



THE SOUTHWESTERLY

*Quarterly Newsletter of the Southwest Section Ninety-Nines
Arizona • California • Hawaii • Nevada • Utah*

Penny Nagy

January – March 2012

TFrom the Governor...



Thank you, Monterey Bay, for hosting our 2012 Winter Workshop on January 28. By all accounts the meeting was a huge success. The view from the meeting room was so spectacular that it was hard for those present to keep their minds on the business at hand.

I want to thank everyone who played a part in this year's meeting, especially International Director, Corbi Bulluck, who came out from North Carolina and presented the member survey results from last fall. The results were fascinating and I think that all of the members should be able to hear her presentation. I'd like to invite everyone, especially those who have never attended a workshop, to attend next year's meeting in Redding, CA. The meeting is very informal and a lot of interesting topics are presented. Along with Corbi's presentation, we also revisited Martha Phillips' New

Member Orientation. Dianne Cole did a seminar on how to put on section meetings and we had a round table discussion of what is working in your chapter.

By the time you receive this issue of "The Southwesterly" you should have received your ballots for the upcoming elections, both Section and International. Please vote! Remember every vote does count. The Section Chief Teller must receive the Section ballots by April 1st in order to be counted. Why not complete and return your ballot right after it arrives. With that being said, have you ever considered running for an office? I can tell you firsthand that serving the 99s is one of the most rewarding experiences I've had. Sure it requires extra work but the rewards you receive far outweigh the work involved.

San Fernando Valley is hard at work preparing for the Spring Section Meeting May 4 – May 6. If you arrive on Thursday you'll be able to visit the Toluca Lake home of Amelia Earhart and afterward enjoy dinner at Universal Citiwalk. There is no charge for this tour as we will be carpooling the few blocks to the home. Because of the size of the house, the tour will be done in small groups, while the rest stand under the tree where Amelia loved to sit, read, write and plan her trips.

September 7 – 9 will find us in Santa Maria for the Fall Section Meeting and dedication of the Santa Maria Valley Chapter's new Memorial Garden. The chapter has been working on this project for well over a year and I know that they are looking forward to

sharing the fruits of their efforts with all of us. It promises to be an inspiring afternoon.

Reno Area has stepped up and will be hosting the Fall, 2014 Section Meeting in Reno. This will coincide with the hot air balloon festival. This will be an event that I sure don't want to miss.

We are looking for chapters to host both the Spring and Fall, 2013 Section Meetings as well as Spring, 2014. Has your chapter ever thought about hosting a section meeting? Now is the time to do it. If you think you're too small, you can always contact those chapters around you for help.

How about doing a joint section meeting? This can really work well. I can attest to working on at least two joint meetings. One was in 1991 when six small Northern CA chapters along with the Reno chapter hosted the Fall Meeting at North Lake Tahoe. We all had a great time and it was a great way for me to meet other 99s. Last fall's meeting in Durango was the other joint meeting that I had the pleasure to be a part of.

A/E Scholarship Chairman, Lori Parker and her committee submitted 20 Amelia Earhart Scholarship applications to Int'l which included two New Pilot Scholarships, 6 Vicky Cruse EMT Scholarships and 12 Flight Training, Jet, or Academic Scholarships. I'm keeping my fingers crossed for all of our deserving applicants.

Have a wonderful next few months and I hope to see you all in Studio City!

Southwest Section Online Chapter

Chair Packets:

Maureen Kenney, SWS Webmaster
mdkenney@yahoo.com

Please remember to send in your reports!

Chapter Chair Packets are available on the Southwest Section website (SWS99s.org) in the Members Only area, at the time of each SWS Section meeting. These packets include reports and announcements that are essential communication to the chapters. We need your help. Send your reports to the Section Secretary and to the section webmaster.

Several years ago we transitioned from paper packets for Chapter Chairs to online packets in the Members Only area of the Southwest Section website. This change had several advantages:

1. In the past, many chapters did not send representatives to the semi-annual SWS meeting. But the secretary was required to assume they would be present. Large envelopes, stuffed by the secretary at home, in her hotel room and just before the meeting, were transported to the meeting site. More than half then had to be transported home again, and snail mailed to the absent chapters. Putting the packets online has reduced the secretary's workload and as important, the cost of producing and distributing these packets.
2. Because the old packets were paper, the chapter chair was challenged in dispersing the information to her chapter members. Many simply brought them to the

next chapter meeting, hoping that members had time to read the notes. The online packets are available to ALL members, and the chapter chair now has to refer members to the website, and as necessary print material for computer challenged members.

