



The Flypaper



The Official Newsletter of the Alaska 99s
November 2008

Alaska Chapter 99s Officers

Chair	
Gloria Tomich	279-1560
Vice Chair	
Mio Johnson	696-3580
Secretary	
Melanie Hancock	694-4571
Treasurer	
Brenda Staats	522-5330
<u>Committees</u>	
Scholarship	
Helen Jones	222-9977
Flypaper	
Melanie Hancock	694-4571
Flying Companion	
Angie Slingluff	337-0253
Membership	
Mio Johnson	696-3580
Scrapbook	
Lavelle Betz	243-1898
Airmarking	
Melanie Hancock	694-4571
Aviation Museum Display	
Pat Bening	
Sunshine	
Jean White	248-6967
Fly-Ins, & Publicity Committees need volunteers.	

Notes from the Chair

Okay, so it's getting cold and dark – so while we wait for the good snow and associated fun maybe it's a good time to read the FAR/AIM?? I'm not kidding!

The journey north to give a Flying Companion Seminar at the Aviation North Expo was worth the time and energy. The seminar was delivered well and we had a good group of attendees who were enjoyable to work with and gave us very high evaluation ratings. And we made some \$\$ for our scholarship fund. The Flying Companion Seminar plus Patty's Airmarking presentation really made the activities of the Ninety-Nines visible at the Expo. Thank you to the great team that made this trip successful.

Following close after was the 99s table at the Aviation Safety Seminar on November 1 at the UAA Aviation Complex. The chapter members present did some great networking, talked with old friends, and met new interesting aviation enthusiasts. Plus getting new safety tips from the presentations made it a beneficial day.

Leah Sommers' presentation on her air racing adventures at this next monthly meeting should be fun and inspirational. After her presentation we will discuss the chapter scholarship and other events for the spring. We really need to hear from all members about what the organization should provide in terms of programs, safety events (survival camping/practice shooting), and participation with other aviation entities and events. It is your organization and we, the officers, need input to make this chapter into an organization that benefits its members.

I hope you all can join us and don't forget to bring a companion. See you there!

Gloria

Next Meeting

Wednesday, 6 p.m.,
November, 2008

Peggy's Airport Restaurant

Program:

Pilot Leah Sommer will speak about her experiences in flying the Reno Air Races



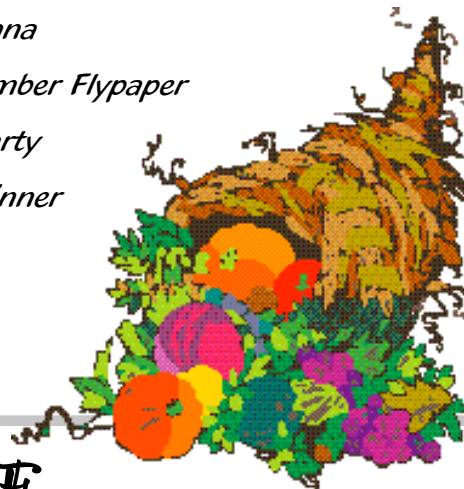
November Program

Dr. Leah Sommer is an Anchorage-based pharmacist who will talk about her experiences as a pilot in the Reno Air Races. In 2008, Leah was the only woman to qualify in speeds over 200 mph making her the fastest female in the 2008 Reno Air Races. She was the only woman to qualify in the Biplane Gold heat, in which she finished in 4th place. She was also the only pilot that raced in the Bronze, Silver and Gold Biplane heats for a total of nine races, an uncommon high number of races for a Reno racer. Leah will share her experiences from starting as a spectator of the Reno Air Races in 2005 to pylon school and her rookie year in 2006 to her accomplishments in 2008 as a professional female race pilot.



