

# The Leading Edge

Newsletter for the Ambassador Chapter 99s

<http://www.ambassador99s.org>  
*See above photo at <http://scrappaper.ning.com/photo>*



Dear Ambassador Chapter members,

Now that the holiday season is upon us, we begin to think about what is in store for us in the coming year. Did you know that the Ninety-Nines is offering various scholarships right now? Did you know that you can win a scholarship not only for flight training, but for maintenance training and even funding to study an aviation-related topic at University? Most of us have experienced tough economic times recently, so there is no time like the present to apply. Visit the Ninety-Nines website for more information.

-Sabrina Riffle, Editor

## Contact Us!

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# JOIN OUR MONTHLY ONLINE MEMBERSHIP MEETING!

The Ambassador Chapter conducts **monthly online meetings every 9th day of the month at 9pm Eastern Time.** To join in on the fun, you'll need to download a free copy of Yahoo! Messenger at:

(for a PC) <http://messenger.yahoo.com/win.php>

(for a Mac) <http://messenger.yahoo.com/webmessengerpromo.php>

(from the Web) <http://webmessenger.yahoo.com/>

Each day on the 9th members from all over the world log in for about an hour to chat free over the Internet. Join us! And if you have questions, please contact one of the Chapter Officers for help.



If you're an Ambassador Chapter member who hasn't yet signed up for our Yahoo! Groups site, please consider doing so here. It's free and easy:

<http://groups.yahoo.com/group/Ambassador99s/join>

We use this site to post the meeting minutes, announcements, member bios and photos. Post yours today!

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## Attention: Ambassador Members!



We'd like to tell you about our new Charity Bear project, which we hope will help our members get to know each other better, and will bring joy to the end recipient, which we intend to be a terminally ill child in need of cheer.

If we do this project right, not only will it bring our diverse members closer, we hope it will bring joy and happiness to a young person as they learn about our special group, and in time, a memorable keepsake for the child's family.

Our intention is to send our new friend around to as many members as possible, where we hope she will spend time in each of your lives, and she will be exposed to the type of aviation you participate in, whether it be professional or private.

We hope you will take time to take her flying, introduce her to your family and loved ones, take pictures, contribute to her scrapbook and jot down a journal entry or two.

We will be posting information on "Project Bear" on the chapter website, and updating her travels in our monthly newsletter as the project progresses.

A member will be contacting each of you by phone or email in the near future, and we would appreciate your soonest indication as to whether or not you would like to participate.

As we compile our list of interested members, a "Travel Agent" will plan the most efficient itinerary to save on time and shipping charges.

If you would like more information on "Project Bear", would like to volunteer your services, make a donation to shipping costs, or have ideas to contribute, we welcome your comments!

Please help us make this a really special gift!

Kirsten Brazier, Chapter Chair  
[kirstenbr@yahoo.com](mailto:kirstenbr@yahoo.com)

### *A special Thank You! to:*

**Robin Turner**, for her donation of the bear, **Erin Recke** for her donation of a scrapbook for photos and memorabilia, and **Kirsten Brazier** for her donation of the bear's journal.

*Other donations welcome!*

# AMBASSADOR CHAPTER OCTOBER 2008 MEETING MINUTES

October 9th, 2008  
Monthly Membership Meeting  
Yahoo! Chatroom  
9pm ET

Members Present: Cindy Beam, Michelle Booth, Robin Turner, Sarah Wildman and Kira Vitale

Items Discussed: Charity Bear

The charity bear is a "Pilot Bear" purchased by Robin Turner. Robin has the bear and the photo album that will travel with the bear. She is still waiting to receive the bear's travel journal in the mail from Kirsten Brazier. Ideas for the bear's name were discussed.

The twofold purpose of the Pilot Bear was discussed. The bear is designed to get to know other chapter members in a fun way and to enrich someone's life by donating it to charity. The charity that will receive the bear has not been determined.

