

# THE FLYPAPER

SEP 2005

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Lavelle Betz	243.1898	
<b>Airmarking</b>		
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## 99s ONLINE

**Chapter Web site**  
[www.geocities.com/ak99s](http://www.geocities.com/ak99s)

For Web site updates and additions, e-mail Caren della Cioppa at [habataku@att.net](mailto:habataku@att.net).

**National Web site**  
[www.ninety-nines.org](http://www.ninety-nines.org)

The national site includes news updates, scholarship opportunities and mentor connections.

## From the Chair

The State Fair has finally begun--along with the rain! Soon the leaves will be turning bright yellow and gold, and will be falling everywhere. If you're out flying, remember the weather will be getting cooler.

We had a smaller than usual turnout at our picnic, but we had a good time just the same! Congratulations to our newly elected officers! They will be assuming their duties in September.

We will have a regular meeting on the second Wednesday of September (see right for details). I haven't heard yet what the program will be, so watch the community calendar in the paper and look for your e-mail from Mio. I will be in Washington and have to miss the meeting, but will see everyone in October.

We will be scheduling a Flying Companion Seminar this fall. See page 03 for more details.

For those of you who don't know it yet, TQ LaClair will be leaving us. She'll be moving to Hawaii. She has promised to be the "sister" chapter which we've jokingly dubbed the Snowbird Chapter. She has made arrangements for our Christmas party (more details later). Personally, I am going to miss her cheerful worker-bee presence in the Chapter. She's been a great help in organizing and handling fund-raising for the Chapter. Good Luck, TQ! (Don't forget to keep in touch!)

Fly safely and remember to do random acts of kindness!

*Melanie*



## Chapter News

### NEXT MEETING

**When:** Wednesday, Sep. 14

**What:** Undecided. However It will be T.Q.'s last meeting before she leaves for Hawaii, so come and say good-bye!

**Where:** Peggy's Airport Café. Across from Merrill Field's tower on the Glenn Highway.

**Time:** 6:00 p.m.

There will be a program, however there will not be an official meeting as not enough officers will be present.

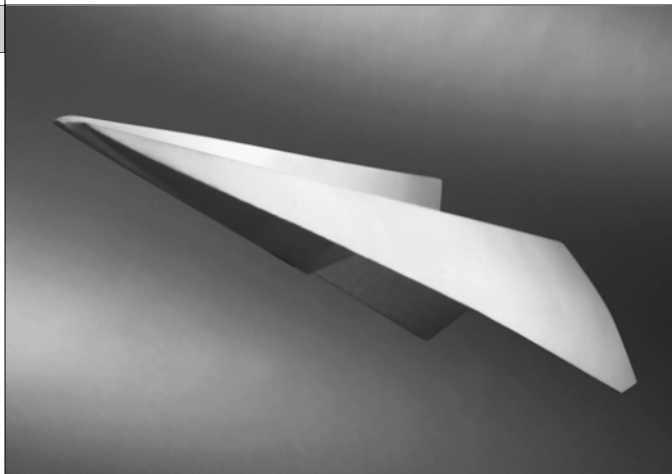
## Flypaper Facts

The submission deadline for the October issue is Oct. 01, 2005. If you have an article, ad or information for the Flypaper, please contact Michelle Bartleman by phone or fax at 868.4736 or by e-mail at [michelle@loscher.ca](mailto:michelle@loscher.ca). Ads in the Flypaper are free for members.

### Subscription Rates:

October—September	(Full year)	\$15
February—September	(Half year)	\$10
June—September	(Summer)	\$ 5

The subscription cost is to cover printing and mailing, or you can read the Flypaper electronically at [www.geocities.com/ak99s](http://www.geocities.com/ak99s).



JUST FOR FUN...

# What'd I do?

## A PLEA FOR HELP FROM A GROUNDED AUSTRALIAN TO HIS FRIEND

**It's long, but this is sure to get a belly laugh from you!**  
**Editor's note: Don't try any of this at home or in the air!**

Dear friend,

I am writing to you because I need your help to get me bloody pilot's license back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA examiner.

