



The Flypaper



The Official Newsletter of the Alaska 99s
October, 2006

Alaska Chapter 99s Officers

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Roberta Degenhardt	274-5168
Vice Chair	
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Mio Johnson	696-3580
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Barbara Spriggs	622-3429
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Flying Companion	
Angie Slingluff	337-0253
Membership	
Mio Johnson	696-3580
Scrapbook	
Lavelle Betz	243-1898
Airmarking	
Melanie Hancock	694-4571
Aviation Museum Display	
Michelle Bartleman	1-877-552-8926
2008 International Convention	
Angie Slingluff	271-3422

The Sunshine, Fly-Ins and Publicity Committee Chair positions are currently vacant.

Well, it looks like summer is really over and while some may be sad about that, I must say that I am looking forward to some clear and crisp flying days this fall and winter!

Angie and I attended the NW/SW Section Meeting in Ashland, OR and there are photos and notes about that event to follow. It was my first time at a regional 99s event and I had the time of my life meeting wonderful women and hearing stories of fun and adventure! In addition, I learned more about the International Organization and am looking forward to sharing some of that with you at the meeting next week.

We are more than just a local group of women pilots. We have a long history of service and adventure, and I am proud to be a member of The Original Women's Flying Club! Come join us for fun, friendship, and education in the world of aviation.

Berta

Next Meeting

Wednesday, October 11, 2006 at 6:00 p.m.,

Peggy's Restaurant, 1675 E. 5th Ave.

Speaker: Diana Moroney

Program: Flying in the Iditarod Air Force (see page 2)

Guests are always welcome.

99s ONLINE

Chapter Website

www.ak99s.org

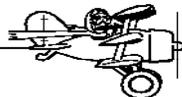
For website updates and additions, e-mail Caren della Cioppa at habataku@att.net

National Website

www.ninety-nines.org

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

Flypaper Facts



Deadline for the **November** Flypaper is **October 31, 2006**. If you have an article, ad or information for The Flypaper, please contact Melanie Hancock by phone or FAX at 694-4571 or e-mail at flyquilt@mtaonline.net. (Ads are placed in The Flypaper for members at no charge.)

Subscription Rates:

Oct. -- Sept. = \$15.00

Feb. -- Sept. = \$10.00

June -- Sept. = \$5.00

Mailing Address:

P. O. Box 91962

Anchorage, AK 99509

Calendar of Events

<i>Wed., Oct. 11</i>	<i>Regular Monthly Meeting</i>
<i>Thur., Oct. 19</i>	<i>Mat-Su Chapter Regular Monthly Meeting *</i>
<i>Sat., Oct. 21</i>	<i>Tentative Date for Fall Flying Companion Seminar *</i>
<i>Tues., Oct. 31</i>	<i>Deadline for Submitting Information for October Flypaper</i>
<i>Wed./Thur., Nov. 1 & 2</i>	<i>Aviation Land & Water Survival Training, Learn to Return Training Systems *</i>
<i>Sat., Nov. 4</i>	<i>Fall Safety Seminar*</i>
<i>Wed., Nov. 8</i>	<i>Regular Monthly Meeting</i>
<i>Wed., Dec. 13</i>	<i>Annual Christmas Dinner Party</i>

** Denotes more details in The Flypaper*



*Our October program will be presented by Fred Keller. He will be doing a hands-on program about radio-controlled airplanes. The meeting will be held at the Teeland Middle School on **Thursday, October 19.** (Please note this is a change from our normal meeting night.)*

Gayle Kase

746-5273

FSDO Office has moved from International Airport Road. They are now located at :
*300 W. 36th Avenue, Suite 101,
Anchorage, AK 99503.*

All phone numbers remain the same.

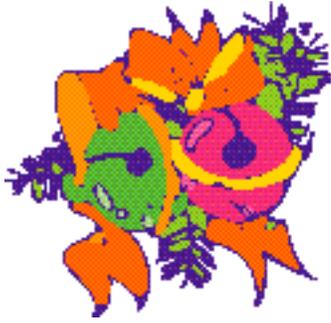
October Meeting Program

We hope you will be able to join us at our October Meeting. Our program will be presented by guest speaker, Diana Moroney. She has been an Iditarod Air Force pilot since 1998. Originally from Monterey, California, Diana has been a resident of Alaska for 30 years. She holds an ATP and has flown commercially in Alaska since 1995, flying the DC-3, DC-6, and Casa-212. Diana currently flies the Caravan for Grant Aviation.