3. Chapter and committee reports were often submitted on scraps of paper, generated at the last minute. The secretary was then responsible for translating these notes and including them in the minutes.

While paper fliers and handouts are useful and often necessary at the section business meeting, those fliers only reach the small number of section members who were able to attend the meeting. They should also be sent electronically to the secretary and to the webmaster, for inclusion in the Chapter Chair Packets, to ensure wide distribution.

The reports which are usually included in the Chapter Chair Packets:

Fall Meeting – Southwest Section Committees report at the business meeting. They also submit written reports to the secretary and webmaster, for the CCPs.

Spring Meeting – Chapter Chair reports are presented at the business meeting. They also submit written reports to the secretary and webmaster, for the CCPs.

It is requested that these reports be submitted two weeks before the meeting. However, the reports are accepted even after the section meeting, and inserted into the packets.

Ratings and Certificates

Marci Casey (San Luis Obispo) – Private Pilot Certificate

Tish Allan Jacobs (San Luis Obispo) – Private Pilot Certificate

Julie Butler (San Luis Obispo) – Power SEL

Charly Schaad (San Luis Obispo) – Commercial Pilot Certificate & Instrument Rating

Krystene Zehnder – San Diego Chapter – CFI

Moe Makowski (Reno High Sierra) – Instrument Rating

Natalie Anaston (Bay Cities) – CA Department of Pesticide Regulation
Aerial Applicator Certification

Julie Holst (Bay Cities) – Commercial Rating

Cynthia Sperberg-Hart (Bay Cities) – passed Airframe License exam

Correction from the previous issue:

Julie Millis (Chair – Sedona Chapter) – Single Engine Instrument Rating August 2011

Section Officers

Governor:

Penny Nagy

Vice-Governor:

Dianne Cole

Secretary:

MaryKay Lindstrom

Treasurer:

Sharon Raney

Immediate Past Governor:

Linda Mae Draper

Directors:

Barbara Crooker

Karen Kahn

Nominating Committee:

Jeanne Fenimore (Chair)

Margaret Brennan

Nancy Genesi-Hill

Traci Leider

Jeanne Pierce

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Southwest Section Committee Chairmen and Board Liaisons 2010-2012

Mission Statement: to promote world fellowship through flight

Flying Activities:

Airmarking

NIFA

Young Eagles

Flying Activities

Lynn Meadows, Reno High Sierra

Virginia Harmer, San Gabriel Valley

Pat Forbes, Santa Clara

Lisa Erickson, Orange County

Mission Statement: to provide networking and scholarship opportunities for women and aviation education in the community

Education & Chapter Development:

Aerospace Education

Fundraising

Membership

Associate Members

Sister Sections

Sue Kerr, Mt Shasta

Susan Liebler, Ventura County

Kim Ernst, Fullerton

Andy McCarthy, Alameda County

Kitty Houghton, Marin County

Communication:

Southwesterly Editor

Southwesterly Layout

Southwesterly Circulation

Chairman's Manual

Public Relations

SWS Website

Jeanne Pierce, Reno Area

Janet Cote', Sacramento Valley

Lynn Meadows, Reno High Sierra

Diane Pirman, Santa Maria Valley

Connie Charles, San Diego

Maureen Kenney, San Fernando Valley

Awards:

Awards Chairman

AE Scholarship

Other Scholarships

WPOY

Open

Lori Parker, Ventura Co

Dorothy Norkus, San Diego

Pat Prentiss, Orange County

Pilot Careers:

Kristen Mansel, Bay Cities

Liana Hart, Las Vegas Valley

Mission Statement: to preserve the unique history of women in aviation

History:

Historian

Photographer

Oral History

Forest of Friendship

Scrapbook

Anita Lewis, Rio Colorado

Lilian Darling Holt, San Fernando Valley

Pat Chan, Bay Cities

Dorothy Robinson, Bakersfield

Mari Hurley, Imperial So-Lo

Open

Administrative:

Tax

By-Laws

Nominating

Insurance

Alena Herranen, San Diego

Pat Prentiss, Orange County

Jeanne Fenimore, San Fernando Valley

Open

www.sws99s.org

Breaking the Glass Ceiling in Abu Dhabi

By Nina Laramore, Santa Rosa Correspondent

Helicopter pilot Elizabeth Cook Peebles, 32, has spent the past three years under a microscope, doing what no female pilot has ever done before. As the only female helicopter pilot in Abu Dhabi, she flies tourists, heads of state and even Arab royalty around the United Arab Emirates.

