



The Flypaper



The Official Newsletter of the Alaska 99s
April 2008

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Scholarship

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Flypaper

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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

2008 International Convention

Angie Slingluff 337-0253

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

To the Alaska 99's,

I want to take a moment to thank you all for your time and dedication representing your fellow member and friend of the Anchorage Chapter, Denise Ellen Paneok. My dear Sister was a fierce follower of a challenge, and a hard working gal. I do not know the extent of the processes she put herself to work in within your organization, but I'm sure that her writings and confidence made an impression. She was reveled in her talent of flying, and set examples of being a respectable pilot. I myself had never flown with my own Sister, but if I had, Im positive that she would have shown me her best side, the "left seat"!

So it is my sincere Thank You many times over for providing Ellen with such a wonderful event. I would like to acknowledge that the Alaska 99's provided the food, took time to set up and disassemble the event, and organized a donation to the Ellen Paneok Scholarship Fund. I would also like to thank any affiliates of this organization, such as The Aviation Heritage Museum. They were gracious enough to let your Chapter use the facility for this event.

Sincerely,

*Tina Godsey, Sister of Denise Ellen Paneok
Sean Godsey, Brother-in-law
Gunnar Godsey, Nephew
Sherri Paules, Adopted Sister of Tina
Ron Burgandine, Father of Ellen Paneok
and Tina Godsey*

Next Meeting

Wednesday, April 9, 2008
6 p.m. at Peggy's Restaurant

Program:

"Overcoming the Fear of Flying"
(for passengers and pilots)
presented by Rosemary Dunn

Calendar of Events

<i>Wed., April 9</i>	<i>Regular Monthly Meeting</i>
<i>Tues., April 15</i>	<i>Mat-Su Chapter Regular Monthly Meeting</i>
<i>May 3 & 4</i>	<i>Alaska State Aviation Trade Show and Conference</i>
<i>May 9, 10 & 11</i>	<i>May Day Fly-In and Air Show, Valdez</i>
<i>Wed., May 14</i>	<i>Regular Monthly Meeting</i>
<i>Sat., May 17</i>	<i>Kenai Peninsula Air Fair and Poker Run, Soldotna & Kenai</i>
<i>Tues., May 20</i>	<i>Mat-Su Chapter Regular Monthly Meeting</i>
<i>Sat., May 31</i>	<i>Flying Companion Seminar, Mat-Su Valley</i>
<i>Sat., June 7</i>	<i>Annual FAA Pancake Breakfast, Palmer Airport</i>
<i>Wed., June 11</i>	<i>Regular Monthly Meeting</i>
<i>Sat., June 14</i>	<i>Short Field Clinic, Palmer Airport Youth Aviation Adventure Event, Palmer Airport</i>
<i>June 17</i>	<i>Mat-Su 99s Picnic</i>
<i>June 28 & 29</i>	<i>Arctic Thunder Air Show, Elmendorf Air Force Base</i>
<i>July 11 & 12</i>	<i>Tentative date for Dawson City Memorial Fly-In</i>
<i>Aug. 6 - 9</i>	<i>2008 International Conference, Anchorage</i>

99 ONLINE

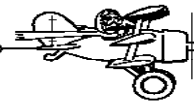
Chapter Website (www.ak99s.org)

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 & more.

Flypaper Facts



Deadline for the **May, 2008** Flypaper is **May 6, 2008**. 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



The Mat-Su Valley 99s will hold their next regular meeting on Tuesday, April 15, at 6 p.m. It will be held at the AT&T Sports Center Conference Room at 1507 N. Double B Street in Palmer.

In addition to a business meeting, we will also have a work and idea session for the centerpieces to be used at the coming 2008 International Conference. The centerpieces are for the Amelia Earhart Memorial Scholarship Fund (AEMSF) Banquet, the Fashion Show Luncheon and Awards Banquet.

We will be discussing ideas for decorating the "Amelia Bearhart" bears to be used as centerpieces and later auctioned off to benefit the Amelia Earhart Scholarship Fund.

Please plan to attend and bring a guest.

Mat-Su Chapter Officers

<i>Chair</i>	<i>Gayle Kase (746-5273)</i>
<i>Vice Chair</i>	<i>Judy Foster (746-0991)</i>
<i>Secretary</i>	<i>Patty Livingston (746-2919)</i>
<i>Treasurer</i>	<i>Toni Merrigan (373-6569)</i>

***Alaska Chapter 99s
Meeting Minutes
March 12 , 2008***

The meeting was called to order by Chair Berta Degenhardt at 6:25 p.m.

