suck at it. I took the first swing and fell backward, not knowing where the ball went. Weeks of lessons and thousands of dollars later I didn't get any better. One day, when we were on the 6th hole and playing miserably, a little Cessna (I didn't know what it was then) flew overhead and it was doing strange moves like tumbling. Later I found out the nearby flight school was doing "upper air work". My friend pointed to the plane and said, "Erissa, you should take up flying instead".

Always ready for a challenge, I got into a bet with a few other realtors that I could probably fly better than I could golf. They laughed. The bet was on. \$1,000 to solo. I had no idea this incident would propel me into an added business – operating a flight school. I soloed, collected \$1,000, and the rest, as they say, is history. I was 48 years old when I passed my PPL check ride. You're never too old to learn a new skill.

Because I live in a valley where to the west is the coastline, and to the east is the mountains (one of which is the world famous Whistler ski hills), I needed to learn mountain flying. I looked up mountain flying courses in 2001, and that's how I met the famous, late Sparky Imeson, the author of 'Mountain Flying Bible' and 'Taildragger Tactics'.

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FROM THE JUNGLES OF BORNEO LEAPS AN AIRPLANE PILOT

by Erissa Yong-Wilson (Source: "Ladies Love Taildraggers")



Sparky and I flew 200 hours all over USA between 2001 and 2005. It was no dream come true. The relationship was tumultuous but at times passionate and caring. Mostly it was one adventure after another. He taught me to fly the back-country strips of Idaho and Montana. He took me mountain flying in Wyoming in the Grand Tetons. We flew in the canyons of Utah, Colorado, Arizona, New Mexico and California. He showed me Aspen, Leadville, Telluride, mostly, in his cousin's 182. He taught me to fly "by the seat of my pants" in my humble Cessna 172N which I had bought to learn to fly. One day Sparky told me "real pilots fly tailwheels and conventional gears". Faced with this corny challenge, I had to buy a "taildragger".

Being Sparky, he wouldn't buy any except a Cessna 180. It was his second favourite plane. His favourite is a DC3. Well, we can't afford that. So we bought a 1957 Cessna 180 from a retired Air Force pilot in Texas. He said "it was a steal". He also said, "it looked good from far, but far from good". (He loved to play with words as much as he loved flying in the backcountry). So we spent time in between flying, retrofitting, upgrading and adding a STOL kit to it.

I learned to fly and repair airplanes from Sparky. My PPL license was only a ticket to move forward to more interesting flying that I never dreamt of. In 2009, Sparky died in a crash in Bonny Ferry, Montana.

Sparky was my first flying muse and mentor. Before Sparky died, he introduced me to another great mentor who is also the great author of "Fly Baba", "Fly Idaho", "Fly Montana" and more. He is Galen Hanselman. In 2010, he invited me to his family home in Hailey, Idaho to help him survey a few of the 80 backcountry strips for his new book, 'Fly Idaho'. It was a priceless experience.

In 2011 I decided I wanted to fly a taildragger again. Since Sparky and our C180, I had not flown one.

Prior to that, in 2009 I'd bought a 1977 Cessna 182Q from Oregon. I've flown it a lot. I flew across Canada, twice to Yukon and North West Territories, Alaska solo and then south as far as Texas. It was a great learning experience. Big learning curve. There were many cross country flights I made between 2012 and 2016.

The 900 hours I put on this plane made me decide to take my VFR flying to the next level. I wanted to be a "gravel bar cowboy". And they all flew taildraggers. They land on river sandbars. Did I say I love a challenge?

So I bought a 1946 Cessna 140! They say "when a student is ready, a teacher will appear."

They're right.

In 2011, I decided I wanted to fly a taildragger again. I looked up Jeanne MacPherson, a friend I had acquainted thru Sparky. Since Sparky and our C180, I had not flown one. Jeanne took me up on a weekend visit to teach me to fly in her Decathlon. She was always an inspiration for me. She gave me a taste of aerobatics and enrolled me in IAC. This was addictive. This incidental training with her got me interested in more aerobatics!

