

WHO'S WHO

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Madeleine Monaco

Deadline for submission
the 20th of the month :

Madeleine Monaco, Editor

Air News is published monthly by the Chicago Area Chapter of the Ninety-Nines, Inc. and is available to non-members for \$20 per year. Members must pay chapter dues to receive Air News. Suggested donation for a business card size ad is \$5/month or \$50/year. Members may place 6 free personal ads per year.

Opinions expressed in this newsletter are those of the authors and shall not be construed to express the policies or opinions of the Ninety-Nines, Inc.



FLYING and FRIENDS

JILL FELDMAN, CHAIRMAN

Dear Chicago Area Chapter members,

Happy Holidays to you and your families. Please have a safe season and spend time with your loved ones. I will keep this short to allow the first (of two) part on "How to Groundloop your Taildragger". We will print Part 2 next month!

The 2019 Calendar of events is included in this Air News. The months of April, August and October are open if you would like to host a meeting or fly-in event. Typically, our meetings are the 3rd Sunday of the month, but if you have a special event, we can change the date to accommodate!

See you at the Holiday Party!

Jill

Hostess and General Aviation Event Calendar 2019

Chapter Monthly Events in bold

January 26	99s Safety Expo/ Meeting	HOST Madeleine Monaco
February 17	Conference Call-in Meeting	HOST Jill Feldman
March 17	Coast Guard Aux / Meeting	LOCATION and HOST TBD
March 21-24	NCS/SCS Joint Spring Meeting	Kearney, NE
April 17	Open	LOCATION and HOST TBD
April 21-26	Sun N Fun	Lakeland, FL
May 11	Girl Scout Aviation Day	DuPage Airport HOST TBD
May 12	Fly-in / Pancake Breakfast	Poplar Grove
June 1	Cavalcade of Planes	Clow Airport
June 9	Pancake Breakfast	Poplar Grove
June 23	Fly-in / Induction of new officers	Poplar Grove HOST Mary Lou Erikson
July 4	Breakfast Fly-in	Ogle County Airport (Mount Morris)
July 14	Fly-in / Pancake Breakfast	Poplar Grove
July 17-20	99s International Conference	Dayton, OH
July 21	Girl Scout Event	Dayton, OH HOST Ellen O'Hara
July 22-28	EAA Air Venture	Oshkosh, WI
August 11	Fly-in / Pancake Breakfast	Poplar Grove
August 18	Open	HOST TBD
TBD	Fall NCS Meeting	Hosted by Indiana Dunes Chapter
Sept 8	Fly-in / Pancake Breakfast	Poplar Grove
Sept 15	Fetching Market / Meeting	Lansing, IL HOST Cynthia Madsen
Oct 13	Fly-in / Pancake Breakfast	Poplar Grove
TBD	Chapter October Event	HOST TBD
November	Charity Event	Schaumburg (date and HOST TBD)
December	Open – Holiday Party	HOST TBD
2020		
July 2020	99s International Conference	Long Beach, CA on the Queen Mary!!!
2020	Fall North Central Meeting	hosted by Chicago Area Chapter

**WE REMAIN COMMITTED TO PROVIDING FUN, EDUCATIONAL
AND REWARDING EVENTS THAT INVOLVE AVIATION - LETS KEEP FLYING!**

ROLLING MEADOWS CAREER NIGHT

On November 7th District 214 held their Technical and STEM Career Night at Rolling Meadows High School. Three of our Chapter Members participated in their work uniforms—Madeleine Monaco, CFI at Chicago Executive Flight School, Brittni Latos, Captain at Go Jet and Mariko Duskow, Captain at Spirit. The class included both female and male students and some parents. There was significant interest in a variety of aviation careers. Many students stopped to talk about avenues to reach their goals, and possible careers other than airline. Of course we had a fighter pilot there ready to go! It was an exercise in crossing the lines between adults and children that some of us rarely get. It was of value to learn what the students' questions are and how they differ from the questions we asked when we started in aviation. We hope to be asked back.

AIR FORCE ACADEMY HIGH SCHOOL AVIATION CAREER FAIR

We again this year have been asked to participate in the Air Force Academy High School for our 2nd Annual Aviation Career Fair from 8:30 AM - 1:15 PM on THURSDAY DECEMBER 13TH 2018 to share some of your experiences working in the field of aviation with our students. I know that their Cadets would be glad to meet you! I know we participated last year, and I would like to have a 99 or two be involved this year as well.

