

AIR NEWS

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

JANUARY 2019

www.chicagoarea99s.org



THIS MONTH'S EVENT

THE CHICAGO AREA CHAPTER 99S ANNUAL IFR/VFR SAFETY SEMINAR AND AVIATION EXPO

On Saturday, January 26th, from 8 am to 4 pm we will once again be providing our midwest pilot community with an all day safety seminar covering information review for both IFR and VFR pilots, as well as their flying companions. This event is a very special and well-received educational and networking event. There are also aviation related vendors exhibiting their best and sharing their ideas in the Expo Room.

Each Chapter member is welcome and encouraged to participate in any way they wish. Attendees are free to sit in on any of the sessions during the day, moving from room to room as they see fit. There are plenty of opportunities to help with the host duties for this event also.

During the lunch break we will be having a short Chapter Meeting. The location of that meeting will be posted at the Expo Front Desk/Registration Table. Sign in as a 99 and note where that meeting will be. The women working that desk will be selling lunch tickets for the buffet and you will be able to bring your lunch into the meeting. They also will be selling raffle tickets for the (NON-STANDARD) 50/50 Raffle. Even Chapter members can win some cash. :-)

TEAMING UP FOR AN AVIATION SOCIAL EVENT

JOINTLY HOSTED BY CHICAGO'S LEADING EDGE CHAPTER, WOMEN IN AVIATION, INTERNATIONAL CHICAGO AREA CHAPTER, NINETY-NINES, INTERNATIONAL

FRIDAY NIGHT, JANUARY 25, 2019, 7:00 PM TO 11:00 PM
HOLIDAY INN ITASCA, 860 WEST ILLINOIS 19 (Irving Park Rd), ITASCA, IL 60143

Meet and greet, eat and drink , compare notes and share information with others who share your interests.

The hotel has provided us with a special room block at this location using the code: CH9 which includes breakfast. Come to the social Friday night, stay over for the great educational opportunities and vendors.

WHO'S WHO

CHAIR

Jill Feldman

VICE CHAIR

Natalie Berman

SECRETARY

Mary Lou Erikson

TREASURER

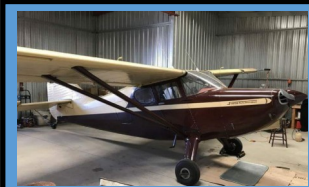
Madeleine Monaco

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 99s,

Welcome to 2019! 2018 has flown by and we have a wonderful growth for the chapter. In December 2017 we had 92 members, and as of 12/18/18, our current membership is 108 members, plus 7 Friends of the 99s for the state of Illinois! We have gained 25 new members, which means (unfortunately), we have lost nine members due to Flying West, moving out of the area, or lack of interest.

With the members we have, here's a breakdown on our current membership.

6 members joined in the 1950s and 1960s. 5 of them are lifetime members and one is our current North Central Section Governor.

15 members joined in 1970s and 1980s. 7 have held an office or won an AE scholarship.

22 members joined in the 1990s through 2009. 6 have held an office or won an AE scholarship.

64 members have joined or rejoined since 2010. Of these, 18 are student pilots, two have won an AE or Fly Now scholarship, and 2 have held office.

My goal in my last 6 months of office as Chairman is to get more members involved. This summer we will be installing our new officers – Chairman, Vice Chairman, Secretary and Treasurer. Please consider an office. If that is more than you can commit to with your schedule, consider hosting a meeting, being Hostess Chair, or helping out at the May Girl Scout Day or the January Aviation Expo. I am also looking for short-term help (January – April) for the 2019 International Conference Publicity Committee in Dayton.

Being a 99 can be so much more than just a membership. The friendships we form due to our common love of flight will last a lifetime – but as an organization we need you to be involved.

Come to our next meeting at the Aviation Expo Safety Seminar on January 26th. We will get a separate room at lunch and have a meeting during the lunch break. SEE YOU THERE! Let's Fly!

Jill

OUR STUDENT PILOT PROGRESS REPORTS

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

Jill Feldman "3.2 hours over 3 days in the Champ. First time up after 6 weeks off due to the annual! High work and landings, and even started doing slow flight and stalls! Plane doesn't like temperatures much below 40, but hope to get up a few more times before the end of December.