"If I misstep, it could confirm the pre-existing notion that women shouldn't be out there," Peebles said. "I may not portray it, but it's a heavy responsibility."

She grew up in Santa Rosa and still considers it home. "I spent 17 years here, and my parents are still here," she says. Although she didn't know what she wanted to do while attending Montgomery High School, she credits her parents, Catherine DePrima and Leo Cook, with giving her the courage to blaze new trails. "One of my favorite activities as a little girl was when my father would throw me into the air and catch me," Peebles said. "He encouraged me to ski steeper mountains, climb to higher vistas and travel to new places. He showed me how much fun life could be if I just pushed myself out of my comfort zone every once in awhile."

After graduating from UC Santa Barbara with a degree in communications and health services, she took a job at a luxury spa in Tecate, Mexico, and then became a health instructor for a weight loss company in San Diego. From her office window she could see the flight path of a small airport and often found herself daydreaming while watching the air traffic. She signed up to flying lessons and loved the freedom of being airborne. "But it wasn't until I treated myself to an introductory helicopter ride that a lightbulb went off in my head," she said. "The helicopter was the epitome of cool. I loved the bird's-eye perspective of the Earth."

She started in a Robinson R22, so small and sensitive it felt like she was "putting on a flight suit and dancing with it," she said. "The difference between a helicopter and an airplane is like the difference between a motorcycle and a car." While earning her first of seven pilot's licenses (two in small planes, five in helicopters), Peebles went to work in the helicopter company's office and eventually moved to Las Vegas to fly tours of the Grand Canyon. That's where she met and married Kirk Peebles, who flew for the same company. After they were married, they heard about a job opportunity with Falcon Aviation Services in the United Arab Emirates. They were hired after flying enough hours to get an Airline Transport Pilot rating, the highest level in aviation but the company's minimum hiring standard.

They found Abu Dhabi to be cosmopolitan, but very hot. "No one would ever choose to live there for the weather," Peebles said. She also learned to accept the shock when people first saw her in the cockpit. "They are always respectful, more so than the Western passengers I used to fly to the Grand Canyon. I fly people who want to get somewhere real fast, to areas where they haven't seen a woman in six months or more, but they always treat me



Elizabeth flies over sand dunes near Abu Dhabi

well." Once they have flown with her, her gender is no longer an issue, and the royal family is very supportive. "The other day I flew out to do a refueling in the middle of nowhere and an Indian guy was assisting with the fuel truck," Peebles said. "He said he would tell his wife and daughters about me. It's something that they would never have thought possible in a million years. It opens their minds to what women can do, and I just love that."

Peebles describes her job at "a glorified taxi driver, taking people wherever they want to go." When she first arrived in Abu Dhabi, she did eight tours a day of Palm Jumeirah and other landmarks that can only be appreciated from the air. She also has lunched at royal palaces, landed on top of the world's highest helicopter pad, and flown over desert landscape that resembles Mars.

When the economy collapsed, Falcon expanded to offshore oil exploration, and Kirk was promoted to that program. With the support of Falcon's management, Peebles will join him by the end of the year, having conquered the skepticism of the old school company that runs the oil fields. "No woman had ever flown offshore in Abu Dhabi," Peebles said, explaining the victory, "but I had already put a small crack in the glass ceiling." Her training on the Bell 412 helicopter used for offshore flying begins this month.

She and Kirk aren't sure how long they will stay in Abu Dhabi or their ultimate goal, other than earning as much money as they can and paying off their flight school debts. Peebles won scholarships from the Ninety-Nines, the oldest flying club for women, whose first president was Amelia Earhart, and the Whirly-Girls International Women Helicopter Pilots. She belongs to both groups, including the Arabian section of the Ninety-Nines, which had only 13 members when she joined. "The Whirly Girls scholarship made it possible for me to get my instrument rating in helicopters," Peebles. "It was very cool to be around these women."

"Once I met and fell in love with Kirk, we had to merge our paths," she said. "Many couples in aviation don't stay together because it's hard to get jobs for the same company and in the same city. Our personal goal was to find a place we could work together."