If anyone is available on Thursday December 13th, please reach out directly to John Kane as soon as possible. email: jmkane3@cps.edu phone: 773-535-1661.

JOIN THE NEW FAA FACEBOOK GROUP

Our goal is to reduce the nation's general aviation accident rate by building a community on Facebook where safety principles and practices can be shared through positive public engagement between the FAA Safety Team (FAASafetyTeam) and GA community. This is a safe place to talk about aviation safety. This group is open to all FAA certificated pilots and aviation mechanics along with select GA stakeholders in the United States. All members are encouraged to join in on the discussions and post relevant content that makes the National Airspace System (NAS) safer. FAASafetyTeam Managers, Volunteers, and Industry Partners moderate this group. [Click to Join Facebook Group](#)

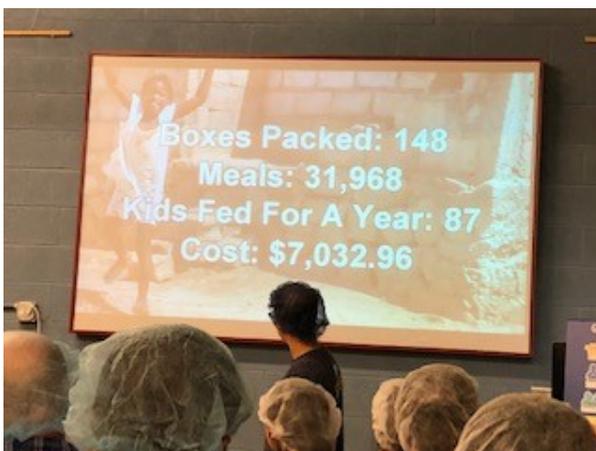
Produced by the FAA Safety Briefing editors, www.faa.gov/news/safety_briefing.

Address questions or comments to: SafetyBriefing@faa.gov.

Follow us on Twitter @FAASafetyBrief or <https://twitter.com/FAASafetyBrief>.

FEED MY STARVING CHILDREN

On November 8th a good group of members met and enjoyed a dinner at Bahama Breeze and then went to work at the Schaumburg home of Feed My Starving Children packing meals. Present were Jill Feldman, Ellen O'Hara, Eva Kozlowski, Ralph and Cynthia Madsen and Cynthia's sister, Diane Cozzi, Donna Klein, Leslie Prellwitz, Shona Williams, Linda Uzny, Larissa and Alyssa Kano. Thanks to all for giving of your time and effort to feed the hungry.



HOW TO GROUNDLOOP A TAILDRAGGER

(A tale in parts—for your enjoyment)

Judging by how frequently it is performed, the Groundloop is indeed a popular maneuver. The Groundloop is an extreme low-level figure that is highly acrobatic in nature, which may be executed in many exciting variations. It is customarily performed as the last figure in a sequence, but I have seen the Groundloop attempted as a preliminary or warm-up maneuver.

It is rarely scored however, because it is most often performed out of the Judges' line-of-sight. Also, the Groundloop is categorized as a surprise maneuver, and therefore nobody is really prepared when it is executed. In fact, the figure is not considered genuine unless Judges, spectators, and the pilot-in-command are all surprised!

The many interesting and dynamic variations do not have a Degree of Difficulty or "K" attached, but rather are rated on the International HC* scale. *Holy Cow HISTORICAL PERSPECTIVE.

The Groundloop is one of the earliest recorded aerobatic figures. It was performed on virtually all of the taildraggers dating back to Aviation's infancy. The maneuver really came into its own during the Golden Era of the Groundloop which was when the crosswind landing was invented. Previous to this, circular landing fields were the norm and the pilot simply eyeballed the windsock, and landed into wind. However, it was soon discovered that a short, straight landing strip could be plowed out, and now there would be lots of room for hangars, clubhouse, and an expansive cocktail lounge.

Once everyone saw how much fun this new land-use concept generated, it was adopted internationally. The daily Groundloop displays were an instant hit, and helped cast the new idea in tarmac.

