



NORTHWOODS NOTAMS

MEETING SCHEDULE

Show and Tell Crafting-IMT	<i>Jan 12th</i>
	<i>Feb 2008</i>
Ironwood, MI	<i>Mar 8th</i>
Tomahawk, WI	<i>Apr 5th</i>
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 99s</i>	
	<i>July 18-19th</i>

Notice: January meeting will be held at Kubick Aviation in Iron Mountain on January 12th at 11:00 am CT. We are planning a show and tell crafting session. Bring your favorite crafting project to show everyone and enjoy the beautiful view of the IMT runway while working on it. It just doesn't get much better. Don't forget a dish to pass for our potluck lunch.

Reminder: The March meeting will be held in Ironwood on the 8th hosted by Karen Lauer. Details to follow.

AIR TAXI

PAM TRASK, CHAIRMAN

It's always fun to hop in a car with some girlfriends and head down the road for a meal together or some shopping. Until a couple years ago, I would not have imagined hopping into any other sort of vehicle with friends just heading out for lunch. But that's exactly what happened in December.

Every lady pilot has the goal to try and fly to our monthly Ninety-Nines gathering, weather permitting and plane available. That's what I had planned to do last month when we were to meet in Eagle River. But the 150 that I rent isn't the best for cold weather flying and is impossible to start up cold. Besides, the ceiling was a bit lower than I feel comfortable with. But not to worry! Sheryl said she'd plan to pick me up at IMT on the way to EGV.

So the day of our December meeting came and Sheryl flew in her club plane (Cherokee) to SAW to pick Lynn up and then down to IMT to pick me up. We girls would head to Eagle River for a lunch and meeting thanks to our air taxi and pilot Sheryl.

As I waited in the pilots' lounge, I heard her announce her landing. I smiled and thought about how neat it was to have a friend pick us girls up in an airplane and shuttle us to the luncheon meeting. I took my seat in the back of the Cherokee, while Sheryl flew as PIC from the right seat (where she feels most comfortable, being a CFI) and Lynn was co-pilot in the left. We took off from IMT and flew IFR to Eagle River. We were startled to see a zippy little blue and white plane circle around us. My husband was just showing off in *Wild Thing* and giving us a send-off, I suppose.

The IFR communication between Sheryl and the ATC was great to hear and very educational for me. It turned out that closer to EGV it really was IFR conditions, so it was just as well that Sheryl was in charge! We landed and plugged in the



heater and put a blanket around the engine cowl. It was a cold morning indeed. After a good lunch at The Honey Bear with our sister 99s and one 49 1/2, we flew back the way we came. What a fun flight that was with the girls and Sheryl's air taxi service! She is certainly a talented and knowledgeable pilot.

Speaking of talented, I am really looking forward to January's gathering at IMT. I know there are many of us who have talents other than being amazing lady flyers. There are those who knit and crochet. There are others who spin and weave. There are even those who quilt and do beadwork. And there are probably some other talents I haven't even thought of.

We will be doing a "show and tell" and crafting time at Kubick Aviation. There will be extra knitting needles, yarn, and crochet hooks in case you'd like to learn either of these skills. It should be a fun time with good food and fellowship and I hope you all can be there at 11:00 (CST) on Saturday, January 12th. Bring a dish to pass for our potluck and a project you are currently working on. Hope to see you all . . . here, there or in the air!

AVIATION QUIZ

1. In a discussion with my flight instructor about chart revisions, we questioned the FAA's procedure for making the revisions known between chart cycles. Do you have any information on how this is done?
2. What's the difference between a unicom and a common traffic advisory frequency (CTAF)?
3. What does it mean to "swing the compass"?
4. Is there an FAA regulation that says a pilot must be able to reach all required flight controls?
5. What is considered "night" by the regulations?

*Questions supplied from AOPA online.
Answers on page -3-*



*“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

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!!!

MEMBER SPOTLIGHT-JEFFREYDOHRENWEND

1. **Job Title:** Dental Office Manager
2. **What I enjoy most about my job:** Making people comfortable about being at the dental office
3. **When I am not at work I am:**
4. **Aviation/Group affiliation:** Northwoods Ninety-Nines, AOPA
5. **One thing most people don't know about me:** I'd like to change my name
6. **My greatest accomplishment in life so far:** Earning my Pilot's License
7. **One thing I want to do before I die:**
8. **My least favorite place to be:** Doctor's office
9. **My favorite place to be:** Home
10. **Why I joined the Ninety-Nines:** to offer support for women flying



AVIATION QUIZ

ANSWERS

1. While major changes, such as airspace redesigns, are scheduled to coincide with the charting cycle, the FAA's National Aeronautical Charting Office receives input for changes to its aeronautical and base information every day. The significant changes are put in the Aeronautical Chart Bulletin at the back of the Airport Facility/Directory (A/FD) until the chart itself is updated. Flip through that portion of an A/FD, and you'll see a lot of added obstructions, identified by latitude and longitude. You'll also see potentially important frequency changes, additions or deletions of airports, and navaid changes. There may be changes to military operations areas, military training routes, warning areas, or other special-use airspace

2. A unicom station (the base-radio unit) is privately owned and operated by a business entity (usually a fixed-based operator, or FBO) at an airport. Pilots flying in and out can communicate with the FBO to request information such as fuel availability, rental car reservations, and hangar/tie-down space and cost. The unicom can be used to give advisory information about the airport (active runway and wind direction, for example), but it should not be used to control traffic around the airport. On the other hand, the CTAF is assigned to a nontowered airport (or an airport where the tower operates part time) for the sole purpose of allowing pilots to report air traffic activity. In some situations the airport CTAF may also be the unicom frequency. Additional information on this subject is discussed in Chapter 4 of the Aeronautical Information Manual.