Diana has been involved in sled dog racing since the early 80's and has raced the Iditarod 10 times, (last Iditarod 2005). Diana has also run the Hope race, Nome to Anadyr, Russia, the Yukon Quest, Knik-200, Kobuk-440, Copper Basin-300 and Beargrase-500 as well as many others. Diana flies a Cessna-185 on skis for the Iditarod Air Force.

For further info about the work of the Iditarod Air Force, here is the link:

<http://www.iditarodairforce.com/index.htm>



Annual Christmas Dinner Party

Our annual Christmas Dinner Party will take place on our regular meeting night, Wednesday, December 13, in the Chart Room at the Hilton. The menu selections will be made at the October meeting and published in the November Flypaper. As usual, we will have our Chinese Auction gift exchange. Plan to come join us for lots of Holiday fun! Bring a spouse, significant other, or a guest.

Notes from the Northwest Section Meeting

*At first the weather looked like it might not cooperate for the NW/SW Section Meeting in Ashland, OR, but by late Thursday afternoon most of those flying themselves in had landed, and those of us arriving commercially were only a few hours late. Angie and I flew Alaska/Horizon into Medford, OR and then hitched a ride with Donna Crane-Bailey who was picking up Norah O'Neill, the author of *Flying Tigris*, and the featured speaker at the Friday Luncheon.*

Friday morning was filled with seminars including an FAA Wings Program; Gene Nora Jessen,

*author of the *The Powder Puff Derby of 1929*; and Bev Fogle, who had a slide show presentation of her three week flight down the east coast of Africa. After lunch and a brief bus trip to nearby Old Jacksonville for some sightseeing and ice cream, we attended the Chapter Chair meeting where all Chapter Chairs spoke briefly about what their section had accomplished in the past year.*

Saturday morning the NW and SW Sections held their individual meetings and then we had some free time before the banquet on Saturday night. All in all, it was a whirlwind weekend!

Angie and I shamelessly spread the word about Alaska 2008, and extended invitations to everyone we met. The feedback was extremely positive, and we met many members who had attended the 1984 Convention and plan on returning. It looks like we can plan on a good attendance! I hope some of you will consider making it to some of the section meetings between now and August 2008 to help keep up the enthusiasm for Alaska 2008!

Berta Degenhardt



Angie Slingluff, Anne Lovett and Berta Degenhardt



Speaker Norah O'Neill and Donna Crane-Bailey

Wanted: CFIs for Research Project

I am looking for CFI's who are willing to share their impressions and experiences of private pilot instruction from ground school to flight instruction.

Specifically, I am seeking to interview certified flight instructors who are current and instruct primarily for private pilot certification.

Interviews for this project will begin in August, 2006. I will be asking questions about the experiences that have shaped how you teach, what you believe to be effective instructional techniques with adult learners, your assumptions about learners, and your preparations for a typical instructional session.

The data I am collecting will be used for publications in journals of adult learning and teaching and to make presentations to adult education specialists and trainers. There is no financial compensation for participation. However, if you decide to participate, you will receive a current Alaska Flight Supplement and current Anchorage Sectional Chart.

If you might be interested in talking with me, please contact me via phone or email. Please contact me with any questions.

Thank you very much!

*Diane Erickson
Assistant Professor of Adult Education
Department of Educational Leadership
University of Alaska Anchorage
907-786-4874 (telephone)
dianeerickson@uaa.alaska.edu*

Flying Companion Seminar



The Fall Flying Companion Seminar will take place at the UAA Aviation Tech facility on Saturday, October 21. Your volunteer work makes the Seminar happen. Are you willing to volunteer a few hours of your time for a worthy cause? This is your chance to do some aviation community service and help the Chapter! (Half the proceeds of the seminar are dedicated to the Scholarship Fund with the other half going into our general fund.)

For those who are unfamiliar with the Flying Companion Seminar, it is a one-day class covering fundamentals of flight, survival gear & emergency procedures with hands-on simulator and radio work. It is intended for people who fly in small airplanes, but are not pilots.

If you know someone who would benefit from this seminar send her/his contact information in to be added to the list. Reply to Angie Slingluff at akwoman@ak.net.

If you will not be able to sign up at the October meeting, please contact Angie and let her know that you can help with the seminar. If you don't feel that you can handle one of the sessions (fundamentals of flight, basic controls, navigation, survival, radio work or simulator), please feel free to join in during the day just to provide some assistance to those attending. It's a great way to brush up on the basics if you are a little rust!