On the phone, Ron (that's the CAA knucklehead) seemed a

reasonable sort of bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property, and let me operate from my own strip. Naturally I agreed to that.

Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead because the ALA (Authorized Landing Area) is about a mile away. I explained that because this strip was so close to the homestead it was more convenient than the ALA, and despite the power lines that

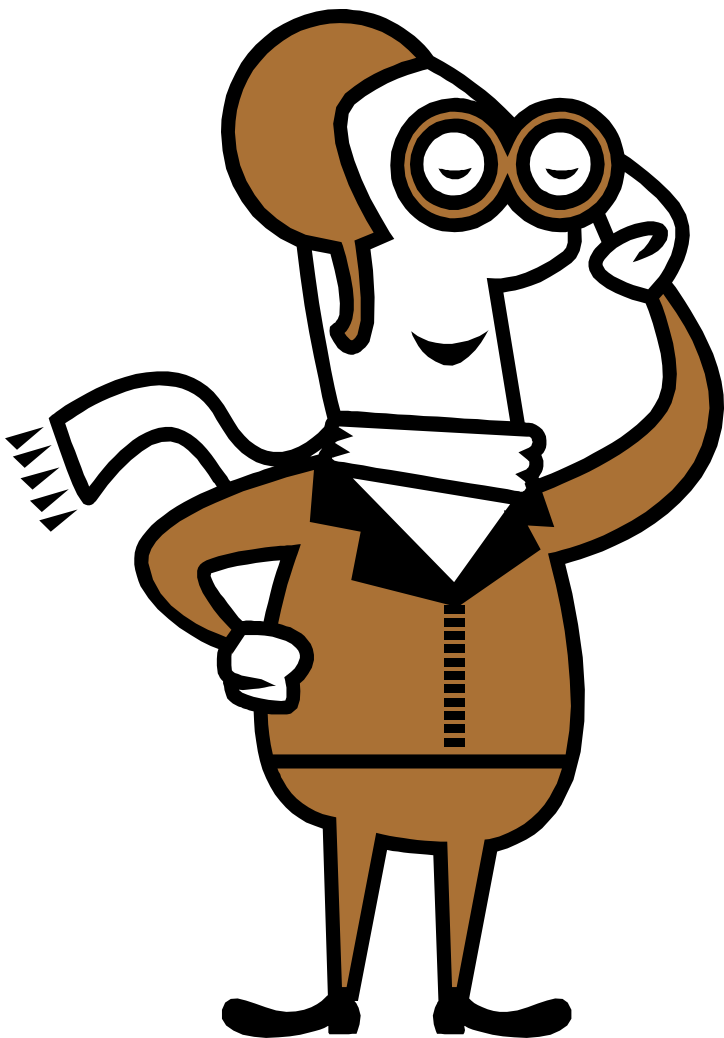
cross about midway down the strip it's really not a problem to land and take-off because at the half-way point down the strip you're usually still on the ground.

For some reason Ron seemed nervous. So although I had done the pre-flight inspection only four days earlier I decided to do another all over again. Because Ron was watching me carefully, I walked around the plane three times instead of my usual two.

My effort was rewarded because the color finally returned to Ron's cheeks. In fact, they were a bright red. In view of Ron's obviously better mood, I told him that I was going to combine the test with some farm work as I had to deliver three poddy calves from the home paddock to the main herd. After a bit of a chase I finally caught the calves and chucked 'em into the back of the ol' Cessna 172. We climbed aboard but Ron started getting on to me about weight and balance calculations and all that crap.

Of course I knew that thing was a waste of time because calves like to move around a bit, particularly when they see themselves 500 feet off the ground. And it's bloody pointless trying to secure them, as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure that we remain pretty stable at all stages throughout the flight.

Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunned her to 2,500 rpm. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and demanded that I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole



## CALENDAR OF EVENTS

### SEP 14

6 P.M.

Regular Alaska Chapter program at Peggy's Airport Café.

### OCT 6—8

All day @

Fairbanks Princess Riverside Lodge

Information and seminars for pilots, aircraft owners, mechanics, and airport operators, satisfy a wide range of general aviation interests. For more information go online to [www.aviationnorth.org](http://www.aviationnorth.org).

**SANDI SUMNER SIGHTINGS: Where you'll be able to find Sandi Sumner, author of Alaska Women Pilots.**

### OCTOBER

Aviation North Expo, Fairbanks, October 8, slide show and book signing. More shameless promotion of women who fly airplanes in Alaska!

### NOVEMBER

UAA in November, Main Campus, (date still unknown) to celebrate the opening of the Campus Bookstore Aviation Section! More on this when the date is set. It's a great opportunity for 99s to join in the celebration.

*If you have an event you would like published in the calendar, please contact Michelle Loscher at 868.4736 or e-mail*

**CONTINUED ON PAGE 04**

## UPDATES...

### 2008 Convention>>>

The contract with the Hilton Hotel has been signed. It is time for us to consider setting up committees to work on individual aspects of the conference. Mio and Angie would like to ask for your help. The more people who volunteer to do a little, the more we'll accomplish and no one will be overwhelmed. For information or to volunteer contact Angie at 271-3422 (day) or 337-0253 (evening).

### Fall Flying Companion >>>

It's time to plan for the Fall Flying Companion Seminar. Angie is looking for volunteers to help present at the Seminar. You do not have to be a current member to volunteer. We have prepared outlines for the material that needs to be covered in each topic. There will be a sign-up sheet at the September meeting. For more information or to volunteer contact contact Angie at 271-3422 (day) or 337-0253 (evening).

### Homer book signing recap >>>

On Aug. 27 about 100 people came to the Islands & Ocean View Center in Homer to learn about Women Pilots of Alaska, when gave a slide presentation for the Friends of Homer Library. I wish to thank fellow 99 Cleo Webb for making this possible, even though she was in New Zealand attending the International Convention! A number of women pilots in the area were able to attend, and a 99 from Wyoming who was staying at the same motel with me, is carrying a copy of the book back to her home state. I told her about the 2008 International Convention that will be held in Anchorage and told her to plan a return trip!

—Sandi Sumner

### Homer book signing recap >>>

The YWCA in Anchorage is hosting the 14th Annual Alaska 'Women Writers - Reading from their work' on Thursday, Sept. 22, at 7 p.m. at the Anchorage Museum of History & Art. A wine and cheese reception will follow the event. The cost is \$20 at the door. Two writing workshops will be held prior to the readings and cost \$10 each. Contact Laura Goss, 644-9603 for more information. Authors giving readings include: Rosemary Austin, Loretta Outwater Cox, Anne Hanley, Danielle Henderson, DeeDee Jonrowe, Anne Nolting, Riki Ott, Faye Sikora, Shirley Mae Springer Staten, and Sandi Sumner. Thank you to 99 Roberta Degenhardt for submitting my name to be a participant in this event.

—Sandi Sumner

### Aviation Museum Display Committee >>>

There will be a meeting of the Museum Display Committee at the Alaska Aviation Heritage Museum on Monday, October 10 at 7 p.m. We will continue discussions on content, design and budgets. For more information on getting involved in the committee please contact Michelle Bartleman at 868-4736.

## WINNERS...

### 2005 Scholarship Recipients

This year's scholarship recipients were announced during the August barbeque. There were two student pilot scholarships given worth \$500 each and two advanced rating scholarships awarded worth \$1000 each.

#### Student Pilot Scholarships

**Laurel Grace Mabry** lives in Anchorage and she passed her check ride the day she left for Guatemala this Summer. She has been flying with Heidi Reuss of Arctic Flyers. She is still in high school and just turned 17.