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FROM THE JUNGLES OF BORNEO LEAPS AN AIRPLANE PILOT

by Erissa Yong-Wilson (Source: "Ladies Love Taildraggers")

And so between 2012 and till today I got involved in Airshows. I met a phenomenal pilot, Gary Ward of Georgia whom I grunted in Airshows in USA, Mexico, and as far north as Alaska & as far south as Guatemala. Through Gary I learned to fly the Cessna 140 because he had one and between Airshows we had time to burn. Through Gary I met many airshow pilots who all cumulatively mentored and taught me the art of aerobatics and tailwheel flying. There was some science thrown in there at times. There's Skip Stewart, Patty Wagstaff, Marcus Paine, Dan Buchanan, Debbie Gary, Jason Newburg, Greg Koontz and others in Canada.



I have been blessed beyond my dreams as a child. I never dreamt of flying. But by default I fell hard and long into this “hobby” which became a business for a while. I have instructors and students today who fly as captains of many national and international airlines. People whose lives I’ve touched and who in turn touched mine and taught me.

Today I give back to my aviation community by flying young students, allowing them to fly my planes, and offer scholarships to this worthy cause. I mentor them as I have been mentored by great pilots before me.

As an avid aviator I am a member of AOPA, EAA, COPA, 99s, Aeroclub of BC, BC General Aviation and at one time ICAS and IAC. Why? Because they enrich my life beyond my present dream of flying. A dream I didn’t dream of a life ago. Facebook has connected me with you; the ladies of taildragging and for this I’m grateful. I am humbled by you. You are a whole lot of talents in this group. You have been the thrust and lift in my wings. In return I hope I have entertained you with one aspect of my convoluted being. That I can be uplifting also. I hope I can inspire others to reach to the stars (yes, real life flying stars like my above mentioned mentors) to achieve their desires, goals and accomplish their dreams to experience more adventures in their passion, be it a flying career or merely for staving off boredom ... to fly forever more. Because you can. Together “we can do it”.

GLACIER AIR, BRITISH COLUMBIA COAST 99S, & WOMEN OF AVIATION INTERNATIONAL
WORLDWIDE PRESENT

FLY IT FORWARD 2020

by Madeline Ungurain



Photo Credits (left and right): Michaela Croustova

Thank you to everyone who came out to support us on Saturday, March 7, 2020 at Glacier Air at the Squamish Airport, British Columbia, Canada. Colette Morin, owner and Chief Pilot of Glacier Air, along with the BC Coast Chapter of the Ninety Nines, the International Organization of Women Pilots, has been hosting the Fly It Forward event for the last 9 years in support of Women of Aviation Worldwide Week. The goals are to encourage young women to learn about aviation and to provide an opportunity to fly in a small aircraft for the first time.

This year won Colette Morin the Most Acclaimed Organizer Worldwide Award for the second year in a row. This award is given to an organizer of a registered WOAW (Women of Aviation Worldwide) activity hosting more than 50 people who received the highest average review rating as reported by guests and volunteers. Congratulations, and thank-you to all our amazing volunteers, as we could not have achieved this success without your efforts!

Altogether we had 27 volunteers consisting mainly of BC Coast Ninety-Nines members, Squamish Flying Club members, and Glacier Air staff.

Glacier Air, with the help of local pilots also donating their time, aircraft, and fuel, was able to take 101 girls and women safely on their first flight using just five small aircraft and seven pilots - despite a mid-day snow squall!

Throughout the day we had four incredible guest speakers, all members of the BC Coast 99s Chapter, who made presentations and answered questions on their backgrounds and unique paths in aviation. Caroline Kolasa-Scott is Air Canada's newest Captain on the A-320, Clare Brooks-Higgins is a private pilot and retired schoolteacher, Alexis Thind is a local commercial student pilot and recent volunteer pilot for Hope Air's 2019 Give Hope Wings Alaskan Expedition, and the late Erissa Yong-Wilson was a former aerobatic, tailwheel, and bush pilot.