Pistachio Pudding Salad

*1 small box instant Pistachio Pudding Mix
1 cup mini-marshmallows
1 15-20oz. can crushed pineapple with juice
1 8 oz. container Cool Whip*

Combine marshmallows and pineapple in bowl. Add pudding mix. Stir vigorously. Add Cool Whip. Mix well and refrigerate.

Recipe courtesy of Jean White

Minutes of 99s Meeting - September 13, 2006

Meeting called to order at 6:20 p.m. by Chair Roberta Degenhardt. Introductions of members and guests were made.

There were no minutes from the August Picnic.

Treasurer's report was not available.

Announcement was made that member Martha Clark has gotten married (now Trammell) and moved to Idaho. Request made to put updated information in next Flypaper.

Angie will check for a place for the Christmas party, possibly Hilton or Marriott.

Vice Chair Diane Erickson introduced the speaker, Kristine Nelson, Meteorologist in Charge, Center Weather Service Unit (CWSU) Anchorage. Kristine gave a short personal history and presented an extremely interesting program dealing with weather forecasting and reporting. She had a handout of Aviation urls which will be published in The Flypaper. She reported that Alaska used to be #1 in aviation fatalities. We are now 10th in the United States. She stressed the importance of good PIREPS.

Diane announced that October's program would be presented by Diana Moroney (Iditarod Air Force) and that Marla Horner (Learn to Return survival training) would be our guest speaker for November.

Old Business:

2008 Convention: Angie passed the logo for the convention around the room. They are getting bids from three destination management companies. The committee is still meeting once a month--the first Thursday of the month at Peggy's.

Flying Companion Seminar: The Seminar is scheduled for Saturday, October 21 at the UAA Aviation Technology Center. Angie needs volunteers for positions: Basic Controls, Navigation, Survival, Radio Terminology, Simulators. Also any help with door prizes would be appreciated.

Museum Display: Michelle Bartleman left a final report before her departure for Canada. A copy of Sandi Sumner's book is ready for the museum. Bios of women in the photos at the museum have been collected, printed and put in protective sheets in a binder for viewing. The new computer has been formatted and is ready. It displays rotating photos of Alaska women aviatrixes until someone wakes it up, then the database can be perused. An e-mail form has been created so that any Alaska woman pilot can submit their information from anywhere to be added to the database. All that remains is to register a new domain name and ask Mio to send out a mass e-mail encouraging people to add their information to the database. Everything will be delivered to the museum early Friday morning (Sept. 15) including a wall hanging that indicates that the 99s have funded and created the display. Michelle will take photos of the display and send them to Roberta and Melanie.

Master Pilot Award: Ruth Jefford was given the award on September 1, 2006.

A request was made for anyone interested in writing articles for the 99s Magazine, the local newspaper, etc. to contact Roberta.

Soldotna Airmarking: Finally took place August 27.

Annual Picnic: This took place at Margaret Ibbotson's hangar. Everyone had a great time in spite of the rain. Thanks to Dean and Margaret for being our hosts.

Programs: If anyone has suggestions for programs, they should contact Diane Erickson.

New Business:

We have open spaces on committees and need people to chair. If you are interested in working on a committee, contact the chairman as listed on the front page of The Flypaper. We need a Publicity Chair and a Historian.

Announcement was made that Liz Kester's husband, Darrell had open heart surgery and is progressing well.

Ellen Paneok has a new position with the Alaska Aviation Safety Foundation -- Statewide Aviation Safety Coordinator. She will be working to revitalize the nonprofit status, update the website and conduct safety seminars in Alaska. Currently a seminar is scheduled in Bethel on 9/28 and one in Barrow 10/11. There will be a Fall Safety Seminar (replacing FAA Safety Seminar) all day on November 4. The 99s were requested to staff the sign-in table. The Safety Foundation will be giving 3 scholarships of \$1500 each. Deadline for submitting an application is June 30, 2007.

Pat Benning made a motion for the Alaska Chapter to a corporate member of the Safety Foundation in the amount of \$100. Aimee Moore seconded and motion passed.

Angie Slingluff made a motion to adjourn. Seconded by Kristen Labrecque. Meeting adjourned at 8:20 p.m.



We're
still searching:

If you are interested in helping out at the **Fall Safety Seminar** on November 4, please contact Berta at: 274-5168 or bertahome@yahoo.com

The 99s will be responsible for the sign-in/registration table in the morning. The seminar is free, so you are welcome and encouraged to stay and attend the day's sessions.