ANALYSIS

Most Ground loops are weather cocking related phenomena. This means that at least one main wheel must be touching the earth, and a wind is blowing. Traditionally, the maneuver is started in a crosswind; during the landing rollout the tail is allowed to be blown down-wind. At this point there are a variety of options that can be exercised depending on your inputs, and the maneuver can take off in almost any direction, and finish in a variety of attitudes.

Ground loops that occur under calm conditions are more rare, and require vigorous control inputs, so you really have to work at it to get a decent one. Ground loops can be generated anywhere from 5MPH to flying speed. When executed at high speed, the figure covers more territory and generally spawns the most interesting variations.

High-wing taildraggers probably Ground loop the best because the upwind wing is more exposed to the breeze. The high-wing also enjoys a longer arm to really accelerate things once the maneuver starts. If the airplane is designed with the wheels forming a small triangle (short-coupled), and in the hands of the right pilot, this could be a Groundloop champion.

ESSENTIAL BACKGROUND KNOWLEDGE

Avoid the study of the following subjects: a) Crosswind Landings and Take-offs. b) Ground-handling in winds.

Avoid seeking instruction on these subjects, for it will greatly reduce your chances of producing a truly World-Class Ground-loop. Also, you might want to have a good line ready in case someone raises one of these subjects in conversation: "Crosswind Landings, heck, wasn't that about lesson 5 on your Private License? I'm way beyond that.

PREPARATION

To be successful, we must prepare both pilot and aircraft.

PILOT

To perform good Ground loop, the best preparation is no preparation.

AIRCRAFT

The aircraft can be prepared in a variety of ways to ensure consistently good Ground loops. First of all, the main wheels should be shimmed to a toe-in condition. If the wheels are adjusted to track straight ahead or are shimmed slightly toe-out, the tracking will be too stable to assist your attempts at Ground loops. Keep the tire pressures different from one another. If you know the direction of the crosswind, reduce the pressure on the up-wind tire before going flying. And remember, it isn't necessary to change the tires until you can see the second ply of fabric showing through. A blow-out can be the start of a dazzling Ground-loop.

Avoid the hassle of taking off those trouble some wheel-pants by putting a drop of Loc-tite on the screws. Now you have a good excuse not to inspect the brakes. So, when the brake fails on one side or the caliper pinches through a rusted disc, you will enjoy a splendid Groundloop.

At the back end, you can start by loosening the fitting that holds the tail-wheel spring to the fuselage. Just back the nuts off a few turns. Also back off the nut that attaches the tail-wheel casting to the spring. Now, slack off the steering springs a couple of links so the chains sag. And while you're at it, cut off that lock wire that some conscientious Engineer installed in case the chains break. From time to time they break on landing and produce a thrilling, and rakish Cramer-like lurch. Fantastic! These simple mods will produce a delightfully loose rear-end that feels like it's on ball bearings.

The little tail-wheel is best left alone; over time it becomes worn into an interesting cone-shape by the effects of slipstream, P-factor and gyroscopic effect. These left-turning forces create more wear on the starboard side of the tire, and soon you have a beautifully unstable little demon back there to really help you out.

Install the push-to-talk switch in a remote area of the cockpit. When the tower talks to you on the rollout, you can look down into the cockpit to locate the button, and when you look up, you may be treated to the wonderful green-and-blue kaleidoscope of rotation about the vertical axis.
(more next month—stay tuned!!!)

STATISTICS.....

show a change in the pilot population

For the first time in history, the percentage of female aviators in the United States broke 7% in 2017. That may not sound like much, but that's 3,500 more American female pilots than in 2016.



AMELIA EARHART MEMORIAL SCHOLARSHIPS AVAILABLE

The Spring 2019 Fly Now Awards will have significant changes. These changes are happening so Mentors/ Mentees and Chapters can better know one another and make the whole process more effective.

These changes include:

- 1) a 3-month membership requirement;
 - 2) a minimum 5 hours total time flown within the 6 months prior to the application;
- and 3) new application dates.

SPRING 2019 April 1: Application to Chapter

April 15: Chapter submits application to Trustees

FALL 2019 October 1: Application to Chapter

October 15: Chapter submits application to Trustees



THE NINETY-NINES, INC.
International Organization of Women Pilots

Our History About the Organization Advancing Women Pilots Resource Center Join Us

2019 AEMSF Applications Available

NOTAM from your AEMSF Trustees!