Getting the Lead Out; A Special Report from AOPA

The FAA recently announced its approval of a new very low-lead fuel specification for use in all aircraft currently operating on 100LL. The approval, issued in a special airworthiness information bulletin (SAIB), is the culmination of an effort initiated last year by the members of the general Aviation Avgas Coalition, the petroleum industry, and several engine and airframe manufacturers. The new fuel specification, called 100VLL, has a maximum lead content nearly 20 percent lower than the existing 100LL specification. The SAIB states, "The FAA determined that grade 100VLL meets all of the performance requirements of grades 80, 91, 10 and 100LL and will perform identically in existing aircraft and engines. 100VLL retains all of the essential safety requirements important to aircraft owners and operators. Of critical significance to those flying airplanes with high compression engines, and SAIB also states that "grade 100VLL has the same minimum octane rating and will provide the same level of anti-knock performance as 100LL and 100 avgas grades."

California clamor: Press to halt assault on avgas sale

A California judge is expected to rule soon on whether to proceed with a request by the National Air Transportation Association and its California members to halt threatened legal action that could have far-reaching consequences. The threatened lawsuit would be brought under the California Safe Drinking Water and Toxic Enforcement Act, known as Proposition 65, by the Center for Environmental Health (CEH). If successful, it would circumvent the orderly process, developed by the FAA and the Environmental Protection Agency (EPA) and backed by the general aviation and petroleum industries alike, for transitioning to an unleaded aviation fuel.

Here's how we got to this point:

May: the CEG threatened to sue to end distribution and sale of 100LL under California's Proposition 65. It is an understatement to suggest that this would devastate GA in California and could potentially snowball with broader national consequences. In August, the CEH said it would instead sue to require airports to warn every individual who lives near or passes by that lead emitted from piston aircraft "causes cancer and reproductive toxicity," NAIA said. This requirement "would be a public relations catastrophe for airports in California on which we are critically dependent and ones we have been fighting for years to preserve," NAIA's Jim Coyne said.

June/July: The GA community banded together behind a coalition of California FBOs and fuel distributors organized by NATA to block the CEH actions with an injunction. Among the several factors cited, perhaps the most compelling is the CEH/Prop 65 intrusion into the ongoing activity of federal agencies EPA and FAA to arrive at a long-term 100LL replacement solution. The EGH, in response to the NATA coalition actions, agreed to put its

Proposition 65 action on hold until Oct. 28 so a federal judge could rule on the injunction.

August: Members of the congressional GA Caucus joined the argument on the side of the NATA injunction by writing directly to Secretary of Transportation Ray LaHood, EPA Administrator Lisa Jackson, and FAA Administrator Randy Babbitt; they cited the federal interests of primacy in establishing national aviation and environmental standards and of preventing the "devastating consequences: of enabling the CEH and a single California judge to set national transportation policy for millions of Americans.

August/September: The California State Attorney General's office got involved in the matter. First, California Attorney General Kamala D. Harris agreed not to effectively side with the CEH and sue to end 100LL distribution and sale without first providing notice to the coalition. In a subsequent action, the attorney general's office wrote to LaHood, Jackson, and Babbitt and essentially rebutted concerns presented by members of the GA Caucus in August. It is yet unclear if the California State Attorney General is officially "policy neutral" in the 100LL matter. See NATA's response to the state attorney general: <http://nata.aero/PressRelease/Default.aspx?id=421>

October: On Oct. 3, the first judicial hearing was convened to review arguments on the request from NATA for an injunction. The presiding judge asked parties for more information and the hearing was inconclusive. A decision on the CEH and the state's motion to dismiss the coalition's request for an injunction is expected this month. The NATA case is referred to as "Lloyd's Aviation, Inc. et al v. Center for Environmental Health, et al." AOPA will closely follow, report, and engage in this series of events. Hear Coyne's comments on AOPA Live.

http://www.aopa.org/aopalive/?watch=p1Njd1MjPW47Sf_oW6gg2CQVvJnJkk-Y&WT.mc_id=&wtmcid

Note from the editor:

No update has been posted by AOPA as of the date of this issue.

Fullerton Chapter Treated to TRACON Tour



Fullerton Chapter pictured are: Heide Aguirre, Vicki Mena, Lisa Erickson, Kim Ernst, Pat Savage, Denise Jennings, and Dana Glidden. Others on tour, but not pictured were Mike Blackstone from Air Combat USA, and Nancy Thompsen and her husband at the TRACON building.

BOOK REVIEW....