Robin will take the Pilot Bear on her first adventure in Robin's new Cirrus! Robin will take the bear to interesting destinations, take pictures of the bear in those destinations, and write comments about the bear's adventures in the travel journal. Then the bear will be sent to another member for new adventures.

It was suggested that the chapter find out ahead of time who is willing to participate in the charity bear project. This is to make sure the bear does not get delayed or lost on her journey around the country. The idea of a Tour Director was proposed. The Tour Director would be a chapter member who is responsible for keeping track of where the bear is and whom she is with.

Qualification requirements for the 2009 scholarships were also discussed.

# HEADQUARTERS DISPATCH

## FALL BOARD OF DIRECTORS MEETING

The Fall Board of Directors meeting will be held at Headquarters on October 24-25, 2008 (travel on October 23 and 26). The meeting hotel will be the Hilton Garden Inn on Meridian Avenue. To make your reservations call 405-942-1400. The cost is \$89 per night (plus taxes). This rate will extend a couple of days before and after if you are planning to spend some extra time at Headquarters.

Please let Headquarters Manager Laura Ohrenberg know the dates you will be there. Reports are due to Laura by October 10, 2008. Board meetings are open to all who wish to attend. If you are not a Board member, Governor, or Committee Chairman and would like to attend, please contact Laura for more information.

## 2008-2010: WHO TO CONTACT

99s News Publisher – Bobbi Roe  
 Airmarking – Ellen Nobles-Harris  
 Aviation and Space Education – Jill Williams  
 Awards – Corbi Bullock  
 Building Maintenance – Pat Prentiss  
 Bylaws/Standing Rules – Sally Biggin  
 Credentials – Thelma Cull  
 EAA AirVenture – Rita Adams  
 Election Procedures – Anna Taylor  
 FAASTeam – Lisa Cotham  
 Forest of Friendship – Lauri Probst  
 Headquarters Dispatch – Linda Horn  
 Insurance – Headquarters Manager  
 Membership – Sharon Blodinger & Lori Robishaw  
 Membership, International – Kitty Houghton  
 Membership Directory – Anna Taylor  
 Network Administrator – Linda Horn  
 NIFA – Carolyn Carpp & Lois Erickson  
 Perpetual Calendar – Pam O'Brien  
 PPLI – Leja Noe

Public Benefits Flying – Marilyn Schuler  
 Public Relations – Lisa Cotham  
 Publications – Donna Crane-Bailey  
 Sun 'n Fun – Barbara Sierchio & Nancy Wright  
 Technology – Maureen Kenney  
 Trademarks – Frances Luckhart  
 Website – Pam O'Brien

## AMELIA EARHART SCHOLARSHIP DEADLINE

Applications for Amelia Earhart Memorial Scholarships are available on the Ninety-Nines website in PDF format at [www.ninety-nines.org/aemsf.html](http://www.ninety-nines.org/aemsf.html).

The application must be submitted by the Applicant to her Chapter Amelia Earhart Memorial Scholarship Chairman by December 1, 2008.

The original application (including the Chapter recommendations) must be submitted by the Applicant to her Section Amelia Earhart Memorial Scholarship Chairman by December 20, 2008.

## PROPOSED BYLAWS / STANDING RULES AMENDMENTS DEADLINE

By Sally Biggin, International Bylaws/Standing Rules Chairman

Bylaw and/or Standing Rule amendments may be made by this committee, a Chapter, a Section, the Council of Governors, or the International Board of Directors to be presented to the membership at the 2009 Annual Meeting in Chicago, Illinois, USA.