**Diane Erickson** lives in Anchorage and is flying with Take Flight. She has been working on her private pilot certificate over the summer, flying out of Merrill Field's Take Flight.

#### Advanced Scholarships

**Chelsea Woelkers** lives in Seward, but is enrolled in the UAA Aviation Program at Merrill Field. She plans to use the money for her CFI, which she recently completed, and her CFII. She currently has her Commercial SEL and instrument rating.

**Michelle Bartleman** lives in Anchorage, and just finished graduated from UAA with a Professional Piloting degree. The scholarship money will go towards her CFI, which she recently completed. Michelle is also a member of our Anchorage 99 Chapter, is chair of the museum display committee, and publishes the Flypaper.

**Congratulations to all of the  
scholarship recipients!**



## JUST FOR FUN...What'd I do? [CONT'D]

### CONTINUED FROM PAGE 02

in the floor and lodged in the fuel selector mechanism. The selector can't be moved now but it doesn't matter because it's jammed on "All Tanks" so I suppose that's OK. However, as Ron was obviously a real nit-picker, I blamed the noise on a vibration from a steel thermos flask which I keep in a beaut possie between the windshield and the magnetic compass. My explanation seemed to relax Ron because he slumped back in the seat and kept looking up at the cockpit roof.

I released the brakes to taxi out but unfortunately the plane gave a leap and spun to the right. "Hell," I thought, "not the starboard chalk again." The bump jolted Ron back to full alertness. He looked wildly around just in time to see a rock thrown by the propwash disappear completely through the windscreen of his brand new Commodore.

While Ron was ranting about his car, I ignored his requirement that we taxi to the ALA and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the liftoff point, then he bloody screamed his head off. "Oh God! Oh God! Oh God!"

"Now take it easy, Ron" I told him firmly. "That often happens after take-off and there is a good reason for it."

I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine if you know how to coax it properly. Anyway, at this stage, Ron seemed to lose all interest in my flight test. He pulled out some rosary beads, closed his eyes and became lost in prayer. I selected some nice music on the HF radio to help him relax.

Meanwhile, I climbed to my normal cruising altitude of 10,500 feet. I don't normally put in a flight plan or get the weather because, as you know getting internet access out here is a friggin' joke and the bloody weather is always 8/8 blue anyway. But since I had that near miss with a Saab 340 I might have to change my thinking on that.

Anyhow, on leveling out I noticed some wild camels heading into my improved pasture. I hate bloody camels and

always carry a loaded .303 clipped inside the door of the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron was friggin' electric.

As I fired the first shot his neck lengthened by about six inches and his eyes bulged. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the left tire.

Ron was a bit upset about the shooting (one of those animal lovers I guess) so I decided not to tell him about our little problem with the tire.

Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500 feet down to 500 feet and 130 knots indicated (the last time I looked anyway) and the little needle rushing up the red area on me ASI. What a buzz, mate!

About half way through the descent I looked back in the cabin to see the calves suspended in mid air and mooing like crazy. I was going to comment on this unusual sight but Ron looked a bit green and had rolled himself into the fetal position and was screamin' his freaking head off.

Mate, talk about being in a bloody zoo. You should have been there, it was so bloody funny. At about 500 feet I attempted to level out. For some reason we continued sinking.

When we reached 50 feet I applied full power but nothing happened; no noise, no nothin. Then, luckily, I heard me instructor's voice in me head saying "carby heat, carby heat." So I pulled carby heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you.

Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went Instrument bloody flying, mate. BJ, you would've been bloody proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired. (Something I've been meaning to do for a while now). Suddenly Ron's elon-

gated neck and bulging eyes reappeared. His mouth opened wide, very wide, but no sound emerged. "Take it easy," I told him.

"We'll be out of this in a minute." Sure enough, about a minute later we emerge; still straight and level and still at 50 feet. Admittedly, I was surprised to notice that we were upside down and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were taxiing". This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again. By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there."