Copies of the minutes of the November, 2007 and January and February 2008 meetings were distributed. Jean White made a motion to approve the minutes as written. Brenda Staats seconded the motion and it was passed.

The Treasurer's Report was given briefly by Brenda Staats:

Checking account balance as of February 29, 2008 was \$2618.19; savings accounts as of December 31, 2007 was \$2713.58 and the Scholarship CD as of December 31, 2007 was \$13,381.32.

As there was no scheduled program, the majority of the meeting was used in planning the memorial service for Ellen Paneok to be held on Saturday, March 15 at 7 p.m. at the Alaskan Aviation Heritage Museum. Anyone available to help set up was encouraged to come early--anytime after 4 p.m. The memorial service is to be a potluck. The chapter will buy 2 cakes and flowers for the table.

The meeting was adjourned at 7:50 p.m.

*Respectfully submitted,
Melanie Hancock, Secretary*

If you take too long in deciding what to do with your life, you'll find you've done it.

Pamela Shaw, motivational speaker



2008 International Conference

Hotel reservations are going well. The Hilton Hotel is just about sold out. There are still rooms at the Downtown Marriott. However, registrations for the Conference have been slow. We are told that a few weeks prior to the deadline, the registrations will pour in. Do your committee workers a favor and register soon. Don't be one of the last rush.

We have an estimate of 367 attendees to date (based on room bookings), but I think there are more that we don't know about who may have booked rooms in other places. C.C. from Florida says there are about 2 dozen coming from FL! I know of 5 from Germany, 2 from New Zealand and a couple from Australia. It's going to be a smashing success!

We are still looking for a Transportation Committee Chair to help work out some of the options for getting people from outlying hotels into the Hilton. That means finding out which hotels have shuttles, how much a taxi costs from mid town, possibly finding a volunteer willing to pick up people from Merrill Field. If you are interested or have more questions, contact Angie at 907-337-0253.

Please Let Angie, Mio or Brenda know if you are willing to help out in any capacity.



Flying Companion Seminar

The spring Flying Companion Seminar is scheduled for Saturday, May 31. The Mat-Su Chapter needs our help in putting on the FCS. You need not be current to volunteer. Most of the topics have been scripted so we'll even tell you what to talk about. REMEMBER: It's a great refresher to get ready for summer flying!

Contact Judy Foster (746-0991) or Angie Slingsluff (337-0253) to volunteer.

Youth Aviation Adventure Event

This event will be held on Saturday, June 14. Working with Jane Dale at Palmer Airport and the Air Carriers Association, the FAA (i.e. Angie) is organizing a four-hour aviation event for kids grade 4 and up. The event will be held in the Forestry Service hangar at the Palmer Airport.

Nine or ten stations will be set up and the kids will be routed through each one. Volunteers will be needed for this, so if you are interested in assisting, please contact Angie at 337-0253.

This is being held in conjunction with Colony Days. Jane is trying to highlight Palmer Airport.

Miscellaneous Items

Member Update

Myron & Dianne Denson are once again setting down roots on solid land. Their new address

is:

*1915 Trail Creek Way,
Reno, NV 89523*

E-mail: densonmd@gmail.com

*Dianne's cell:
206-384-9325*

Missing Dish

I neglected to pick up my serving bowl and spoon following Ellen Paneok's memorial potluck. If anyone knows its whereabouts, please let me know. It is clear glass, about 8-9" tall, wide at the top, narrow at the base. There was a triangular shaped stainless steel serving spoon with it. When last seen it contained the remnants of a Brussels sprout salad. I will be happy to retrieve it (not the salad unless its still in the bowl). My number is 333-0262.

Thanks!

Betsy Nobmann

LOOKING FOR A ROOM TO RENT

Alaska 99 Audrey Cole is doing Penn Air ground training and has met to women pilots in training who are looking for a room to rent in Anchorage. If you can help these ladies out, please contact Audrey at:

audreylcole@earthlink.net

Jacquie Biloff, a member of the Mat-Su 99s, has a website called borntoflygraphics.com on which she sells her note cards and various other things, including some of the aviation fabric things that Judy Foster sells. Proceeds from Judy's sales benefit the Mat-Su Chapter 99s. Be sure to check it out when you need these items.

Judith A. Foster

Aviation-Themed
Fabric Crafts

6860 E. Beechcraft Rd
Wasilla, AK 99654
907-746-0991
jfoster@mtaonline.net



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Need a Name Tag?