3. If you had a perfect compass in a totally nonmagnetic airplane, and there were no wind pushing you around, your compass heading would be the same as your magnetic course. That never happens, however, because of the deviation caused by the fact that every compass is slightly different and reacts to the airplane it's installed in differently. Airplanes are full of metal and stray electronic and magnetic currents that coax the compass into saying things that aren't entirely true. That's why you need a compass deviation card the deviation is what you come up with from "swinging" your compass on a compass rose.

4. There isn't a direct regulation to address this; however, FAR 91.105, "Flight crewmembers at stations," states that crewmembers be at their pilot stations during the takeoff, landing, and en route stages of a flight in order to perform their necessary duties. Pilots who need pillows or cushions to elevate themselves in order to see over the panel should exercise common sense in order to safely operate the aircraft. The AOPA Flight Training article, CFI to CFI: Physically challenged students, discusses the issue of being physically challenged within the cockpit environment.

5. According to 14 CFR 1.1, "night" means the time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the American Air Almanac, converted to local time. But be cautious. To meet the night takeoff and landing experience requirement in 14 CFR 61.57, "night" means the period of time beginning 1 hour after sunset and ending 1 hour before sunrise.



WINGS OF LIFE

BY SHERYL KWARCIAINY (RAINS)

February 10, 1988

My life began as the single engine aircraft, building up speed, gaining power enough to lift off the ground. It was here in the town of Escanaba where I was put onto the runway to try my wings at life.

The beginning was rough, somewhat like trying to start that plane on a very cold day. Everything was new and exciting, but I love to learn.

From the day I could walk things started taking off for me. I learned a second language early because my brother is deaf, and to communicate we use sign language.

Until the fifth grade my life was just a flight with no destination. That summer I flew to Washington to stay with my grandmother. That flight fueled my desire to become a pilot. My age was the headwind that held me back, but it could not stifle that desire to soar.

That same desire to soar gave me the courage to try other things in anticipation of what lay ahead of me just over the horizon.

One of my experiences was to enter the "Miss Teen of Michigan Pageant" in 1985. My aunt, mother, and best friend came along and were the driving force behind me offering support and encouragement. This competition taught me a lot, and even though I did not win I am glad that I was given the chance to represent my town and to meet some very nice people that I would not have met otherwise.

Another experience was when I had the opportunity to use my "second language" to help raise money for the Bonifas Art Center by doing sign singing on public television. This also opened some people's eyes to the hearing impaired world and helped to create an even stronger bond between my brother and me.

By this time I had gained the confidence and all important age to start my flying lessons, the second step in making my dream a reality. As exhilarating as this was, I did not feel the full extent to which my wings could take me until I actually received my license ten months later in August of 1987.

My life's flight seemed to be going quite smoothly. I thought I had even found my co-pilot. This was my fiancé of six months. I even was naïve enough to think that nothing could get in the way of our flight together. But we hit some icing in the clouds and when my co-pilot bailed out, I experienced engine failure. I kept on and soon found that I was in the sunshine, my engine recovered, and I could continue my flight without a co-pilot.

I know that someday I do want someone to fill that vacant seat, but for now my flight can only have one pilot, as I have four years of training to get my Bachelor of Science degree in Professional Aviation. That degree includes private, commercial, multi-engine, and instructor's licenses. This will enable me to do just about anything in the aviation world.

When I have finished that leg of my flight, the next leg I hope will include a husband and family. At this tie I would like to be a corporate pilot. This would enable me to be home with my family more than if I were a commercial pilot. I feel that this is very important because I grew up with a father that was gone most of the time, and I felt that I missed out on a lot because of it.

Eventually I would like to own my own flight school and two airplanes. Then I could accomplish my final dream of being an instructor. I am looking forward to helping others in their dream of flight. I just hope that I can be as successful and encouraging as my flight instructors have been to me.

Not until I have accomplished all my dreams, do I want to stop this plane from soaring and helping others to achieve the happiness of flight that I have always loved. Only then will it be time to bring it to a landing into that cold dark hangar we call ground.

AMENDED FLIGHT PLAN (CONTINUED) BY SHERYL RAINS

December 14, 2007

If you fly long enough you will soon realize that most flight plans change in one way or another. Our time enroute to our goals can be unrealistic and our destination is often not what we planned it to be. My flight plan of life did just that.

I did complete my BS Degree in Professional Aviation and went on to teach at a flight academy in Georgia. I also had a short stint (5 months) of flying 135 Charter. Unfortunately I never established the right contacts needed to obtain the corporate flying gig.

While instructing in Louisiana one of my students managed to snag me away from the airport to work for her in the family business. It was this job that gave me the experience I needed to continue working in the non-aviation world. Eventually I worked my way back to the UP and have been employed at Edward Jones for the last 6 years.

I also found my true co-pilot in life, my husband of 7 ½ years. Although Jayson has no desire to learn to fly, he is very supportive of me and jumps at the chance to ride along. He likes to navigate and does a great job of keeping me on course – both in and out of the airplane.

Short term goals – I like letters and numbers. My favorite are CFII, MEI and 99. Because of the encouragement and enthusiasm of the Northwoods 99s I was motivated after several years of being grounded to start flying again and earn back those letters I worked so hard to get years ago. I'm very honored and thankful to be part of such a wonderful group of women. Hopefully soon I'll be able to add 3 more letters after my name.....ATP.

No longer do I have the dream of owning a flight school and two airplanes. That dream has changed to building a home on the property that was my grandfather's in south Bark River. It will eventually include a runway in the front yard and hopefully an airplane of my own.

Although my life's flight changed, I can honestly say that I am happier than I have ever been. Until you navigate new airspace, you'll never know what exciting things are waiting at the next airport. Where has the route in your flight of life taken you?





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

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
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