Calendar of Events

Wed., Nov. 12	Regular Monthly Meeting
Tues., Nov. 18	Mat-Su Valley Chapter Regular Monthly Meeting
Thur., Nov. 27	Thanksgiving Day
Mon., Dec. 1	Deadline for submitting applications for Amelia Earhart Scholarships
Tues., Dec. 2	Alaska Chapter 99s Board Meeting, La Cabana Deadline for submission of articles for December Flypaper
Wed., Dec. 10	Alaska Chapter Annual Christmas Dinner/Party
Tues., Dec. 16	Mat-Su Valley Chapter Christmas Potluck Dinner
Thur., Dec. 25	Christmas Day
Thur., Jan. 1	New Year's Day
Wed., Jan. 14	Regular Monthly Meeting



ONLINE

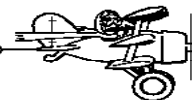
Chapter Website (www.ak99s.org)

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 **Dec., 2008** Flypaper is **Dec. 2, 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@mtonline.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

Annual Christmas Dinner/Party

Our annual Christmas dinner/Party is scheduled for our regular meeting night, Wednesday, December 10, from 6 - 9 p.m. at Bella Vista Restaurant in Peters Creek. Dinner will be served at 6:30.

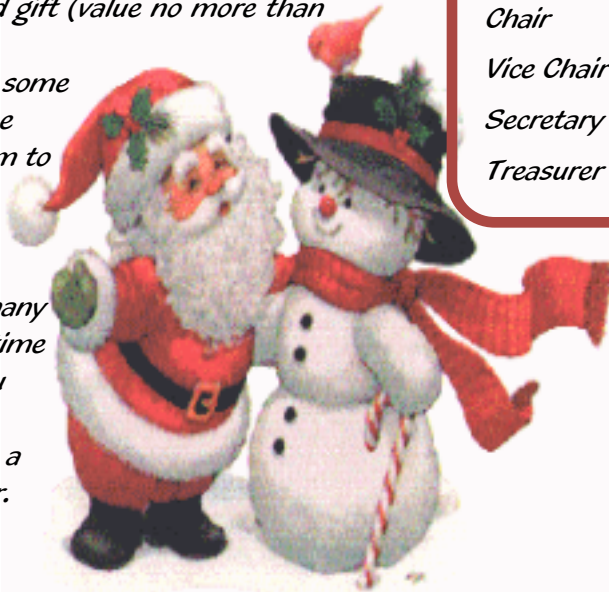
Choices for entrees are: New York Steak, Halibut, Chicken or Rib Eye Steak. Each of these comes with a baked potato, corn on the cob, garlic bread, salad and dessert. The cost will be \$30 per person.

Reservations may be made & paid for at the November meeting. If you won't be at the meeting, please contact Melanie Hancock (694-4571 or flyquilt@mtaonline.net) to make your reservation.

As usual, we will have our "Chinese" Auction. Bring a wrapped gift (value no more than \$20) and join in the fun!

We will also have some silent auction items at the dinner. If you have an item to donate for the auction, please contact Melanie (info above).

We hope to see many of you there. It's a great time to catch up with folks you haven't seen for a while. Please bring your spouse, a friend or significant other.



Mat-Su Chapter News

The Mat-Su Valley Chapter's monthly meeting will be Tuesday November 18th at the AT&T Sports Center at 6:00 pm.

For further information, contact: Toni Merrigan at 373-6569.

Mat-Su Chapter Officers

Chair	Toni Merrigan (373-6569)
Vice Chair	C. J. Glasser (746-7358)
Secretary	Elaine Base (357-1545)
Treasurer	Patty Livingston (746-2919)

The Amelia Earhart Memorial Scholarships

These are the primary scholarships offered by the Fund to deserving 99s Members who are licensed pilots in need of financial assistance to progress toward a specific goal of qualifying for or advancing in an aviation-related profession or charitable cause.

There are four separate applications in order to accommodate the most common types of requests. The Applicant should use the application form most appropriate to her circumstances and goal.