In addition to flying and speakers, the activities included a paper airplane toss, word search, colouring sheets, a 99s outreach booth, and bake sale. The baked goods were all prepared by hand by 99s members and raised over \$60 towards the 99s scholarship funds.

In the afternoon we had Squamish Councillor, Jenna Stoner join us for a cake-cutting ceremony.

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GLACIER AIR, BRITISH COLUMBIA COAST 99S, & WOMEN OF AVIATION INTERNATIONAL
WORLDWIDE PRESENT

FLY IT FORWARD 2020

by Madeline Ungurain

Of the seven pilots flying for the event, three were women. All three are local BC Coast 99s members, and all are commercial students at Glacier Air. Alexis Thind, Amy Crider, and Madeline Ungurain were thrilled to participate in this special event, to share their love of aviation with interested girls and women, and to proudly stand up and represent women in the aviation industry!



Photo Credits (top, left, and bottom): Michaela Croustova

This event was attended by staff of the local Squamish Chief newspaper and will be featured in an upcoming Flying British Columbia podcast prepared by current Squamish Flying Club President Warwick Patterson. All photos here are credited to 99s member Michaela Chroustova. You can follow all the organizations involved on social media, including Facebook and Instagram.

For next year we are hoping to be able to continue the 10th annual Fly It Forward event and come up with an exciting anniversary celebration in honour of being able to host this event for a whole decade! We will assess the COVID-19 state as the date draws in closer, but at this time we are anticipating hosting the event on Saturday, March 13th, as the official week of WOAW is running from March 8-14th 2021.

We will need at least 27 volunteers for this event. The more the merrier! One thing that could really help in the smooth operation of the event next year is to have some volunteers arrive the night prior to the event, so we can get a head start on setting up and decorating to relieve some of the workload for the next morning. We almost always have guests arrive well before the start time and this can throw us off schedule a little bit and be a distraction. Perhaps we can organize a dinner after setting up, where we can call gather before the event as well. Please tentatively mark March 13th down in your calendars!



EARLY LESSONS IN FLYING

by Crislana Rafael



One of the best days of my life was being able to fulfill my dream of getting my private pilot's license. Like anything worth pursuing, the path towards getting the license was anything but easy and would often push me out of my comfort zone. Along my journey, these are the three lessons I've learned going beyond the classroom:

You're not really flying until you're on your own

One of the defining points along my PPL journey was embarking on my first long cross-country flight. It's one thing to do circuits at your home airport, or zip on towards the Pitt Lake/Glenn Valley practice area northeast of Vancouver for upper air-work. But in my opinion, it's the solo cross-country flight that puts all you have learned so far to the test. When I was flying my planned route from Pitt Meadows to Nanaimo with the intermediate stop at Powell River, seeing such beauties like the intricate amalgam of the bays and coves of Pender Harbour and the crystal blue vastness of the Strait of Georgia-Salish Sea from above made me realize this is why I fly. There were definitely times where I would question my abilities and I would be overwhelmed at the vast amount of material you need to absorb, understand, and apply. But it's days like my solo cross-country (and even solo trips for upper air-work) when I needed to rely on myself and trust my own abilities that make all the effort worth it.

Assumptions are dangerous

An incident I recall much earlier into my PPL journey was around my solo stage. Once I finished my run-up checks and radioed tower at the hold short line I remember tower telling me to line up and wait. I noticed it was taking a lot longer for them to get back to me than usual and *made an assumption* that they forgot to radio me back. Noticing no traffic and no chatter on the radio I decided to finish my take-off. Not long after, I was rightfully chewed out for that mistake on tower. I was relieved that nobody got hurt but it definitely made me realize how potentially dangerous assumptions can be in aviation. It taught me how important situational awareness is in order to be a safe pilot. This incident has been a humbling experience for me and I've learned my lesson on this - if I don't understand tower's directions I have to ask, and if they tell me to do something, I need to do so and wait as long as I have to until I officially get their clearance.