Jaguar Princess, A Novel

Marjorie Bicknell Johnson, Santa Clara Valley 99s, announces her recently published novel, *Jaguar Princess: The Last Maya Shaman*, crafted from the unique geography, history, and culture of the Yucatán. Chanla Pesh, descendant of a Maya king, is destined to be a shaman. She learns to read the hieroglyphs at a ruin in rural Yucatán and wins a scholarship to study archaeology, but the gods will punish her if she refuses their call. She unearths an ancient book, a rare find

indeed since the Spaniards burned them all in 1562, and while seeking treasure from its riddle, clashes with a knife-wielding looter. After he leaves her to die in a cave, she curses him to death by crocodile and discovers powers she didn't know she had.

Marjorie's well-researched book takes you on an archaeological adventure. You will learn how the ancient writing was decoded, how small aircraft are used in archaeology, and what

happens to Pesh when they ditch the floatplane in the river.

To order a signed book, contact Marjorie at marjohnson@mac.com. Send your mailing address and indicate how to personalize the book. Packed with the book, you will receive an invoice for \$20 with payment instructions. For each book sold to a Ninety-Nine, Marjorie will donate \$5 to Ninety-Nines, Inc

The Reno Area 99s invite you to a luncheon with

Janice Cessna Clarke
Clyde Cessna's Granddaughter
The Legacy of Cessna

Saturday April 21, 2012 11:45 – 2:00 pm

The Sands Regency Casino - Regency B Ballroom

345 North Arlington Ave
Reno, NV

Tickets are \$25 each payable in advance
Door Prizes and Raffle

Menu: Choice of Chicken Caesar Salad with Garlic Bread or Asian Turkey Wrap with Pasta Salad and Tiramisu, Coffee, Hot and Iced Tea

*Proceeds will benefit the Reno Area 99s and The Reno Pops Orchestra

Name(s) _____

Address _____

E-Mail _____

Luncheon choice(s): Asian Turkey Wrap _____ Chicken Caesar Salad _____

Make checks Payable to: Reno Area 99s

Mail to: Ann Batty 860 W Peckham Ln Reno, NV 89509

Questions? Kathywalton99@netscape.net

Order deadline is April 10, 2012

Motion Induced Blindness

This was sent to us by Cindy Pickett, who got it from a friend. It is a fascinating experiment that will reinforce your attention to the method of looking for traffic that we were all taught when we learned to fly. It is essential that we scan the sky to avoid missing the obvious. I encourage everyone to try this.

This is frightening! It works exactly like it says, and is one major reason people in cars can look right at you (when you're on a motorcycle or bicycle)---AND NOT SEE YOU.

From a former Naval Aviator. This is a great illustration of what we were taught about scanning outside the cockpit when I went through training back in the '50s. We were told to scan the horizon for a short distance, stop momentarily, and repeat the process. I can remember being told why this was the most effective technique to locate other aircraft. It was emphasized (repeatedly) to NOT fix your gaze for more than a couple of seconds on any single object. The instructors, some of whom were WWII veterans with years of experience, instructed us to continually "keep our eyes moving and our head on a swivel" because this was the best way to survive, not only in combat, but from peacetime hazards (like a midair collision) as well. We basically had to take the advice on faith (until we could experience for ourselves) because the technology to demonstrate it didn't exist at that time.

Enter the link below into your browser for a demonstration ...

<http://www.msf-usa.org/motion.html>

Did your chapter have an interesting flyout?
Volunteer opportunity? Fundraiser? Airmarking?
Let us know !!

May 15th is the next newsletter deadline

SUMMER FLYING –

It's a bright, bright, sunny day!

By Jeanne Pierce

Here we are heading into summer and don't we love the sunny days and greenery below, especially in the northern states after a dismal gray-brown winter. I was reading an article from the August 2011 issue of *Aviation Safety* magazine that reminded me of the flying issues of summer and thought I should quickly summarize and pass it on.

The obvious hazard in the summer is thunderstorms, but that can be the least of your worries!

Haze, dust and smoke: those warm days can produce some heavy haze mixed with dust, and farms are burning fields, as well as, those nasty fires we get in the dry season all create serious visibility issues. *Possible solutions:* make sure you check area and terminal forecasts, even on short familiar routes; flying in the evening can be much less hazy as the air gets cooler; altitude is your friend, you can often climb high enough to get over the haze (not so much with smoke) and see possible thunderstorms as well.

Turbulence: as we know, the warming air can create some rather uncomfortable (and down right "pucker factor" scary!) turbulence. *Possible solutions:* flying early in the morning and putting it down by noon can help avoid that in most

areas. California coastline is an exception to this because of the morning fog.