We're in need of some volunteers to fill **chapter positions**. Currently open are the Fly- ins, Sunshine and Publicity Committee Chairs. If you aren't up to chairing the committee, maybe you'd like to help out with one of these activities. Please contact Melanie Hancock (694-4571 or flyquilt@mtonline.net) for more information about these positions or to volunteer for the committee or committee chair,

Member Updates

September 2 Note from Liz Kester

We have had a bit of a complicated summer.....Darrel had triple by-pass heart surgery on August 22 and is still in the hospital. He's doing fine but they're keeping him there because he's got atrial fibrillation...an irregular heartbeat in the upper two heart chambers. Hopefully he'll be home soon. If all goes well, he and I will be heading south to AZ in my motor home in three more weeks.

We will probably be back for holiday parties in December. Then, I (and likely he, too) will be out either in AZ or Hawaii until the end of next May!



For those who want to contact Martha (Clark) Trammell, here's the information:

Mailing Address: 14609 N. Ohio St.,
Rathdrum, ID 83858.
Phone: 509-481-1314
E-Mail: ladypilot01@adelphia.net

Take a look at this picture ... and then look again and realize what you're seeing ...

This photo was taken by a soldier in Afghanistan of a helo rescue mission. The pilot is a PA Guard guy who flies EMS choppers in civilian life. Now how many people on the planet you reckon could set the back end of a chopper down on the roof top of a shack on a steep mountain cliff and hold it there while soldiers load wounded men in the rear??? If this does not impress you ... nothing ever will. God Bless our military!!!!

(Photo forwarded by John Spriggs.)



The Chaos Amongst Us

By Kristen Labrecque

When I first sat down at my new position as a Helicopter Pilot, my chief pilot asked me, what makes a helicopter fly? My response was that of any Alaskan pilot, "Money". After his chuckle, he said, there are two principles that people subscribe to, which one do you subscribe to? Obviously by the look on my face, I had no idea what he was talking about. He said that the first principle was they are just so ugly that the ground repels them. The second principle is that they just beat the air into submission.

We all have a special interest in Birchwood. Birchwood is a unique airport. It houses approximately 400 General Aviation Airplanes, 6 Helicopters, 5 ultra lights, 3 gliders and 1 gyrocopter.

I started my career as a fixed wing pilot. After a couple thousand hours, I decided to give helicopters a try. They were fascinating. I learned so much in just a short amount of time. I wondered why I was never taught some of this stuff as a fixed wing pilot. The reason falls somewhere along the line...because my instructor was never taught how to work with helicopters, and his instructor was probably never taught how to work with helicopters and so on. As a CFI, I am just as guilty. At the time I switched over, I never taught my students how to work with helicopters, because I did not know any better. I have now changed my teaching methods. I now teach my fixed wing students how to work with helicopters and I teach my helicopter students how to work with fixed wing aircraft.

This summer I was flying a small helicopter at Birchwood. I had a student in the helicopter with me. A fixed wing pilot got on the radio and promptly told me that I was not

allowed to use the paved runway and it was required that I stay to the East of runway 19R/1L. He said to me "Don't you read the supplement? Helicopters are required to use the small runway. You are not allowed to be on 19R/1L." I was shocked to say the least. I thought to myself, where in the world was he getting his information? Helicopters, Gliders, and Fixed Wing are allowed to use either runway. (By state law, ultra lights are restricted to 1R/19L.) I believe that it was he that should have read the supplement. I informed him that I would be staying to the east and I continued to use 1L.

The only thing the Alaska Supplement states about Helicopters is "Helicopters avoid fixed wing and ultra light traffic patterns".

Another helicopter pilot at Birchwood got verbally attacked by a fixed wing pilot. The fixed wing pilot proceeded to his hanger yelling and screaming at him saying "don't you know how to fly a pattern." His response was polite, simply stating, that Helicopters are to avoid the flow of fixed wing traffic. He pulled out the supplement and showed him the information.

These two stories and many other experiences like them showed me that there was a hole that needs to be filled. As pilots, we all need to stay on top of our publications. This is the way that regulations and information are disseminated to us. We are responsible for this information. I am surprised by the number of flight reviews that I have given to the experienced pilot that hasn't looked at a chart or a supplement in years. I wonder how they got by previous flight reviews without looking at this information.

I want to touch base on a few differences between Fixed Wing regulations and Helicopter regulations. I believe the information will be educational and help make Birchwood a safer place to fly.

Please note that Birchwood is class G airspace. Please do not turn in helicopters for flying in less than one mile visibility; it is not required for them.

91.155 Basic VFR weather minimums

(b) Class G airspace

(1) Helicopter. A helicopter may be operated clear of clouds if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstruction in time to avoid a collision.