Knowing that the tire problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut it's circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply into a 75 foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again.

Halfway through our third loop Ron at last recovered his sense of humor. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut-wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the left tire with grass so we could fly back to the homestead. It was then that Ron really lost the plot and started running away from the aircraft. Can you believe it? The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bugger.

Anyhow, mate, that's enough about Ron. The problem is, I just got a letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was so bloody bad that they have to withdraw me flamin' license. Can you?

# 2005 - 2006 Flypaper Renewal Information

It's time to renew your subscription to The Flypaper. The subscription year is October - September. Please fill in the information below and mail it along with your check or money order (made payable to Alaska 99s) for the \$15.00 subscription fee to:

Alaska 99s Flypaper, P.O. Box 91962, Anchorage, AK 99509

Name:

Address:

City:  State:  Zip:

Phone:  (Home)  (Work)

(Cell)  (Fax)

E-mail:

**If you own a plane:**

Type:  Tail Number:

**Type of license:**

- Private
- Commercial
- ATP

**Ratings:**

- ASEL  Instrument
- ASES  Glider
- AMEL  Balloon
- AMES  Helicopter

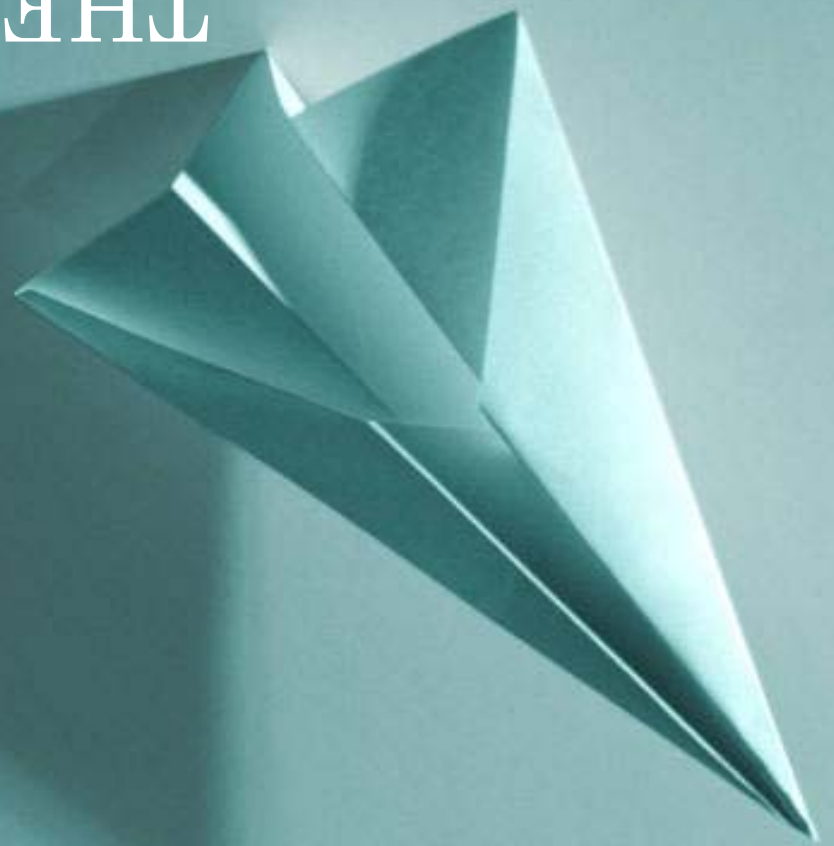
**Ground Instructor:**

- Airplane
- Instrument
- Rotor
- Glider

**Flight Instructor:**

**Suggestions ( programs, fly-ins, meeting places, etc. )**

# THE FLYPAPER



THE OFFICIAL NEWSLETTER OF THE ALASKA 99s



The Alaska Chapter 99s  
P.O. Box 91962  
Anchorage, AK 99509-1962