Don't have a 99s name tag? Now is your chance to get one. Contact Melanie Hancock at 694-4571 or flyquilt@mtaonline.net and let her know you're interested. Be sure she gets the correct spelling of your name. The order will be placed in April, following our meeting on the 9th.

Cost of the name tag is \$10. Payment in advance would be appreciated. Checks can be made payable to: Alaska 99s.

Please plan to order your name tags. They come in handy at meetings, events AND especially for the 2008 Conference!



Airmarking--What Is It?

This program of identifying airports to pilots was started as the National Air Marking Program. It was the first U.S. government program conceived, planned and directed by a woman with an all-woman staff.

In 1933, Phoebe F. Omlie was appointed Special Assistant for Air Intelligence of the National Advisory Committee for Aeronautics - NACA (forerunner of the National Aeronautics and Space Administration - NASA.) The next year Phoebe convinced the chief of the Airport Marking and Mapping Section of the Bureau of Air Commerce to institute a program where each state would participate and better identify its towns and cities from the air.

Under the program, a state was divided into sections of 20 square miles. Where possible, a marker with the name of the nearest town was painted on the roof of the most prominent building at each 15-mile interval. If the towns were far apart, white painted ground markers, such as rocks and bricks, were used.

In the 1930's, few pilots were flying on established airways or had the benefit of radios. With the aid of markers, even the most inexperienced pilots could determine where they were.

By mid-1936, 30 states were actively involved in the program, with approvals given for 16,000 markers at a cost of about one million dollars.

In 1935, Phoebe chose five leading women pilots as program field representatives: Louise Thaden, Helen Richey, Blanche Noyes, Nancy Harkness and Helen McCloskey. At the time, these women were very well known in aviation.

But then came the war. After the bombing at Pearl Harbor in 1941, the U.S. Government determined that marked airports along the east and west coast were obvious targets for enemy identification and attack. Consequently, Blanche Noyes, who had set about the work of marking some 13,000 sites, went about the work of blacking out those very markings she and her team of women pilots had diligently created.

After World War II, Blanche Noyes was in charge of the air marking division of the Civil Aeronautics Administration. Blanche believed that it was critical to not only replace the airport markings that were removed during the war for security reasons, but also to add even more navigational aids. And thus the work began all over again.

Today, Ninety-Nines carry on the tradition and fulfill the need for airmarkings by volunteering their time to paint the airport names, compass rose symbols and other identifications on airports. Some of the letters in the airport name can be 50 feet tall. The standard for Alaska airmarkings is for the letters to be 30 ft. high and 20 ft. wide on the average. Ninety-Nines airmark airports based on need, which many times takes them far from their local areas. Here in Alaska, some members have traveled up to 300 air miles to meet at the designated airport.

In keeping with our tradition, we will once again begin airmarking during the summer months. This year, the Alaska and Mat-Su Valley Chapters are considering airmarking Talkeetna, Seward, Homer and Birchwood. Watch for news in The Flypaper about dates for these airmarkings.

JANET OXFORD'S BEST KEPT SECRET...

"During W. W. II at California's Mare Island Ship Yard, my mom was like Rosie the Riveter, and my step dad was a pilot, flying B-52's." From age six, Janet was raised in Red Hills, a rural area, near Oroville Dam in Northern California. She went to a one-room school house and laughs when she recalls the outhouse with no roof! One of Janet's favorite pastimes was watching crop-dusters flying around the area.

Janet moved with her first husband and three children, to Alaska in 1977, where he worked on the pipeline. "I didn't miss 100 degree heat in Red Hills. I loved the snow and winter in Alaska." She pursued a degree in engineering and architectural technology, and became a teacher at UAA, then known as Alaska Community College.

Janet was nearing her 39th birthday when she decided to make some changes in her life. That summer she took time off to pursue her architectural drafting business, and she also decided to learn to fly. She took lessons at Birchwood Airport, near Peters Creek. Unsure she could ever fly an airplane by herself, Janet recalled what her stepfather said. "Flying a plane is no different than handling farm equipment." However, Janet left home to marry at 17, without ever learning to drive a tractor or a brush hog.

In her third week of training, she began doing touch and go landings. "All of a sudden the joy of it came. I soloed August 8, 1981, and subsequently received my private license, I continued with lessons, obtaining my commercial and instrument ratings. Then I bought a Cessna 152 with a girlfriend who was also a pilot. We paid off the loan in a year." Obtaining these ratings gave Janet more confidence, but she didn't want to turn her hobby into a business, because her architectural drafting was in full swing.