Colleen Murphy Moved from Cushing 0C8 to Morris C09 for the winter. It's an adjustment learning to land on a hard surface versus grass. Not to mention having to share the pattern with other planes. 95% of the time at Cushing, I was the only pilot in the air. Training consists of pattern work and practicing maneuvers to get me ready for my first solo and check-ride for a sport pilot certificate. I experienced my first mechanical problem on take off. I was just starting to climb when the plane had unusual vibrations and engine noise. My CFI quickly took the controls and quickly landed the plane. A great learning experience. The carburetor float needed to be replaced.

CHAPTER HOLIDAY PARTY AT DPA - REVELRY, MERRIMENT, GOOD FOOD, DRINKS AND FUN



Back row: Sharon Schorsch, Ellen O'Hara, Grant and Leslie Prellwitz, Yosh Kano, Danielle McNulty, Raymond Catala, Sarah Lichtenwalter, Gregg and MaryLou Erikson, Shelley Ventura, Deena Schwartz, Victor Zurcher, Bill Meznarsic, Gail LaPook, Julia Harrington, Sarah Rodriguez, Kat Brenner, Karen Ballard, Madeleine Monaco, Diane Cozzi, Gene Ballard, Wayne and Donna Klein, Rita Adams, Katie Banasiak, Susan Zurcher, Mary Banasiak, *someone hidden behind Sue Zurcher*, Roger Kelly, Dee and Bill Dreger
 Front row: Alyssa Kano, Larisa Kano, Deb Meznarsic, Lindsey Spiegel, Jill Feldman, Natalie Berman, Cindy Florsheim
 Not pictured: Eva Kozlowski, Yukari and Patrick Kane



Susan Zurcher, Mary Lou Erikson (she brought the egg nog!), Madeleine Monaco and Lindsey Spiegel Your party committee



NCS Governor Ellen O'Hara
 Chapter Chair Jill Feldman



Dee and Bill Dreger Northwoods 99s



The guys! Yosh Kano, Wayne Klein, Roger Kelly, Grant Prellwitz



Rita Adams, Karen and Gene Ballard

HOW TO GROUNDLOOP A TAILDRAGGER

(Second of 2 parts—for your enjoyment)

TECHNIQUE (HOW-TO)

Once the pilot and aircraft are prepared, it's a little like shooting fish in a barrel; there's really nothing to it. There are several things you can do to get the Groundloop going, but really the best thing to do is nothing. Just let it happen. If you are landing or fast taxiing in a cross-wind and you want a Groundloop... you guessed it, do nothing. Taxi with abandon. As a pilot, you are a free-spirited individual, and this can be best displayed by a carefree jaunt down the taxiway. Just let go of the stick and use the hands-free time to organize your maps and sequence cards. If the tail-wheel comes off the ground, you're going a little fast. Maybe you'll want to use the time to put on your seatbelt, polish the inside of the canopy, re-tie your shoelaces or perhaps light up a smoke. Taildraggers have the right-of-way, so you won't have to stop suddenly. When cleared for take-off, start bringing the power up as you swing out on to the runway. Of course you'll want to shove the stick forward quickly to get that tail up (you can't get it up too soon). If the plane flies at 50, hold it on until 65. This technique spreads the landing gear and it looks cool. If you get rolling quickly, any crosswind won't matter. Now rotate as you would a 767. Haul straight back and blaze into the blue.

On the approach, keep it low and fast. If the airplane lands at 50, cross the fence at 100. It's best not to have a planned touch-down point because that can interfere with the free-spirited nature of the flying event. Start fanning the rudder through 500 feet, and keep it going until you've cleared the runway. The fanning technique is to let the airplane know who is boss. Get the plane down to the runway as soon as possible, and force it to land with plenty of forward stick. The fast-landing method is good for all weather conditions, especially quartering tailwinds. Once the plane is firmly on the ground, let go of the stick, but keep fanning the rudder to cool the tail-wheel assembly. Taxi in as you taxied out.

VARIATIONS

45-Degree Overland Express

This one is best done at about 40 MPH. The airplane is allowed to weathervane slightly, the upwind wing and wheel are allowed to rise about 30 degrees and the plane swings into wind. At 45 degrees off the runway heading, sharp downwind brake, full aft stick and aileron into wind are added to stop the Groundloop. The plane is now headed off overland. This is useful for taking a shortcut to the washrooms after a long flight.