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EARLY LESSONS IN FLYING

by Crislana Rafael



It's a never ending journey

One of the things that I grossly underestimated when starting out was the amount of material you're supposed to learn. I remembered when my flight school gave me the Pultz study guide for ground school I thought one of two things:

1. Wow this binder sure weighs a ton!
2. Oh goodness what am I getting myself into?

There is so much new material coming your way as a PPL student and for me to successfully complete my license required hours of studying. And there were often sections I would struggle with that would take me twice the amount of time or more to understand. Personally, the unit on weather provided me with many a sleepless night preparing for my written exam! But, in the grand scheme of things, the knowledge I acquired from my PPL training is just the beginning. Upon finishing my practical exam and passing with flying colours, one of my flight instructors at my school jokingly told me that the PPL is essentially a license to learn. That statement couldn't be more true.

There are many more learning opportunities that are available once you get your PPL which can come in the form of pursuing additional ratings or specialized training such as mountain flying to name a few. The opportunities to learn are vast in aviation and I've only skimmed the surface. But I think that's what I enjoy the most about flying so far.

Besides, aren't we all chasing the journey and not the destination?

BC COAST 99s YYJ FLY-IN EVENT

by Jennifer Zadorozniak

On February 29, 2020 the British Columbia Coast 99s Chapter of the Ninety-Nines flew into Victoria, BC (CYYJ) for their first fly-out social of the year. Pilots from Abbotsford and Boundary Bay met at the nearby BC Aviation Museum (BCAM). The majority of the BC Coast 99 membership reside in the lower mainland, greater Vancouver, so it was extra special to have the 99s visit Vancouver Island. The BCAM sits at the end of Runway 32 and covers over 5 acres of land with 2 huge hangars with aircraft in and outside. The museum has been open since 1985 and has over 25 aircraft and 3 helicopters, with an ongoing restoration of the Lancaster LM104. The museum is run by volunteers and funded by donations with the purpose of collecting, restoring and displaying aircraft, as well as educating the public about all things aviation.



Doug Rollins, a skilled librarian and aviation historian, toured the 99s and our guests around the museum sharing insider secrets and fun facts about Canadian and BC Aviation history. We were blown away by the museum's variety of aircraft, volunteers, unique artifacts, demonstrations and kids' area. A fun fact: where the current Victoria International Terminal sits was once a munitions depot during wartime.

Of all the displays, the earliest versions were the most intriguing. Especially because in 2020, electric airplanes are in flight. These Early Birds included a replica of DaVinci's Ornithopter, as well as Canada's first designed and built gas powered aeroplane, the Twin Plane by W.W. Gibson. It's inaugural flight occurred on September 12, 1910 just down the road at Dean's farm. The brief flight was described as a hop. After modifications it flew more successfully in Calgary, where there weren't any trees. The BCAM has one of only three prototypes ever made and flown of the Trident TR-1 Trigull - a Canadian amphibious aircraft. Sadly the company struggled financially and the aircraft did not go into production.

After our in depth BCMA tour, we had lunch across the street at Mary's Bleue Moon Café. February weather is unpredictable and during lunch we witnessed TCU clouds, rain hail and sunny weather! The flying season is off to a great start!



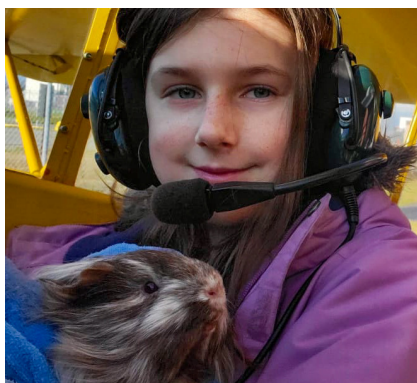
BC COAST 99S NEW YEAR SELFIE CONTEST

by Nicole Wardstrom

Our New Years Day Selfie Contest was an overwhelming success! The goal was to gather points as you complete activity items on the list and have a blast while doing it. Posting selfies of the "point" items on Instagram as you go with the hashtag #bccoast99s and #newyearpropclear.

