
WASHINGTON DC CHAPTER 99s NEWSLETTER

19 November 2001

*The Washington DC Chapter cordially invites you to tea
In honor of Fay Gillis Wells, Charter Member of the
Ninety-Nines at the home of our former President (1998-2000)
Beverly Sharp
2502 Gold Cup Lane
Reston, Virginia*

*Saturday, December 1st
2:00 to 5:00 pm*

r.s.v.p. 703-450-5481; 202-965-3056 (by Nov. 28th)

Fay Gillis Wells, Charter Member of the Ninety Nines, was instrumental in drafting the 1929 letter inviting licensed women pilots to join together for mutual support. 99 of the women said, "Yes!" Fay continues to provide strong support for women pilots. She has recently received the 2001 Katherine B. Wright Award that pays tribute to the women who have made "a personal contribution to the advancement of the art, sport and science of aviation and space flight over an extended period of time. Join us in our celebration...and since it's Christmas Time, we'll have our annual Christmas Party as well. Bring a dish (appetizer, salad or dessert) and an inexpensive gift (around \$5.00).

Directions: Toll road 267 to Wiehle. Turn left. At second stop light, turn right on Sunrise Valley Dr. At next light, turn left on Soapstone Dr. Turn right on Lawyers road. Turn right on Gold Cup Lane.

Sign up for Aerobatic Training & Get a new Attitude

By Harry Kraemer

Airshows plus pilots & airplanes = aerobatics. Originally called stunt flying, the name *aerobatics* comes from "aerial acrobatics". We can trace its roots back to WWI and the first fighter pilots. Often these pilots were just showing off by performing stunts. However, some of the maneuvers were for the purpose of dog fighting. After WWI, major aircraft manufacturers used professional test pilots to perform stunts and aerobatics in their planes to promote sales and showcase their latest aircraft.

Today we are thrilled by modern day stunt fliers at airshows all over the country. But aerobatic training has become more than just doing stunts. Aerobatic schools have started offering something new, upset recovery training, emergency maneuver recovery, or advanced unusual attitude training. Whatever the name, its aerobatic training that may someday save your life. Aerobatic training is also a real confidence builder. I recommend for a minimum, for pilots who have not received spin training, to get spin training from a professional, one who teaches aerobatics. Learn spins inside

and out. Learn that an airplane can spin without the prestall buffet.

There are many locations locally that offer aerobatic training. I have had the pleasure of going through Frederick Flight Center's program, and I must say that after 6000 plus hours of professional flying, the five-hour program at Frederick gave me a great deal of confidence in my every day flying. I have listed several of the locations below, with contact info:

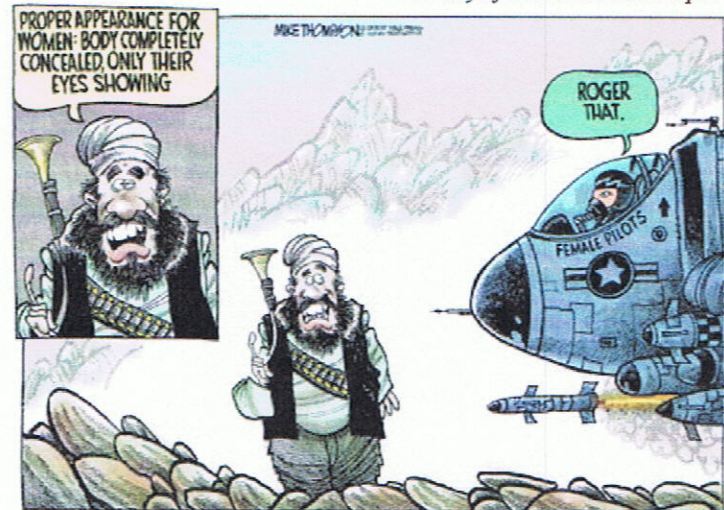
Dent-Air, LTD
Lee Airport, Annapolis, MD
410-956-0047
Aircraft: Pitts S-2B

Frederick Flight Center
Frederick Municipal Airport, Frederick, MD
800-355-0620
Aircraft: Cessna 152 Aerobat

Flying Lemur Inc.
Potomac Airfield, Fort Washington, MD
703-623-9445
Aircraft: Super Decathlon

Lynn Aviation
Bay Bridge Airport, Stevensville, MD
800-416-4757
Aircraft: Extra 300L

courtesy of Old Dominion chapter



Washinton DC Chapter 99s
771 E. Gude Drive
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