90-Degree Quick Turn with Prop Curl

Use the same technique as above, except at about 20 MPH. When you stomp on the downwind brake, also shove the stick forward. Even though you are traveling slower, the gyroscopic effect of shoving the stick forward will give you that extra 45 degrees of rotation. The tail will rise briskly. As soon as the prop touches the runway, pull hard back on the stick and apply both brakes. This was how the original Q-Tip Propeller was invented. If you've done it just right, you'll probably have a much more efficient prop. The Prop Curl can also be done straight ahead. Taxi at about 10 MPH while tucking in your shirt or cleaning your sunglasses. Keep your hands off the stick and slam on the brakes. Voila! Also try this while maneuvering the tail-wheel over an obstacle. For a more dramatic Curl, hold the stick forward and add a burst of power.

Pitts Special Twin Arcs

Start the Groundloop from the roll out at about 25 MPH. Remove all crosswind inputs and allow the airplane to weathercock. Move the stick forward to at least neutral to lighten the tail-wheel and reduce its directional control. The little biplane will rise up on the downwind wheel and begin a concise pirouette. The downwind wingtip will hit the runway and begin scribing an arc of red butyrate, Dacron and plywood. Without hesitation slam in full upwind aileron, as if to attempt to lift the lower wing. The downwind aileron will shoot down and describe a beautiful red arc parallel to that made by the wingtip. Pull the stick fully back and push full downwind brake with full rudder and a burst of power to erect the plane. These little red arcs are very artistic and will attract a good crowd in the evening following the days flying.

180-Degree Pirouette with back track

This one is best attempted in a light high-wing with narrow bungee landing gear, a Cub will do. The maneuver works best in a quartering tailwind. This figure looks difficult, but is really pretty simple. It works best if the pilot does not interfere. Get the weather cocking started in the usual manner. Move aileron out-of-wind and push the stick forward to get weight off the tail. 20MPH is fine. As the up-wind wing rises, the center of gravity swings as a pendulum toward the lower wing. About the time the down-going wing smacks the runway, the center of gravity will have swung to the outside of the downwind wheel. Apply this brake hard. Now it's as if you had two upwind wheels because the center of gravity has migrated outside via centrifugal force. So now it wouldn't matter which brake you applied, the effect would be to increase the rotation of the Groundloop. The wing-tip smacks off the tarmac, the brake completed a full 180-degree turn, and fast-taxi back to the button.

Groundloop with Bunt

This is certainly one of the more dramatic figures in the Groundloop family. You'll want to be traveling a little faster to get this one, say 35 MPH. The figure should start slowly then get faster and tighter as rotation sets in. A dry runway is necessary, and a quartering tailwind from the left is best. Once rotation starts, shove in full down-wind stick and full forward elevator. This will really tighten up the rotation. Now add full brakes and full power. The tail will shoot upwards and the airplane will do a kind of shoulder roll right on to its back. This is really low-level inverted, and you should ensure that your belts are very tight. This figure should be reserved for the last flight of the day.

CONCLUSION

The Groundloop has been around for almost a century and I'm sure it will be with us forever. And to keep it alive, all we have to do is be a little complacent, a little cock-sure and in a little hurry. Most important, one needs a thorough misunderstanding of weather cocking, crosswind take-offs, landings and ground handling. Sounds pretty easy to me.

Enjoy your spin-around!!!

Author Unknown



Richard J. Santori Memorial Scholarship

The Richard J. Santori Memorial Scholarship offers two annual scholarships to members of the North Central Section ("NCS") under the auspices of The Chicago Area Chapter of The Ninety-Nines ("CAC").

One scholarship in the amount of \$2,000 is to be used to assist a 99 in the completion of an additional pilot certificate or rating. Applicants must be a current pilot with the appropriate medical certificate and must be approaching the flight time requirement for the desired rating or certificate.

The other scholarship offers \$1,000 to assist a Student Pilot Member toward completion of an initial pilot certificate, in any aircraft. Applicants must have soloed, and, if required for the pilot certificate sought, must have a current medical certificate and must have passed the written exam.

Applicants must be a current member of The 99s, the NCS and their chapter in good standing.

Applicants must submit three (3) copies of each: the completed and signed application including the form; attached essay; letter of recommendation from their chapter chair; proof of certificates and ratings held; medical certificate; proof of date and score of knowledge tests taken; copy of last page(s) of logbook showing current hours flown; and a letter of reference from someone outside of the aviation community who is not a relative. These documents must be mailed to the address on the application form to be postmarked no later than the date indicated on the form.

