

April 1, 2008



# NORTHWOODS NOTAMS



## MEETING SCHEDULE

NC Section Mtg Osceola, IA	<i>Apr 26th</i>
Houghton, MI	<i>May 10th</i>
Compass Rose Touch up—SAW Marquette, MI	<i>Jun 14th</i>
Compass Rose- ESC	<i>July 12th</i>
<i>Joint Meeting with Michigan Chapter July 18-19th 99s</i>	

**Notice: the May meeting will be held in Houghton, MI on May 10th at the airport at noon E.T.**

**Jeff Dohrenwend will be hosting the meeting. More details to follow.**

**Reminder: The June meeting will be held at SAW in Gwinn, MI on the 14th hosted by Lynn Sykes. Have your painting clothes ready. We plan to touch up the compass rose. The snow plow has not been kind.**

## AE NEED I SAY MORE? PAM TRASK, CHAIRMAN

Aeronautical engineering . . . no. Atomic energy . . . naw. Animal experimentation . . . I don't think so. Before I became a member of the 99s, I had no clue what those initials meant. But now I know. We all know! AE scholarships and AE banquets abound in our organization. And, of course, we know that those initials stand for Amelia Earhart. But who was that woman really?

A couple of weeks ago, I noticed that a documentary about Amelia Earhart would be shown on the A & E Channel. It was titled: "Amelia Earhart: Queen of the Air." The airtime was from 3 a.m.-4 a.m., so I set my timer on the VCR. But somehow I just knew the timed-record mode would not work on my machine. It's either the machine or I am truly technologically challenged. Anyway, I was up at around 2:45 a.m. with my finger poised to press "record." I didn't want to miss this program. A bit crazy, perhaps, but what better way to spend a sleepless night?

What a fascinating program! Amelia Earhart's legacy is amazing but her life was a mixture of joy, pain, disfunction, suspicion, adventure, love, and tragedy. At least that's the feeling I got from watching the documentary. Truthfully, she seemed to be an enigma to so many people in her day and even now. Those who worked with her, promoting her flying adventures, wanted to make her into the female version of Charles Lindberg. I think they even called her "Little Lindy." It is interesting how similar they look (or were made to look) when you see their photos side by side.

It seems that she had such a passion for flying, but she didn't always have time to fly because of her speaking engagements promoting flying. And it doesn't sound like she was necessarily an ace pilot. When she did get into the air, she didn't always stay there. I can't recall how many flying accidents she had, but I remember she had to land in a farmer's potato field once.

Her love life was of interest, too. She was suspicious of marriage after seeing her parents' very unhappy marriage fail. And when she finally consented to marry George Putnam (who apparently divorced his first wife amidst rumors of an affair with Amelia), she got cold feet and told him that she would marry him for a year and if things weren't going well, they would dissolve the marriage—kind of a trial run. It sounds like she



really didn't trust too many people. Fortunately, she and George were able to work out their relationship and it seemed mutually satisfying. It seems like they communicated well and shared similar goals. He also obviously allowed her a great deal of freedom to continue her passion for adventure flying.

Perhaps the saddest part of her story is the end. As she was working her way around the world, she faced pretty bad weather and dealt with fatigue and illness. Her navigation skills were weak. She and her co-pilot were not very good with the radio or Morse code. Apparently, the coastguard ship off the coast of Howland Island in the Pacific Ocean received her final radio transmissions. She was five miles off course and the weather was poor. She was transmitting but not receiving. Her husband had told her to abort the flight just the leg prior to this, but she was determined. What a tragic end to a brave and adventurous woman!

I really did enjoy learning more about Amelia Earhart, our fearless first leader. I think that sometime in the fall it would be fun to pop some popcorn and sit with my sister 99s and watch this documentary together. We could have some good discussions afterwards and marvel at this amazing woman pilot and adventurer. Until then, there will be many exciting summer events for our Northwoods 99s. So I hope to see you here, there, or in the air!

## AVIATION QUIZ

1. Operating in and out of a towered airport requires that an aircraft have two-way radio communication capability. What should I do when I lose all radio communication capability in VFR conditions?
2. Still hanging on to your paper pilot certificate? Do you need to upgrade to the new plastic certificate?
3. What is the minimum altitude I must fly when I'm flying locally?
4. What different types of ailerons are used on aircraft?
5. What could it mean if I'm getting an indication of excessively high oil pressure?