All proposed amendments must be postmarked by December 31, 2008 and sent to:

Sally Biggin, Int'l Bylaws/Standing Rules Chairman

PO Box 1127  
 Hoopa, CA 95546 USA  
 Fax: 530-625-4736  
 Email: [sbiggin@thegrid.net](mailto:sbiggin@thegrid.net)

### 99S BREAKFAST SOCIAL AT AOPA EXPO

An invitation is extended to 99s and guests to attend our annual breakfast held in conjunction with AOPA's Expo in San Jose, California, November 6-8, 2008. The breakfast will be held on Saturday morning, November 8, from 7:30 - 8:50, at Eulipia, a wonderful restaurant one block from the Convention Center at 374 S. 4th Street, San Jose.

Breakfast will be a buffet featuring scrambled eggs, bacon, home fried potatoes, assorted toast, bagels and cream cheese, with fresh fruit, coffee, tea, sodas, and orange juice.

Our speaker will be Max Trescott, 2008 National CFI of the Year, author of *GI000 Glass Cockpit Handbook*, and Cessna and Columbia factory trained *GI000* instructor. Max is a general aviation advocate and is passionate about preserving and growing general aviation in the U.S. so that it remains available for future generations.

He is the President of the Silicon Valley GA, which protects and promotes General Aviation in California's Silicon Valley. Max is a frequent speaker on aviation topics and speaks to capacity audiences each year at AirVenture, Sun 'n Fun, and to other aviation groups.

Registration will be accepted on the Santa Clara Valley Website at <http://www.santaclaravalley99s.org> and until 12 pm Friday at the booth at the Expo. The cost is \$25.00. Cancellations will be accepted no later than November 5.

Come join in the fun and a chance to network with old and new friends. A fantastic time and delightful camaraderie are in store for all! For more information contact Sue Ballew at [skytrekker10@sbcglobal.net](mailto:skytrekker10@sbcglobal.net).

### October 31 - Deadline for Intent to Seek Election for 2009 (two Directors)

(Forms available in the Members Only section of The Ninety-Nines website)

### MARK YOUR CALENDAR 2008-09

October 24-25 - International Board of Directors meeting, Oklahoma City, Oklahoma

October 31 - Deadline to submit 'Intent to Seek Election' forms for the 2009 midterm elections

November 6-8 - AOPA Expo, San Jose, California

November 8 - 99s Breakfast at AOPA, San Jose, California

December 1 - Due date for 99 News submissions for the January/February 2009 issue

**December 1 - Due date for AE Scholarship applications to Chapter Scholarship Chairmen**

December 20 - Due date for AE Scholarship applications to Section Scholarship Chairmen

December 31 - Deadline to submit Bylaws and Standing Rules proposed amendments 2009

**January 31 - Deadline for submitting Professional Pilot Leadership Initiative (PPLI) application**

February 1 - Due date for 99 News submissions for the March/April 2009 issue

Future International Conferences

July 22-26, 2009 - Chicago, Illinois, USA

July 5-9, 2010 - Kona, Hawaii, USA

July 2011 - Oklahoma City, Oklahoma, USA

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## **SOUTH CENTRAL SECTION CHAPTERS ARE ACTIVE! COOL THINGS OTHER CHAPTERS ARE DOING...**

By Jan McKenzie

Here are some cool things that members of the South Central Section are doing lately. The 99s in our Section are a very impressive bunch of pilots! We keep thinking of creative and varied activities.

\*\* Rio Grande Norte were present at their own Jacque Boyd's induction into the Forest of Friendship.

\*\* Dallas will be holding an aviation badge event for a Girl Scout troop in Sherman.

\*\* Congratulations Oklahoma on another Successful Okie Derby! 30 Years!

\*\* Patty Taylor from San Antonio will be the formal representative of the 99s at the Texas Aviation Summit to be held in Austin October 31st.

\*\* Fort Worth is busy planning our Fall 2010 Section meeting at the American Airlines Conference Center.

\*\* Pikes Peak were Launch directors at the Colorado Balloon Classic during the Labor Day Weekend. They say the 'evening glow was spectacular' !

\*\* Sandra Leder from Lake Charles conducted an aerospace education day camp for the 19th year!