Density Altitude: Yes, our nemesis DA! DA creates deteriorating performance as it increases, even in turbocharged and turbonormalized airplanes. Remember, you have less power for takeoff and maneuverability, you need more runway, you need more time to clear obstacles, you need less weight and in the high desert (where I live) it doesn't necessarily feel that hot when it is so dry. *Possible solutions:* lighten the plane; fly early or evening; always check the DA on your route; know your aircraft

Gusts, Fronts, Gust-Fronts: Storms form and die quickly in some areas and it all creates powerful winds. Winds also change direction and velocity without warning. Convective activity sometimes happens along with those winds. Remember, you don't have to be IN a storm to be in trouble from one. Winds come ahead of the storm, and thunderstorms can produce lightning miles ahead of the storm system. *Possible solutions:* AVOIDANCE - Steer clear of any storm activity whenever possible; check wind and weather frequently enroute; be prepared for the unexpected; don't try to "escape" a rapidly approaching storm by out-running it

Fly safe! Have fun!

FLYOUTS TO SUMMER MUSIC FESTIVALS IN THE WEST – 2012

[Please check with organizers closer to the time to verify exact dates]

[Aspen Music Festival, Aspen, CO](#)

June 27-August 19

[Music @ Menlo, Atherton/Menlo Park/Palo Alto, CA](#)

July 20-August 11

[Bravo! Vail Valley Music Festival, Vail, CO](#)

June 24-August 1

[Music from Angel Fire, Angel Fire, NM](#)

August 17-September 2

[Cabrillo Festival of Contemporary Music, Santa Cruz, CA](#)

July 29-August 12

[Music in the Mountains, Durango & Pagosa Springs, CO](#)

July 7-29

[Chamber Music Northwest, Portland, OR](#)

June 18-July 22

[Ojai Music Festival, Ojai, CA](#)

June 7-10, 2011

[Colorado Music Festival, Boulder, CO](#)

June 23-August 3

[Oregon Bach Festival, Eugene, OR](#)

June 21-July 8

[Festival Mozaic, San Luis Obispo, CA](#)

July 12-22

[Santa Fe Chamber Music Festival, Santa Fe, NM](#)

July 15-August 20

[Grand Teton Music Festival, Jackson Hole, WY](#)

June 27-August 11

[Seattle Chamber Music Society Summer Festival,](#)

Seattle, WA

July 3-August 10

[La Jolla SummerFest, La Jolla, CA](#)

August 1-24

[Strings Music Festival, Steamboat Springs, CO](#)

June 25-August 20

[Mainly Mozart Festival, San Diego and Baja, CA](#)

June 5-17

[Sun Valley Summer Symphony, Sun Valley, ID](#)

July 30-August 16

CHAPTERS ON

Bay Cities

Bay Cities has just celebrated their 80th anniversary! The event was well attended by members of Bay Cities, as well as members of many other chapters. This year they offered their first aviation scholarship. Some members attended the Tuskegee Airmen presentation at Gness Field in February. Their calendar is full of winging and educational potluck events for the year, as well as FAA seminars. Member, Tracy Zedeck was awarded the Alameda County scholarship. Member Riley Reese is featured in their February newsletter flying a C-17 in the USAF Reserves.

Fullerton

The Fullerton Chapter drove to the Federal Aviation Administration TRACON building in San Diego for a tour of their facilities. San Diego is the busiest TRACON in the world (SoCal Approach) and services over 62 airports. Just watching these controllers in action provided us a bigger appreciation for how they sequence aircraft to maintain safety. They can see what we may miss. From a duplicate training screen, Kim Ernst volunteered to sequence aircraft and can attest to the fact that it is not as easy as they make it seem. No wonder they take at least 5 years to train and retire early.

Marin

It has already been a busy year for Marin, as they have been whale watching, attended a Tuskegee Airmen presentation at Gness Airport, put together their flying activities calendar, and (by now) went to lunch and a hike at Harris Ranch to view the wildflowers. There are a couple of new members to add to the fun as well! There will be trips to Paso Robles, Yosemite, Colombia, Amador, Trinity Lakes, Cedarville, Lassen and mountain flying training in McCall Idaho. What a full calendar!