*Questions supplied from AOPA online.*

*Answers on page –3–*



## ANNOUNCEMENTS

If you are interested in hosting a Northwoods Chapter monthly meeting, please contact Pam Trask at (906) 779-9157

ptrask@mac.com

or

Lynn Sykes at (906) 362-5966

cherokee56978@gmail.com

Please invite your friends who are interested in aviation to our meetings.

We would love to share our enthusiasm and love of flying with them.

Who knows...they may just acquire the passion for flight that we all have.

Please submit articles for the newsletter to Lynn. Share your flight experiences!!!

*“When once you have tasted flight you will always walk the earth with your eyes turned skyward: for there you have been and there you will always be.”*

*Leonardo de Vinci*

## 49 1/2 SPOTLIGHT— BILL LANDRY



1. **Job Title:** Airframe and Powerplant Mechanic/Inspection Authorized (A&P/IA)
2. **What I enjoy most about my job:** The challenge of running a one man shop, from working on planes to working with a variety of people and problems
3. **Favorite airplane:** Piper Apache
4. **One thing most people don't know about me:** Never tell me I can't do something. I will just do it.
5. **My greatest accomplishment in life so far:** Battling two major illnesses and surviving (malaria during Vietnam and cancer)
6. **One thing I want to do before I die:** Fly a long cross country flight around the United States
7. **The person I most admire:** The Ninety-nine that I support. I have watched her progress from a person with no aviation knowledge to one of the better pilots I have known in my 30+ years of aviation
8. **My most favorite food and/or restaurant::** Tuna Steak and Benihana
9. **My least favorite place to be:** On the ground
10. **My favorite place to be:** At the controls of any plane I have ever flown.

# AVIATION QUIZ

## ANSWERS

1. The Pilot's Handbook of Aeronautical Knowledge states that if the radio becomes completely inoperative, it is advisable to remain outside or above the Class D airspace until the direction and flow of traffic is determined and then enter the appropriate traffic pattern and watch the control tower for a steady green light gun signal. In some situations, such as when traffic is heavy or you're uncomfortable using light signals, it might be prudent to divert to a non-towered airport if you can do so safely.
2. You'll need to upgrade to a plastic pilot certificate by March 31, 2010. The FAA released its final rule Feb. 28, announcing the required switch to the certificate it deems is more counterfeit resistant. When the FAA proposed this mandate in 2005, AOPA members overwhelmingly supported the move to a more secure certificate. If you are attached to your paper certificate and original issuance date (the plastic certificate will have a new one), don't worry. You can keep your paper certificate for nostalgia; you just can't use it to fly.
3. The minimum altitude anywhere is an altitude allowing you to make an emergency landing without undue hazard to persons or property on the surface if a power unit fails. A minimum distance of 1,000 feet above the highest obstacle and 2,000 feet horizontally is required over any congested area of a city, town, or settlement or over any open-air gathering of people. Over other-than-congested areas, you must remain a minimum of 500 feet above the surface, unless over open water or sparsely populated areas. In that case, the aircraft must be operated no less than 500 feet from any person, vessel, vehicle, or structure.
4. The object of ailerons is to roll an aircraft about its longitudinal axis. There are two different types of ailerons commonly used, and each is designed to compensate for adverse yaw. Differential ailerons work by raising one aileron a greater distance than the other is lowered. This differing distance induces greater drag on the raised aileron/lowered wing by deflecting airflow, compensating for an increase in lift and induced drag on the lowered aileron/higher wing. Frise-type ailerons each move an equal distance in opposite directions. When this happens, increased lift on the raised wing increases induced drag. Frise-type ailerons project a lip on the leading edge of each aileron that, when raised, juts out below the wing. The lip creates parasite drag, offsetting adverse yaw. Remember, coordinated rudder application is still needed wherever ailerons are applied.
5. An indication of high oil pressure is unusual. This could be caused by an obstruction in the oil line, a faulty regulator valve, very cold oil, a faulty gauge, or even an electrical problem. Although the situation is not necessarily an emergency, be aware there is a potential circulation problem and expect the oil temperature to rise. Remain vigilant and proceed to the nearest airport



# A FLIGHT REMEMBERED

BY BILL LANDRY

While stationed with the Strategic Air Command on the island of Guam in the 1970's, I was a member of the Navy Aero Club at Agana International Airport. Not being satisfied with just flying around an island that was 30 miles long and 8 miles wide, I decided to branch out and fly to the islands off the coast. The club had several old Cessna 150's, two older 172's and a Beech T-34. That is where I learned that flying over a large expanse of water is not as bad as I had heard. When I tell people of my experiences doing that, they usually roll their eyes and call me crazy for doing it. The furthest island was Saipan, about 120 nautical north of Guam.