\*\* San Antonio publishes the anniversary dates of when each member joined the 99s in their newsletter.

\*\* Oklahoma held a joint meeting with Kansas and Tulsa Chapters.

\*\* Dallas is hosting a Flying companion Seminar at the McKinney airport.

\*\* Pikes Peak worked with a local FBO to provide a \$400 Private Pilot Ground School to the chapter to award to a local future woman pilot.

## ROBIN TURNER'S ADVENTURE FLYING HER NEW CIRRUS SR20!

Robin Turner recounts bringing her new Cirrus home, as written to Kirsten Brazier on September 11, 2008 and September 13, 2008 :

“It was a long day waiting for [the Cirrus] to arrive from Georgia, but finally mid afternoon she landed. We (my instructor/friend Bob and I) flew with Dennis from Augusta Aviation the rest of the afternoon, then I went home and my instructor flew with him for another four hours.”



“Tomorrow morning Bob is flying with Dennis for another hour or two. Then we are heading to Augusta to finish my paperwork. We’ll have lunch then fly back... all dependent on weather, of course!”

“I just realized this evening that I bought my first airplane on the anniversary of the day that stopped flight worldwide... 9/11. Kind of cool in a way.”

“We ended up staying overnight in Augusta, Georgia, and flew back today. We (my instructor/friend Bob and I) flew her home. I was to fly part way, but we wanted to get to Pittsburgh (actually our home KLBE) before the big storm front got here. We barely made it. [It was] sunny and gorgeous the whole way until about 40 miles south of Pittsburgh, where it was soup the rest of the way.”

“We flew the autopilot the entire way... well, from 400 feet after takeoff to 500 feet from landing (when we were finally able to see the runway). With [Bob] flying, and the luxury of autopilot, I got to play and learn a lot about the dual 430s, PFD [Primary Flight Display], MFD [Multi Function Display], all the screens and all the capabilities... well, maybe not all, but a good start at it! She is an absolute DREAM! My little princess!”



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# NOTES FROM THE NORTH

## Learning a New Aircraft and Preparing for Checkrides

By Kirsten Brazier

Recently a friend asked why they hadn't heard from me for a while, and upon hearing my answer, reacted with some surprise when I listed off the four aircraft types I was studying in preparation for upcoming check-rides or training in. 'How on earth do you do it?' she asked...

I hadn't really thought about it until she mentioned it- constantly cramming both new and old information into my brain just seems to be part and parcel of being a professional pilot. Many of us are regularly faced with recurring check rides and learning new aircraft types "on-the-fly". While each situation can be a challenge, somehow we manage to cope, and juggle our often complicated personal lives at the same time.

As I age, I have come to view my self-proclaimed status as the Queen of Procrastination, as an achievement rather than a failing, and even I, the tardiest of the tardy, can manage to pull the proverbial rabbit out of the hat when I need to. Balancing an orderly system of study, with some good old fashioned cramming can produce some great results - and sometimes it isn't even all that difficult to motivate yourself once you get going...



Every time I set out to learn a new aircraft, or re-learn an old aircraft for a new company or situation, I build my information in a fairly similar way. And, since I am a hands-on, visual type of person, I like to do a lot of my learning in the aircraft and in the hangar where I can smell or feel the aircraft, instead at a desk or couch.

Before going near the aircraft, I usually start with the government civil aircraft register - in Canada and the US this is available online - and look up the ident of the aircraft I am to fly. This is a great place to find out to whom the aircraft is really registered, the serial number and year in which the aircraft was built, and other interesting tidbits. Often there is historical in-

formation about the aircraft, and/or the ident that can be of casual interest. Also online, one can usually look up Supplemental Type Certificate (STC) Information and Airworthiness Directive (AD) information, to determine which modifications and special installations are applicable to your aircraft. In a perfect world, this information would be summarized and included with the documentation and flight manual information on board the aircraft, but you might be surprised to learn how often this information is lacking. In many heavily modified aircraft, or those with multiple options for engine, propeller and installed equipment, the normal and emergency procedures, along with performance information will be dependent on knowing the specifics applicable to your particular aircraft.