Reno Area

With Kathy Walton now officially retired as Chapter Chairman, this chapter is heading into a very active year. They have already done several Girl Scout programs, using some of the grant money received from Reno Air Race Foundation. There are safety seminars to attend, airport days, and Pathways to Aviation programs to work. A luncheon fundraiser/presentation is scheduled for April 21st at the Sands Regency featuring Janice Cessna Clarke. The Chapter also volunteered to host the fall section meeting 2014. They have gained a couple of new associate members and have begun their Virginia City Outhouse Race planning meetings! They are looking forward to the next Reno National Air Race Championship in September!

Reno High Sierra

The High Sierras have been attending seminars, flying events and getting together for girls' nights. They are planning to put the compass rose back at Yerington Airport after the runway and transient parking area was re-sealed and covered it up. They are also looking forward to the next Reno Air Races and will be working with Reno Area members on that outhouse.

THE MOVE

Sacramento Valley

Nancy has been spending her time working on bombers in New Smyrna Beach, Florida, but found the time to come to the Winter Business meeting. She has an exciting year ahead. The chapter will be hosting its annual Flying Companion Seminar in April and conducting interviews for its scholarship.

San Diego

They have already had several seminars and are working on another busy year. The A-STEM (Aviation-Science Technology and Math) project was on their agenda, where instructors and a few 99s introduced young people from Pt. Loma High School to those subjects that they were interested in, including aviation, at the Gillespie Annex of the San Diego Air and Space Museum. The chapter will be participating in Young Eagles programs, hosting a CPR class in Fran's hangar, and giving out their scholarships for the year. 2010 ended on a sad note with the unfortunate loss of long time member, Marian Banks Prophett. Lori Ledford won the Marian Delano Scholarship and will complete her CFI training next month! On March 3rd they had Randy Clark, husband of 99 Sandra Clark and ex-Blue Angel, give a presentation at the Air & Space Museum Annex at Gillespie Field where he told them stories about his experience as a Blue Angel! Sounds fascinating!

San Joaquin Valley

These ladies are busy planning their calendar this year. Several members attended the Winter Business meeting and Dianne gave a presentation on section meetings. They unfortunately lost member Betty Britton recently.

San Luis Obispo

In January they had an FAA Safety meeting with speaker Tom Koff presenting on his adventures flying in Alaska. They sadly lost Grace McChesney in December at age 95. Charly Schaad gave a presentation at their February meeting on their flying adventures in Africa. They have lots of speakers scheduled for their meetings and they are planning their annual poker run and BBQ. Two Discover flight scholarships were given by the chapter, and they are working with the Santa Maria Chapter for the 100th anniversary of Girl Scouts on their vintage aviation badges.

Utah

Their membership increased by a few new members last year. The chapter is sponsoring two student registrants to the Women in Aviation conference in Texas. There is a long list of 2012 activities, and they are looking forward to the summer Olympics.

New Horizons

Betty Britton

San Joaquin Valley Chapter
April 24, 1936 – December 28, 2011

The San Joaquin Valley Chapter of the 99s is saddened to report the passing of long time member Betty Britton. She was born in Chicago in 1936, and moved to Southern California with her family at age 2. With the exception of a stint in the Tobe-Coburn School of Fashion in New York City, she pursued her vocational skills back in California, in retail sales, researching historic properties, teaching upholstery, and catering. The later led to a cookbook; "Lots of Pots--Cooking for 10 to 300", which was inspired by the many meals she prepared for friends and organizations.

In the early 1980's, she and husband Ralph bought a Cessna 182. She thought she'd better learn how to fly it and so earned her Private Pilot license in 1987 and promptly joined the 99s. Over the years, she and Ralph flew all over the United States and Alaska while Betty gained her hours by flying to many of our chapter meetings in California. She hosted several chapter gatherings at her home in Palo Alto where we enjoyed her cooking expertise and gorgeous garden, another area of her skill.

In the last few years, there was not much flying except an occasional outing with Ralph at the controls. Betty was struggling with the effects of Parkinson's and kidney disease. Still, she was able to participate in some of the holiday spirit with dinner and ballet in San Francisco with family just before Christmas as well as a quiet Christmas Day at home with family and friends. Her death came peacefully on Dec. 28, 2012. She departed life as gracefully and efficiently as she lived it. We shall miss her very much.

Betty is survived by her husband Ralph; sisters, Jane Childs of Torrance, Calif., and Kathleen Cairns of Santa Cruz, Calif.; daughter, Carla of Boise, Idaho; son, Stuart of San Diego, Calif.; and two grandchildren.