After getting the proper training from a Navy instructor, flying to Rota, which is 40 nautical off Guam, for many touch and goes on a coral runway, I was signed off. So, I planned a trip to Saipan and therein lies the tale.

A day before, a Navy weather briefing was mandated, with filing of flight plan info and customs paperwork. Next day, with my 3 passengers all set for a day off of Guam, I checked out the newer of the old 172's, loaded the survival gear, told everyone to put on the life preservers and we were off. As this is considered an international flight, you were always talking to someone on the radio. Once past the island of Rota, the radio quieted and we settled in to what I describe as sitting still in the air while waiting for the earth to turn. The flight seems to take forever while flying over water.

I was watching the VOR, which was tuned to Guam, and I was exceedingly proud with myself as to how I was tracking the signal. The needle was dead center. Unknown at that time, a power failure had occurred on Guam which had shut down the navigation facilities. Shortly thereafter, one of my passengers wondered what island was that off the left wing. I was watching a cloud shadow on the ocean thinking it was Saipan, but after jogging left, we managed to find Saipan. Somehow, I forgot the compass was still operational and would have kept me on course. Landing was anticlimactic and a good time was had exploring WWII equipment that was in the bay and inland.

Prior to leaving, the Navy required I get a weather briefing for the return trip. Now, I don't know who trained the native for briefings, but when he takes you outside, points to a cloud and says "stay away from that one and the rest of the flight will be good", it made me wonder about a few things. The trip back was good with lessons learned filed away. As I was a new private pilot, I was set to show off one of my new skills. Landing.

It was hot and the runway was 9000 feet long. I set up for landing, no pattern there as you were mixed in with 747's from around the world. Over the numbers, I tried to flare, power off, and that plane floated. I used 6000 feet of runway before the plane landed, with the wise guy in the tower making comments every time I passed an exit. A very humbling experience when you have passengers on board.

And so... Lessons learned and filed away... More later.

## Trip to Tomahawk

Dee Dreger (TKV) invited the Northwoods Ninety-Nines to assist in spreading the word about the Ninety-Nines at the Tomahawk Home, Sport and Travel Show. NorthernSkies Unlimited Flight School allowed us to distribute information about the Ninety-Nines. Dee arranged for a live interview with the local radio station. Those interviewed were Eloise Greenlee, Jeff Dohrenwend, Dee Dreger, Sheryl Rains and Lynn Sykes. He made us all feel very comfortable talking to "all those unseen faces". Many compliments were given regarding the broadcast and several ladies seem interested in taking that first flight. Dee will monitor their progress and invite them to join us at our next meeting. Eloise and Jeff made the long drive to support Dee while Sheryl and Lynn were able to fly to TKV in Sheryl's Archer. We all had a great time. Thanks, Dee, for inviting us. We are excited about possible new members.

If you haven't already done so, please submit your Member Highlight Sheet for publication in a future newsletter. As you have noticed in this newsletter, have your 49 1/2 also complete a Highlight Sheet. We would love to hear all about your support person and get to know them. If you need another form, request one at [cherokee56978@gmail.com](mailto:cherokee56978@gmail.com).





## NORTHWOODS CHAPTER NINETY-NINES OFFICERS

Pam Trask	Chapter Chairman
Lynn Sykes	Vice Chairman
Jeffrey Dohrenwend	Secretary
Cindy Brew	Treasurer
Eloise Greenlee	Member at Large

We're on the Web!!  
[www.northwoods99s.org](http://www.northwoods99s.org)

## NORTHWOODS CHAPTER NINETY-NINES COMMITTEE CHAIRMEN

Chrys Levesque	49 1/2
Dee Dreger	99 News Reporter
Jeff Dohrenwend	Adopt-an-Airport
Sheryl Rains	Air Marking
Eloise Greenlee	Guardian Angels
Eloise Greenlee	Future Women Pilots
Dee Dreger	Membership
Lynn Sykes	Newsletter
	Public Relations
	Safety Education
	Scholarship
	Scrapbook
Pam Trask	Waypoint Reporter
Sheryl Rains	Website
Dee Dreger	
Lynn Sykes	