The deadline for submitting applications to the local Chapter Scholarship Chair is Monday, December 1, 2008. You may find information and application forms online at:

<http://www.ninety-nines.org>

Alaska Chapter Meeting Minutes - Oct. 8, 2008

The meeting was called to order at 6:20 pm by Chair Gloria Tomich. Guests were introduced: Tina Neal, our speaker, Lynn St. John, Gail Ferguson and Laura Vallis. Eight members introduced themselves.

The program, Volcanic Ash and Aviation, was presented by Tina Neal. She shared lots of information with us regarding improvements in forecasting volcanic activity and ways the ash travels.

Mio mentioned the Flying Companion Seminar to be held in Fairbanks on October 18 and also the Aviation Swap Meet from 10 am - 4 pm on October 11.

Announcements were made by Gloria regarding Public Notices from the FAA and the Amelia Earhart Scholarship Deadline of December 1.

Mio is trying to arrange a speaker for November (possibly January) who has flown in the Reno Air Races. More info in the Flypaper.

Brenda made a motion to accepted the October minutes as they appeared in the Flypaper. Motion seconded by Jean White and passed.

Brenda Staats made a motion to move the North Rim Scholarship CD to Key Bank and open a money market checking account. Motion seconded by Melanie Hancock and passed.

Melanie Hancock made a motion to accept the Treasurer's Report. Jean White seconded and motion passed.

New Business:

Scholarships for 2009 were discussed. The Mat-Su Valley chapter will increase this year's student scholarship to \$1,000.00. The board members will review our chapter's finance and determine the amount of the advanced rating scholarship to be awarded. The recommendation will be made at the November meeting.

Flying Companion Seminar in Fairbanks: Gloria requested members take posters to put in various locations.

Members of the Mat-Su and Alaska Chapters have been working to upgrade our presentations for the Flying Companion Seminar. Handouts will be reviewed to be sure they are current and applicable.

Fall Safety Seminar will be held on Saturday, November 1. The 99s will assist with registration and we will also have a table. Gloria and Brenda will be there at 7:30 a.m. Patty Livingston and Jean White volunteered to help at the table. Melanie Hancock will also be there during the day.

Lavelle Betz made a motion to adjourn which was seconded by Gail Rigden.

Meeting adjourned at 8:10 p.m.

Respectfully submitted,

*Melanie Hancock,
Secretary*

Why People Quit Flying

There are many, many reasons why people quit flying, probably as many reasons as there are ex-pilots. Some of the most common reasons to quit flying are:

- *Learned to fly when young and single, got married, bought a house, had kids; no money and no time for flying*
- *Medical problems*
- *Building an airplane, which consumed all spare time and money*
- *Got bored with flying shortly after finished license*
- *Quit flying without even realizing it*

Because it is important to realize why you aren't flying let's have a closer look at some of the factors involved in those reasons.

"Got married...Etc"

This is probably the number one reason that COPA members report that they aren't flying. It is a pretty straightforward reason to quit flying. Getting married, pursuing a career, having kids and buying a house absorbs just about everyone's time and money. Most people who stop flying in this category really miss flying. Some stay involved peripherally by:

- *keeping up their medicals*
- *reading magazines*
- *going to airshows*
- *going to fly-in breakfasts*
- *dropping by the local airport just to watch the planes fly*

- *talking about flying whenever they get the chance*
- *maintaining memberships in flying organizations*

People in this category often come back to flying with great enthusiasm around age 40-50 when suddenly the kids leave home and the house is paid off. Spousal support is a critical factor. If your spouse supports you getting back into flying then you probably will. The converse is often true as well.

Medical Problems

Pilots who quit flying due to medical problems often stay out of flying. This is unfortunate because many medical problems that grounded people for life years ago are now treatable and some medically grounded pilots can get back to flying. Cardiac problems are a good example – many people are now back flying within a year of having a heart attack with good treatment and some aggressive lifestyle changes, such as weight loss, quitting smoking, getting exercise and improving diet.