Funds will be paid from receipts which document the training. Receipts must be signed by both the student and instructor and include copies of the logbook if applicable.

Funds are to be used within two years of the award date. Prior applicants and recipients may re-apply in future years.

The winning candidate and all candidates who did not qualify will be notified within one month after the receipt deadline. Winning candidates will provide a current photo and short biography.

2019
Richard J. Santori Memorial Scholarship Application
\$2,000 to a Ninety-Nine for Advanced Certificate or Rating

Name _____ email: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Telephone: (_____) _____ Chapter: _____

Application for which certificate or rating? _____

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

Please attach an essay (essay may not exceed one page, one side only) and include at least the following elements:

Tell us about yourself, your activities in aviation, and participation in The Ninety-Nines. Be specific.

Describe your goals in aviation or aerospace, and opportunities. Tell us what you have already accomplished in pursuit of these goals, pertinent to specific certificate/rating sought. Why are you seeking this specific training? How will it help you to qualify for or to advance in an aviation-related profession or charitable cause?

Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.

How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?

If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

This form and attached essay.

Proof of certificates, ratings, knowledge test taken (with score) and medical held.

A copy of the last page(s) of your logbook showing current hours flown.

A letter of reference from someone not a family member and outside of the aviation community.

A letter of recommendation from your chapter chair.

The signed and dated Signature Form.

SIGNATURE FORM

Print full name: _____

Signature of Applicant _____ Date _____

Return three (3) copies of the Application and attachments to:

Chicago Area Chapter of The Ninety-Nines

Cynthia Madsen

(address in The 99s directory)

Completed Application and Attachments Must Be Postmarked by **March 1, 2019**

2019
Richard J. Santori Memorial Scholarship Application
\$1,000 to a Student Pilot Member Ninety-Nines, Inc.
For Initial Pilot License

Name _____ email: _____

Home Address: _____

City: _____ State: _____ Zip: _____

Telephone: (_____) _____ Chapter: _____

Please enter below the name of the person who will provide a reference and indicate their relationship to you. Supply their email address if possible.

Please attach an essay (essay may not exceed one page, one side only) and include at least the following elements:

Tell us about yourself, your activities in aviation, and participation in The Ninety-Nines. Be specific.

Tell us how you have financed your training and education so far. Make a statement of financial need for completion of this training.

How will awarding you this scholarship benefit The Ninety-Nines and the aviation community?

If applicable, clearly explain any training request that might be considered unusual.

The completed application must include:

This form and attached essay.

Proof of student medical certificate held, knowledge test taken (with score), and solo.

A copy of the last page(s) of your logbook showing current hours flown.

A letter of reference from someone not a family member and outside of the aviation community.

A letter of recommendation from your chapter chair.

The signed and dated Signature Form.

SIGNATURE FORM

Print full name: _____

Signature of Applicant _____ Date _____

Return three (3) copies of the Application and attachments to:

Chicago Area Chapter of The Ninety-Nines

Cynthia Madsen

(address in The 99s directory)

Completed Application and Attachments Must Be Postmarked by **March 1, 2019**

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

January 25	Aviation Social 7pm to 11pm	with Chicago's Leading Edge WAI. Holiday Inn Itasca
January 26, 2019	99S ANNUAL IFR/VFR SAFETY SEMINAR & AVIATION EXPO	HOLIDAY INN ITASCA
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 2-7	Sun N Fun	Lakeland, FL
May 11	Girl Scout Aviation Day	DuPage Airport HOST TBD
June 23	Fly-in / Induction of new officers	Poplar Grove HOST Mary Lou Erikson
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 18	Open	date and HOST TBD
TBD	Fall NCS Meeting	Hosted by Indiana Dunes Chapter
Sept 7	Fetching Market / Meeting	Saturday, 11-1, Lansing, IL HOST Cynthia Madsen
October	Chapter October Event	date and HOST TBD
November	Charity Event	Schaumburg (date and HOST TBD)
December	Open – Holiday Party	HOST TBD
Spring 2020	North Central Section Meeting	hosted by Chicago Area Chapter
July 2020	99s International Conference	Long Beach, CA on the Queen Mary!!!

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