Please note Helicopters are allowed to fly lower than fixed wing aircraft. Please do not turn helicopters in for this.

91.119 Minimum safe altitudes

(d) Helicopters. Helicopters may be operated at less than the minimums prescribed in paragraph (b) and (c) of this section if the operation is conducted without hazard to persons or property on the surface. In addition, each person operating a helicopter shall comply with any routes or altitudes specifically prescribed for helicopters by the Administrator.

Note:

(b) Over congested areas

(c) Over other than congested areas

Please note Helicopters will generally stay out of fixed wing traffic's way. However, when helicopters are on final to the runway, they do have the right away. I have also included the definition of aircraft per the Department of Transportation. As a CFI, I have seen this definition get confused by both the experienced and the inexperienced pilots alike. Aircraft does not just mean fixed wing airplanes.

DEFINITION OF AIRCRAFT

Subchapter A Definitions

Part 1

Definitions and Abbreviations

1.1 General Definitions

Means a device that is used or intended to be used for flight in the air

91.113 Right-of-way rules; Except water operations

General summary states: an aircraft in **distress** has right-of-way over all other aircraft, if **converging** and the aircraft are of different categories, the helicopter has the least amount of right of way, if approaching **head on**, each aircraft shall alter course to the right. If **overtaking**, the overtaken aircraft has the right-of-way.

IF LANDING, aircraft on final approach to land or while landing, have the right of way over other aircraft in flight or operating on the surface. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage

of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

These regulations may help alleviate some confusion.

There are a couple other things that I would like to touch base on that may be confusing to a fixed wing pilot. At times, you might see a helicopter come down from approximately 900 ft to the runway in a couple of seconds. The pilots in the aircraft are practicing what is called an autorotation. This is a state of flight that allows the helicopter to glide. Helicopters have gliding capabilities like an airplane, only the glide ratio is a lot shorter. If you hear a helicopter say they are practicing autorotations, they are probably only a few seconds away from being on the runway.

Again, helicopters will due their best to stay out of the way of fixed wing traffic. If you are in doubt as to what their intentions are, please ask. Helicopter pilots are fairly cognizant of their rotor downwash. They will try not to hover over airplanes that are parked and tied down on the ramp.

If you see anything that might be alarming or questionable, take the time to stop one of the helicopter pilots on the ramp and talk to them. I am sure they can help answer any questions that you may have.

As stated earlier, we all have a special interest in Birchwood. I would like to see BCV be a safe, fun place to fly. It will take all of us. Let's work together.

NOTAMS

Aviation URLs of interest:

Kenai AFSS: <http://www.alaska.faa.gov/enaafss/>

NOAA NWS:

WFO Clickable TAFs: <http://pafc.arh.noaa.gov/tafobs.php>

Alaska surface obs: <http://pafc.ar.noaa.gov/obs.php>

NWS Alaska Aviation Weather Unit (AAWU):

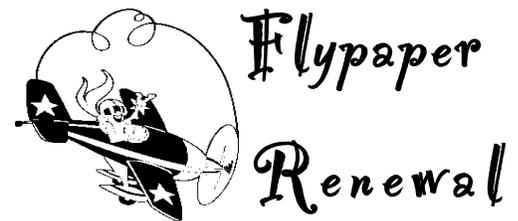
<http://aawu.arh.noaa.gov/index.php>

AFSS clickable map of photos and/or drawings of nearly every airport in the state: <http://www.alaska.faa.gov/fai/airports.htm#Cook>

Center Weather Service Unit (CWSU): <http://cwsu.arh.noaa.gov/>

Alaska Volcano Observatory: <http://www.avo.alaska.edu/>

AVIATION LAND AND WATER SURVIVAL SCHOOL - LEARN TO RETURN TRAINING SYSTEMS, Nov. 1-2: This two day class takes an intense look at methods and techniques for surviving aviation accidents in Alaska. Students are exposed to land & water crash simulations. Learn crash position, the importance of reference points, how to escape and much more. Course fee is \$334.00 per person, class space is limited. For more information contact LTR at 563-4463 or survival@alaska.net.



REMINDER: IT'S RENEWAL TIME!

The renewal form is included in this edition of The Flypaper. This will be your **LAST** issue of The Flypaper if your renewal is not received by Nov. 1, 2006. Please fill out the form and mail it with your check for \$15 (made payable to Alaska 99s) to:

Alaska 99s

P. O. Box 91962

Anchorage, AK 99509

NOTE: We charge for the subscription to The Flypaper in place of chapter dues.