Some medical problems do still ground you for life, but even then there are lots of ways to stay flying even without a medical. Many "grounded" pilots are refusing to sell their airplanes and are instead flying with other pilots who have medicals instead. They are making new friends and staying in the air legally!

Building an Airplane

It seems rather ironic that building an airplane often means no more flying, but this situation is

usually temporary. One of the biggest culprits here is often "factory estimates" of how many hours and years it will take to build a plane, either from plans or a kit. Some factory estimates are quite accurate for a first time builder, but many aren't.

A pilot may buy a kit believing that it will be built in 500 hours and figuring on a year part time. The hours often turn out to be three times the estimate and the years pile up. Before you realize it you haven't flown in five years!

Got Bored... -

It seems amazing to hear but many pilots do get bored with flying and quit. Often this happens before they have much more than 100 hours logged.

The culprit here seems to be the way many schools train pilots for their Private Pilot's Licence. Almost the whole time is spent learning and practicing slow flight, touch and goes, stalls and forced landings. Once they get their licence many new pilots rent aircraft and go right back to the practice area and do those same exercises again – it is all they know about flying. They take friends up flying and show them the same exercises. After 100 hours or so they are bored and flying loses its luster for them. They have done so little training in real multi-leg cross-country flying that they don't travel far from home by As one flight instructor noted, "When you first get your driver's licence you don't borrow your Dad's car on the weekend and spend all day Saturday practicing parallel parking!"

Airplanes are for going places and if pilots don't learn how to do that with confidence during training the chances of quitting flying are high.

Quit Flying Without Even Realizing It...

This happens to some people. They book a rental airplane for a weekend, but the weather is bad so they rebook for the following weekend and a family emergency comes up. This can go on for months until they suddenly realize that they haven't flown for a year!

The key factor here is that no conscious decision was made to stop flying, it just happened all by itself, one weekend at a time.

Getting Back Into Flying

Getting back into flying can often seem the opposite of smoking. With smoking it can be very hard to quit and easy to get started again. Flying can be very easy to quit. As noted above it can happen without it even

being noticed. But getting started again doesn't have to be that intimidating. Just like anything else, it just has to be taken one step at a time. Before you know it you will be flying again.

Probably the biggest factor that brings people back to flying is that they just miss it so much. For those of us who fly, it is part of who we are and "not flying" leaves a hole in our lives that cannot be filled by anything else.

Actually admitting that you aren't flying is an important first step – especially for those pilots who have inadvertently slipped out of flying. Unless you know you have a problem you aren't going to be able to address it!

Once the mortgage is paid off, the financial pressures of having kids at home are past, the medical

situation is resolved, the new plane is completed (or sold), or the other factors that kept you out of flying are resolved then it is time to start on the checklist to getting back to flying:

- *Admit that you aren't flying, that it bothers you, and that you want to fly again*
- *Get some information regarding what you will need to do – this book is a good start!*
- *Renew your medical – if required*
- *Regain your recurrency requirements*
- *Get a checkout*
- *Refresh your knowledge*
- *Figure out what aircraft you are going to fly*
- *Go flying*

From the Canadian Owners & Pilots Association (COPA) website:

<http://www.copanational.org/>

Alaska Air Carriers Association to Hold Annual Convention in March, 2009

The Alaska Air Carriers will be holding their annual convention March 2 - 7 at the Captain Cook Hotel. Kathie Anderson, Membership & Marketing Coordinator, has requested volunteers to help with registration, badges, handing out gift bags, selling meal and seminar tickets, etc.

This year's convention is during the Fur Rondy and the Iditarod starts Saturday, the 7th. If you are considering spending time in downtown Anchorage, this is a great opportunity. If you will be available to assist in any way, please contact Kathie at 277-0071 or kathie@alaskaaircarriers.org.