Janet became a member of the Alaska Chapter of 99s in 1981, and has for the past 25 years, continued to design logos for the group. In 1993, she recalls designing an airplane flying out of a gold pan for a 99s event in Fairbanks. In 2002 the group used her logo for the Northwest Section Meeting in Anchorage. Janet proudly keeps a collection of t-shirts and sweatshirts displaying her aviation artwork.

Janet is the design guru behind this year's International 99s Conference logo. Does Janet get paid for her time and creative effort for the 99s? Absolutely not, but she continues to donate her time and talent.



About three years ago, Janet mentioned that flying influenced her architectural design work. She explained that flying over the landscape provides her with the "lay of the land, the best views, and if it's a hillside home, how to work with the terrain. I can see in all directions from an airplane, and design a home with sunlight on the shoulders."

"It's important to me to understand the lifestyle and needs of my clients when I'm designing a home. If they need hobby space, or room for kayaks or snow machines, I want to plan for this. I also emphasize traffic flow in a house, and wherever possible, avoid hallways taking up useful space. The best part is the positive feedback I receive from my clients when their home is finished."

At the time of this interview, Janet had just finished designing a 5,000 square foot house for a local couple. She has been designing custom homes for Eagle River contractor Michael Quinn for the past 20 years. She has also designed homes for a number of 99s, including Diana Moroney and Patty Livingston.

Asking Janet Oxford if she prefers designing homes or flying, was like asking Ruth Jefford if she preferred playing her violin or flying an airplane. Asking Diana Moroney if she preferred mushing a team of dogs to Nome or flying for the Iditarod Air Force, elicits the same insider smile as the others.

Every pilot has a story they don't want the FAA to hear about, at least that's what they always say, but in Janet's case, she left home in July 1986, telling her adult children she was flying to Iliamna with the 99s, when, in fact, she was heading to Coffee Creek on the Yukon River, south of Dawson City. She planned to meet a friend from the Iditarod. Not disclosing her true destination would turn out to be a serious mistake, which is why Janet is willing to share her story now.

"It was my first grass-strip landing and it went fine, but when I was ready to take off again, I failed to walk the two foot deep grass runway. My friend was with me as my airplane bounced three times, like a balloon, over unseen chuck holes, turned left and the gear collapsed. The ELT went off and I turned off the fuel. Since I was in Canada, an inspector showed up, with the Dawson City Constable, to find out what happened. The tip of the propellor and the right wing tip were damaged when the gear collapsed. After the Canadian inspector and the constable took my statement, they flew away. And my friend decided to fly his 206 to Dawson for help, leaving me with his 44 revolver and a screwdriver. By then, he wasn't speaking to me. My friend had already killed six bears lurking in the area before I arrived, but my main concern was getting my airplane back to civilization," Janet said with a laugh, although it wasn't very funny at the time. "I survived on chips and cheese and fish, while I took the wings off my airplane, managed to remove the engine and prepare the fuselage for what, I wasn't sure."

"I was worried that by now my husband, who worked on the slope, and my children, waiting for me in Eagle River, would be getting concerned because I was overdue."

This mishap, or incident, as they are known, occurred July 26th and it was August 1st before Janet and her tightlipped, angry friend managed to barge her plane back to Dawson City via the Yukon River. A friend with a rented long bed truck transported her airplane from Dawson City to Birchwood where it took two years to rebuild.

Fortunately, no one was hurt, but Janet's ego was bruised, and her airplane nearly became yard art along the Yukon River in Canada.

In September 1995, Janet married Wayne Oxford. A month and two days later, she was diagnosed with breast cancer. She suggested to Wayne that he could exit the marriage, but after 13 years, they're still together. In January 2000, the intrepid, creative woman who never complains and always smiles, learned the cancer had metastasized into her bones. The weekend before this interview, she went snow machining some 60 miles -- in spite of doctors cautioning her not to risk destroying her fragile spine.

Janet reflects on her circumstances: "If the doctor gives you a time limit get everything in order, but go on living. Don't set a date to take your final breath. I don't let cancer control my life."

Janet Oxford's independent, resilient attitude is typical of women pilots I met across Alaska, like Dottie Magoffin, Pearl Chamberlain, Ruth Jefford, Ellen Paneok, and others. Could it be handling the controls of an airplane, landing on a gravel runway or a sandbar, doing something not many others ever will do, offers a sense of "can do" no matter what?

*By Sandi Sumner, Author of
"Women Pilots of Alaska," 2005*

**Your passion is waiting for
your courage to catch up.**

Marilyn Greist, Career Consultant