With aviation being so weather dependent many stayed on the ground and used their creativity to win tons of points and start their New Year with aviation. Teams were encouraged for fun and safety, increasing the fun factor. Some pilots joined in the game from abroad while on holidays showing just how easy it is to have pilot fun everywhere!

Points champions were recognized at the general meeting featuring a guest speaker at the CYPK Aero Club B.C.



MY AVIATION JOURNEY

by Anne Stevens

I have often made the comment that my life today is barely recognizable from the time I call “pre-aviation.” The last four years have been full of surprises, adventure, healing, and a journey that I never expected.

As I reached the half-century point in my life and my daughters grew independent, I began watching my mother and wondering “How will I feel looking back at my life when I reach her age? Will there be satisfaction, contentment, and great memories? Or will there be sadness, remorse, blame, and regret for opportunities not taken?”



While I have been blessed with a great husband of 30-years with whom I share two incredible children, I still felt there was something out there for me that I had not yet discovered. Though I was in a relatively good place in my life, I was still very much weighted down by past trauma, painfully low self-esteem, and a lifetime struggle with anxiety and depression. I knew that there was still a dream that I was meant to chase, and I was searching, but I had not yet turned my eyes skyward.

As a kid growing up in a small fishing village on the West Coast of Canada, I was fascinated by the seaplanes that shared the docks and harbour. Having recently moved from a farm in the prairies, I had never seen anything like them. There really is nothing like the sound of the Beaver's radial engine reluctantly roaring to life on a misty coastal morning. I daydreamed by the hour of being the one to gently coax the floats off the water, leaving nothing but droplets behind.

Unfortunately, when I was able to climb inside and take to the air for the first time, my romantic expectation and the reality of flight were quite different. As incredibly beautiful as the panorama of islands and channels below were as we climbed out from the harbour, no one explained that the strong gusty winds and churning air from the open ocean en route to our destination were a normal and manageable part of flying on the coast. Terrified, my young mind presumed the worst; and I convinced myself that it was only my concentration keeping the plane from plunging earthward.

Soon after that first experience in the summer of 1976, my family and I relocated to even more remote Denny Island, 60 miles from the nearest mainland community on the central coast of British Columbia.

At that time, the island was only accessible by boat or seaplane.

We flew many times over the next year, each flight more frightening than the last. At age 13, I left my family behind for the first time to attend three years of boarding school in Vancouver, 300 nautical miles away. To travel during holidays between school and home to visit my family, I had to make that 300 nautical mile flight every couple of months on a Grumman Mallard, usually alone and often in bad weather.

Once, as the only passenger in the back seat of a freight run, the turbulence was so severe that some of the packages came loose, bouncing around the cabin. The only word I heard from the cockpit was “icing”.

Continued on next page...

MY AVIATION JOURNEY

by Anne Stevens



Another time, we landed on waves so violent that we were forced to disembark onto a rolling, pitching fishing boat, because docking would have destroyed the aircraft. I came to associate the profound sense of culture shock and longing for home with those flights, deepening my distress.

Still, there were some good flights in the Mallard where we climbed from the grey and rainy surface into the brilliant sunshine, floating over an endless blanket of white in nearly still air. My best memory is of a pleasure flight around our island in a beautiful 1946 Fairchild owned by a trusted friend. Despite my anxiety, as afraid as I was, I still had a deep love and admiration for the airplanes. The graceful lines, the engine sounds, the smell of the sea air mixed with oil and avgas. The young pilots became family friends. They were always kind to me, full of fun and looking for adventure. I aspired to become a career aircraft mechanic some day.

In 1980, when I was 16, my family moved inland to a small city in the interior of British Columbia. My fear of flying persisted, but so did my love of airplanes. Ironically, the occasional trips to the neighbouring town of Vanderhoof, which is my current home, for the annual Vanderhoof International Airshow helped keep that fascination for flying alive. Fast forward to the Vanderhoof Airshow in 2016, a day that I will remember forever: The day of the defining moment when an animated conversation about radial engines with an airshow pilot rekindled the desire and determination to make aviation part of my life.