In response to requests from Chapter and Section AE Scholarship Chairs, the AEMSF Trustees have changed the application deadlines beginning with the 2019 Scholarships. The new schedule moves the Chapter and Section screening process out of the busy month of December and reduces the amount of time between application and award.

NEW AE Scholarship Application Deadlines

Applicant to Chapter (or Section, if not in a chapter)	January 1, 2019
Chapter to Section	January 15, 2019
Section to Trustees	February 5, 2019
Trustees' Finalists to Outside Judges	March 22, 2019
Results Announced no later than	April 15, 2019

Additional changes go into effect for 2019, so be sure to carefully read the instructions! 2019 Applications and instructions are now available on the website at <https://www.ninety-nines.org/scholarships.htm>

The Ninety-Nines, Inc., 4300 Amelia Earhart Drive Suite A, Oklahoma City, OK 73159 - 1-844-994-1929 Fax: 405-685-7985

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THE NINETY-NINES, INC.
International Organization of Women Pilots

Dear 99s

Since I leave for Arizona the first of the year, I would appreciate knowing ahead of time if anyone in the Chapter is applying for the AE Scholarship. It may take me more than the 2 weeks allowed to review and gather information to write the Chapter letter of recommendation.

Sharon Ann Schorsch

OUR STUDENT PILOT PROGRESS REPORTS

(don't forget to send your student training reports each month by the 20th)



Jill Feldman "Flew 10/27 and 10/29 for 2 1/2 hours. Per instructor (husband Dan), I did not need help landing at KENW or KBUU (grass landings)! Unfortunately, the plane has been down for its annual since November 1st, but I am learning all about owner-assisted annuals. Should be up and flying in December!"

WHAT'S EVERYONE ELSE BEEN DOING? SEND STUDENT PILOT REPORTS PLEASE!!!!

MEMBER and FRIENDS NEWS

Stephanie Bruni Reports starting multi engine commercial training this month in Las Vegas at VGT north Las Vegas airport. She thanks us again for the Santori scholarship to use towards this training.

Cindy Florsheim *Our Friend of the 99s Cindy got her wish and was treated to a trip to Museum of Women Pilots.* My Wish of A Lifetime was outstanding in every way. I was granted a trip to the 99s Museum of Women Pilots in Oklahoma City. I am a self-proclaimed PLANE NUT. The adventure started when my brother arrived at Embark, my residence.



The next day we were picked up for our drive to my favorite place, O'Hare Airport. The airport was buzzing but I love seeing people from all over the world. Going through boarding procedures was very simple and the Boeing plane winged us to Oklahoma City. The ride was calm and beautiful as we moved through the sky. The hotel was wonderful and staff was very accommodating. Our adjoining rooms were lovely and offered many amenities that made our stay comfortable.

In the morning we had continental breakfast at the hotel and drove five minutes to the crowning jewel of my trip...The 99s Museum of Women Pilots. The 99's were formed by Amelia Earhart in 1929 to further the cause of women in aviation. Today they exist in many different countries and every state.

We were cordially greeted by Starr Selman, Membership Assistant and Mitch Tillison, a photographer, who took my picture outside the museum and followed us through all of the exhibits. Each exhibit added to my knowledge of women in aviation. I will use this information in my blog and the novel I am writing. I loved the pink flying suit of a pioneer pilot, Harriet Quimby, the first women pilot in the country.

William Long, the manager of the museum, was able to find answers to questions I had submitted. He found many books and Xeroxed articles that will be of invaluable help. I specifically wanted to find information about the Bush Pilots in Alaska and the beginning of Afro-American pilots.

My brother found the museum very interesting because of his passion for aviation. He was a private pilot, worked for Boeing for 42 years, and is a docent and researcher at the Museum of Flight in Seattle. He also will be able to use a lot of information from our visit.

After leaving the museum we had lunch and then visited the memorial of the Murrah Federal Building Bombing in 1995. It was sad but hopeful that people would remember this horrendous day.

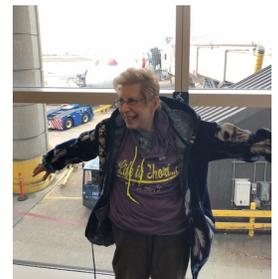
Then it was off to eat again. We had some wonderful meals and then on to the hotel to watch the election results and fell asleep ten minutes later.