Depending on the size of your organization, and the thoroughness and openness of your maintenance and/or technical records department, this information might be available to you by simply asking the right people. If not, start digging!

Armed with this introduction, I then tackle the Aircraft Flight Manual or Pilot Operating Handbook (AFM or POH) - usually from within the vicinity of the aircraft. Unless it is raining or -40 degrees out, I like to start



outside the aircraft, and read the Description and Systems sections - locating all the applicable structures, flight control surfaces, landing gear, etc. I'll often take a copy of the Normal Procedures, Walkaround with me and do just that - a flight manual guided walkaround. This is a great way to locate fuel drains, landing and nav lights, de-ice equipment, stall warning devices, pilot inspection panels and places to check and fill fuel, oil and other applicable fluids. In the Description and/or Systems section of the flight manual are usually described various "squat" switches, power lever switches and stall warning vane(s) that might determine various warning horns you could hear in flight given certain configurations of power, landing gear and flap settings. I like to locate each particular item and learn about the associated warnings as part of my "walkaround".

Next, I sit in the flight deck with the AFM and find all the things that look familiar to me, and read or ask questions about those that don't. A great walk through of the cockpit can be done by reading the pre-start and start procedures and locating every switch - and do this again and again using the aircraft checklist as a tour guide. Often the aircraft checklists are abbreviated, on the assumption that the pilot is familiar with the applicable item to be checked. Again, the AFM contains the full procedure for every item required to be checked before, during and after the flight, so I will usually spend a fair bit of time comparing the abbreviated checklist with the

AFM to learn the required information and find the appropriate levers, switches, instruments and gauges.

As I grow more familiar with the aircraft, I progress to the Emergency Procedures section of the AFM. One by one I review each procedure; find and memorize the location of every applicable circuit breaker, switch, lever etc. Later, as I begin to memorize the applicable emergency procedures, I will spend a lot of time "armchair" flying each procedure, either in the aircraft, or visualizing the now familiar cockpit layout as I "fly". If the aircraft systems are complicated, then I will spend a fair bit of time tracing out the hydraulic, fuel, electric and engine schematics to figure out various failure scenarios and their effects on other systems.

If you can find a maintenance person to give you a guided tour of the airframe and engine(s), they will often be able to point out useful information not available in the flight manual, along with common things to watch for on your regular walkaround. This information is usually based on common failures experienced over time, and can be really useful in identifying potential problems on the ground. Talking to a mechanic about their experiences with the aircraft can help you in flight too, so don't overlook this often very valuable resource. If you have access to the maintenance library for the aircraft, often the maintenance and overhaul manuals for the aircraft, engines, propellers and installed components will be more detailed in their descriptions and pictures of hard-to-understand concept and systems.

For installed communications and navigation equipment that lacks documentation, Google is a great tool. Many operating and maintenance manuals for equipment can be found after a brief search online.

If I have the time to spend with my new "friend", I find the above methods are an interactive and fun way to really solidify important information in my brain and it becomes easy to keep procrastination at bay. If I study in an office or other sterile environment, procrastination usually wins.