I reached out to that pilot by email later to thank him for his kindness. He became a friend and encouraged me to consider an introductory flight.

It was several months before I summoned the courage to approach the local aviation people, but eventually in July of 2017 I was invited on what I thought was a sightseeing ride with Guardian Aerospace. I realized that I was more than a passenger when I was helped into the left seat of a Cessna 172! The moment I experienced the feeling of being in control of the airplane everything changed. There was still some fear and anxiety while flying that day, but I was determined to overcome it.

Feeling like the most unlikely student pilot ever; middle aged, female, overweight, fearful and with a bank account not at all suited to aviation, my mentor told me, "If you really want to do it, you will figure it out and find a way." I took him at his word and began to set myself up for success.

I gradually came to know a few pilots and joined the local flying club. I have volunteered in many capacities including webmaster, social media person, flight follower, snow shoveler, airplane cleaner, or whatever else was needed.

The Vanderhoof Flying Club is also a flight training unit, and in exchange for some of my work they have helped me with the cost of flight training. The members of the flying community have become my dear friends and cheerleaders. I love to visit the maintenance hangar and have spent many hours asking the technicians questions and discussing the attributes of the perfect airplane for me to buy "someday." No longer a spectator, I am one of the organizers of the same Airshow!

I have been lucky enough to connect with a skilled and insightful Flight Instructor who is kind and patient but knows when I need to be nudged out of my comfort zone to progress. I walk away from even the discouraging lessons with greater understanding and resolve to improve.

Continued on next page...

MY AVIATION JOURNEY

by Anne Stevens



In 2018 I received a scholarship from the British Columbia General Aviation Association and am now honoured to serve on the board of directors of that organization. I only trained a few hours in the first couple of years, but now I fly regularly. Today, I have acquired a total of 28 hours in my logbook including one precious hour flying a floatplane! One of the proudest moments of my life was making my first solo flight on my 56th birthday in July of 2020.

There were many bumps in the road between that discovery flight in 2017, and my first solo in 2020, finances, availability of a suitable aircraft, other commitments, but giving up has never been an option.

From the time I first started flying, I have looked forward to the day that I would earn my coveted Student Pilot Permit qualifying me to join the Ninety-Nines. Doing so has exceeded my expectations of the organization. It has been wonderful to have the support and encouragement of women who share my passion for airplanes and aviation, and who have faced and overcome the same struggles that I have in my aviation pursuit. I recognize a familiar spark of enthusiasm in these ladies that evokes an immediate sense of belonging. I hope that someday I may share that same feeling with future Ninety-Nines as a mentor to others.

I have come to understand that the keys to overcoming fear are knowledge, understanding and repetition. I have learned that when these things come together there are perfect moments of achievement and a sense of reward and accomplishment that make the struggles worthwhile. I want to be an example to my daughters, and show them that if I can fly, they can do anything.

I have a long way to go to earn my Private Pilot License, and sometimes it seems as though I will never get there, but I find joy in the journey, and at the end of the day I hope to look back when I am 80 with many great memories and few regrets.

*Written by Anne Stevens, 9 September 2020
Vanderhoof, British Columbia
Edited by Madeline J. Ungurain*

IN OTHER NEWS...