The next day we packed and we were off to the Will Rogers Airport for our stopover in Dallas. That flight was great too. At Dallas we boarded the lovely Boeing Dreamliner airplane. As my brother says "if it isn't Boeing...I'm not going!"

The flight to O'Hare was perfect and then we were picked up by our driver and taken back to Embark. The end of an exciting adventure.

Thank you Madison Kim from Wish of A Lifetime and Anita Manella for their expertise to make my wish come true.

Cynthia Florsheim



For more info: lflyer333@gmail.com vintageaviation.wordpress.com Cindy is a "Friend of the 99s" in our Chapter.

GET IN SHAPE

If you want a name badge in the shape of your state, send your check for \$16 (\$20 after 1-1-19) payable to

Chicago Area 99s

and mail with this form to:

Linda Uznys,
address and phone in the 99s Directory

Allow three weeks for delivery.



99s NAME BADGE ORDER FORM

Print out this form, complete it and send it with your payment (see below)

Name	
Street Address	
City	
State	
ZIP code	
What name do you want on the badge?	
Official chapter name	
U.S. state where chapter based	
Pin back or magnetic back?	
Address to where badge should be shipped (if other than address above)	
Badge will be shipped by supplier.	
Email address to resolve any further details	
<p>Mail this form and \$16 (\$20 effective January 1, 2019) to Linda Uznys, Chicago Area Chapter 99s, for each badge ordered. Her address can be found in The Ninety-Nines directory.</p>	

HIGHLIGHTING OUR MEMBER

DIANE COZZI

Earned my pilot's license in 1971 and have been a dedicated 99 ever since. Served as Chicago Area Chapter Chairman, North Central Section Governor and on the International Board as Director and Treasurer. Also in other officer positions and on numerous committees at all levels, being particularly active in aerospace education and membership. Flew local and regional air meets and even won a few, especially when flying with good friend and 99 Gail LaPook. Attended most International and Section meetings since joining, and especially enjoy meeting Ninety-Nines from all over the world.



Instrument rated, a licensed ground school instructor and "hands-on" amateur aircraft mechanic; my Dad was an A&P for the airlines so I helped whenever he did the annual inspection or other work on my plane... mostly I unscrewed all the inspection plates, held the flashlight and handed him tools...but I picked up a lot by osmosis too. I credit my airplane partner, a CFI and former airline captain, Roger Kelly for keeping me current...or at least trying to...and for great hints for flying in the IFR world. "I also got "thisclose" to getting my helicopter rating too, but ran out of money...and apparently talent."

I like the first photo because I think it is impressive, but I admit it is "a tad" misleading. I'm the flight attendant on this Airbus, not the captain. In my fifties, I had a brief fun career for about 5 years as an FA flying to about 20 Mexican and Caribbean destinations (...ah, somebody had to do it!). The second is also an old photo, but the more "real me" with my aluminum baby, "One-One-Honey", my Cessna 172 based at Midway Airport. Have flown it to Alaska and the Bahamas and almost everywhere in between.



I am also a Major in Civil Air Patrol and former Squadron Commander, Director of Aerospace Education and Public Affairs Officer for Illinois Wing. I was a USA Director for the World Aerospace Education Association which was headquartered in Cairo, Egypt. Currently I am the Chicago Area Chapter reporter for 99NEWS and Waypoint.

Thank Diane for her years of service to the 99s and general aviation!

AIR NEWS

Madeleine Monaco



Address Service Requested

Chicago Area Chapter Ninety-Nines, Inc. International Organization of Women Pilots

Some great gathering and networking events coming up.

June 1 Chicago Area Chapter dues were due! \$20.00 donation requested.

December 9th Chapter Holiday Party Noon-4 p

DPA Flight Center Conference Room, 2700 International Dr. , West Chicago, IL

January 26, 2019 99S ANNUAL IFR/VFR SAFETY SEMINAR & AVIATION EXPO HOLIDAY INN ITASCA

International Conference

July 16-21, 2019

Dayton, Ohio

Hosted by our Section—featuring “Dinner Under the Wings” at the Museum at Wright Patterson

All 99s and their guests are welcome at all meetings and events.

For more rewards of membership, join in and celebrate women who fly!