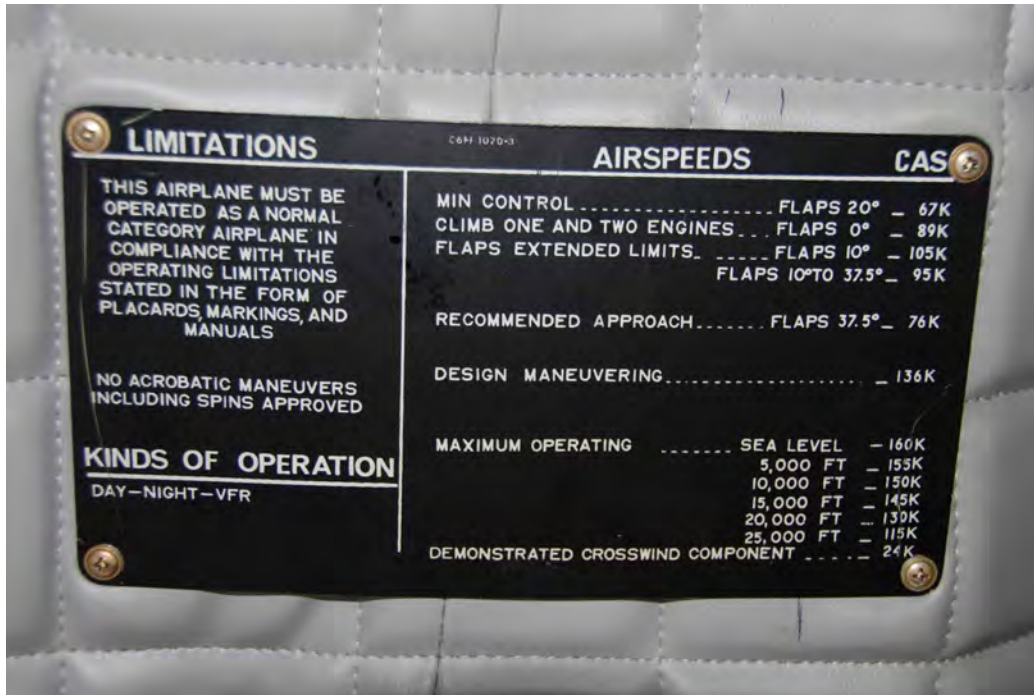
Next comes the cramming, and fine-tuning of numbers and key data required by memory. Working from a quiet area, I sit down with the AFM and look up every important V-speed, limitation and other important memory items for the ride. Some people like to make up flash cards for this purpose, and using these, with the immersion described above, works too. I usually use flash cards for one-time check-outs or infrequent rides.

If it is for an aircraft I am to fly regularly, and since I often find myself flying more than one aircraft type, I add the critical systems notes, engine limitations V-speeds and emergency memory items to my little "Ferry Notes" book (something like the ATA and Wasp pilots used to use, only a little messier). I have little tabs for each aircraft type, and where I fly more than one aircraft of the same type, I will have an ident section with a list of mods and installations, serial number and year of manufacture applicable to that particular aircraft. I also copy and shrink useful weights, measures and conversion charts from the Flight Supplement and tape or glue them right into the book. In the book I have a section to keep a running tab on snags or in-flight irregularities; along with a record of the flight. It also acts as a mini journal if something interesting occurs, or you want to jot down someone's email address or contact information.

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That book goes with me everywhere, and I use it for flight planning, in-flight, post-flight, and any time I want to quickly brush up on the basics without spending extra time with the AFM.

The most important thing to remember when you are pressed for time and required to perform some kind of check ride or even just fly an aircraft you don't know all that well: Know the stuff that will kill you first. That means most of the V-speeds, critical limitations and emergency procedures. The rest will come later, and some of it you can "wing" if you have to.



And how to handle all this when the rest of your life is chaos too? Prioritize! Make a list of all the demands being placed on you and figure out which ones are really time critical and important. The rest can wait. If you have a few key items on the top of the list, and family, friends and other commitments are all clamouring for attention, calmly explain to them that you need to focus your attention on your upcoming ride and you appreciate their patience and understanding - you'll tend to their needs once this important task is complete. If it is appropriate, you can even involve them in your studying or have them challenge you for answers to test your mettle.

The night before any flight test or ride should be free of any books or cramming exercises. Many of us who ignore this advice find ourselves in a panic because we're so stressed out we can't remember our own names and we fear we're not ready for the ride. Nonsense! Do something fun, get a good night sleep, and in the morning, do what you do best - FLY!