BC Coast 99s and Canadian Aviation News



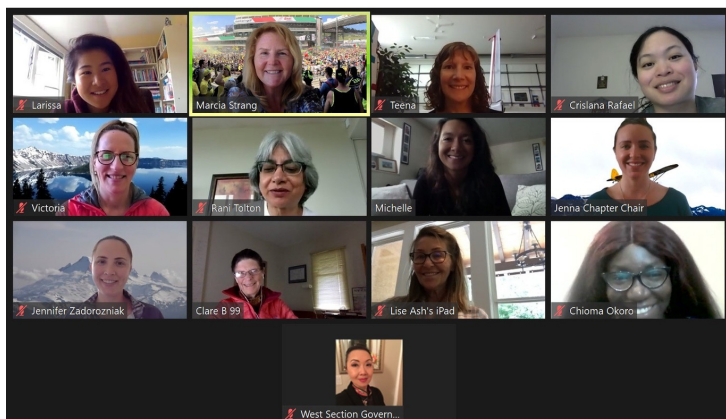
2020 Poker Run postponed

Due to the current situation we have decided to postpone our annual poker run to 2021. Stay tuned on our website and social media for updates!

Our chapter is going virtual

In the meantime we are holding bi-monthly meetings virtually and have started doing Cocktail Hours to give a chance for members to socialize via Zoom.

BC Coast Chapter 99s June 6th 2020 Zoom Meeting



Congratulations Christine Gervais

Congratulations Christine Gervais on your position as new President and CEO of COPA! Christine is an accomplished commercial pilot and air traffic controller with experience in Africa and South America. We look forward to her leadership to "advance, promote and preserve the freedom to fly for all of General Aviation in Canada".

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IN OTHER NEWS...

BC Coast 99s and Canadian Aviation News

90th anniversary of the Ninety-Nines November 2, 2019

By Madeline Ungurain

"The British Columbia Coast Chapter 99's celebrated the 90th Anniversary of the Ninety-Nines International Organization of Women Pilots on Saturday, November 2nd at the Pitt Meadows Aero Club of British Columbia.

The 29 members in attendance, (some who flew in from as far as Victoria, B.C.) all gathered to enjoy cake and a video made by one of our members. The video honoured the history of the 99's, including some of the local women pilot pioneers.

The celebration also displayed a silent auction that featured some unique aviation artifacts and books which were generously donated by one of our members. All of the monies raised from the auction went directly to our scholarship fund!"



SCHOLARSHIP OPPORTUNITIES

International Ninety-Nines Scholarships:

West Canada Section Scholarship:

Since 1995, the West Canada Section of the Ninety-Nines is offering a \$1500 scholarship to help a female advance in her flight training, education, or piloting career.

99s Student Pilot Scholarships:

FLY NOW awards up to \$6000 USD towards the completion of the recreational pilot, sport pilot, or private pilot certificate. Open to female student pilots who are a 99s member. Offered in the Spring and Fall. Amelia Earhart Flight Training Scholarship Application of up to \$20,000 USD to complete an additional pilot certificate or rating or pilot training course.

Alice Ecale Memorial Scholarship:

A \$5000 scholarship for mothers in commercial aviation who are training to join an airline.

Other Scholarships:

The Wings & Wrench Scholarship:

This annual \$1000 scholarship is proudly presented by Geoff Latter Airshows and Wilson Aviation Ltd. to help a deserving student continue their studies in either a Professional Pilot program or an Aviation Maintenance Engineer program at a recognized college level educational institute in British Columbia. Due June 25.

COPA Neil J. Armstrong Scholarship:

Created to honour one of Canada's foremost aviators, the scholarship has helped many Canadian pilots get their start. The main award is the "ab-initio" award which provides up to \$10,000 to defray eligible training costs associated with the Private Pilot License (PPL).

The second award, the Advanced Training Award, is intended for applicants who already hold a PPL and are seeking higher licenses or ratings.



BC Aviation Council Scholarships:

The BC Aviation Council has several scholarship listings on their website.

The Freedom to Fly Floats in BC Scholarship:

The BC Floatplane Association (BCFA) recognizes the need to continue our freedom to fly floats in BC and so the BCFA is proud to be able to offer a \$2500 scholarship towards a seaplane rating each year.

Webster Memorial Trophy Competition:

The annual Webster Memorial Trophy Competition is committed to identifying "Canada's Top Amateur Pilot". It has operated since its inception in 1932, interrupted only twice (first by World War II and again in 1954 due to costs).

Additional scholarship resources can be found on the BC Coast 99s website.