Betty Dunn

Mount Diablo Chapter
May 25, 1938 – September 28, 2011

Betty J. Dunn, Chairman of the Mount Diablo Chapter, flew her C-172 Sky Queen to New Horizons on September 28, 2011, after a three-year battle with cancer.

Betty Jean Kissinger was born on a farm in Oklahoma. When she was a very young child, she moved with her family to the Concord, CA area, where she remained for the rest of her life. As a teenager, she learned to drive on the taxiways of Concord's Buchanan Field, the airport where she would later learn to fly. At the age of 18, she married Neil Dunn and soon became the mother of two daughters. Once her daughters were in college, she began a career as a school secretary, and, in her 40's, became a private pilot, Cessna owner, and proud and active member of the 99s.

Betty flew many adventures around the United States, meeting and collecting friends and shopping along the way. For more than 20 years, she and one or more of her 99s friends would make an annual two-week cross-country flight, usually in the Northwest or Southwest, often using a Southwest Section meeting as the starting or ending point of the trip. When her illness prevented her from flying herself, she maintained her interest in aviation by flying with others,

participating in activities of the 99s and other flying organizations, and traveling by helicopter and cruise ship.

Fly safe Sky Queen. We miss you.

Grace Mary McChesney

San Luis Obispo Chapter
April 1916 – December 24, 2011

Grace Mary McChesney, a charter member the San Luis Obispo Chapter, died peacefully in her sleep December 24, 2011 at the age of 95. She had been an active member until just a couple of years ago.

Born in 1916 and raised in Arroyo Grande, Grace married Leoy McChesney in 1935. For 37 years, she helped him run a dairy with over 200 milking cows in San Luis Obispo. She was the only woman "milk man" in the county. In the late 1940s, Grace inherited a little money and bought her husband a membership in a flying club. He started taking lessons, soloed in eight hours, and soon had his private pilot license. As members of the Flying Farmers, they did a lot of cross-country flying, mostly in California. When their daughter married and moved to Minnesota, they then started flying on longer trips.

About 1960 the McChesney's purchased N6324A, one of the first models (1956) of the Cessna 182. Grace told her husband that if he didn't buy that plane, she didn't want to hear the word "flight" again. It was after a long cross-country that Grace felt that they needed two pilots for the long trips, so she started flying lessons at the San Luis Airport. "It wasn't easy for me, but I kept plugging." She earned her private pilot license in July 1964. She remembers that there were quite a few women flying at that time.

Continued on next page

She and her husband were members of the San Luis Obispo Pilot's Association. She joined the San Joaquin Ninety-Nines which was an active chapter with fly-outs every month. There was usually someone from San Luis to fly to the meetings with, and soon there were enough women from San Luis Obispo to start their own local chapter. As a charter member of the chapter, Grace was always active in the group. Over the years, she served in every office and position at least once. She also flew as copilot in the Powder Puff Derby in 1968 with Marci Barnet. She enjoyed air racing in the Palms to Pines a couple of times as well.

After her husband's death in 1986, Grace did not do much flying, but put her energy into traveling the world. She participated in several women's service groups; serving as chair woman of SLO County Farm Bureau Woman for three years, chairwoman of California State Farm Bureau Women for two years, founding member of Arroyo Grande Women's Club serving as treasurer for many years, and helped raise funds for educational scholarships to many local charities. All along she continued as an active Ninety-Nine. "I'll be a Ninety-Nine as long as I live. I enjoy the way Ninety-Nine women think. Women pilots are different than the women I meet in other groups."

Grace did so much for the Ninety-Nines and general aviation. She was a very special member of our chapter! The San Luis Obispo Chapter will sponsor a commemorative brick at the Santa Maria Aviation Memorial Garden recognizing her as a charter member of the chapter.

Kenneth Ray Orcutt

49 ½ Reno Area Chapter
February 6, 2012

Ken Orcutt, loving husband of long-time Ninety-Nines member Patricia Orcutt, took wing to New Horizons on February 6, 2012. Born and raised in Whittier, California, Ken spent 51 years in the Navy and Merchant Marine. He retired with Pat to Dayton Valley Airpark in Dayton, Nevada,

where they enjoyed many 99s events, flying cross country to attend the opera establishing the Mary Orcutt Memorial Scholarship Fund, and making new friends. After 35 years of flying they gave up flying, but not the love of it, and moved to Irvine, California, in 2003. His contributions to the shipping industry were recognized in 2010 when he received the highest honor an American sea captain can receive, the LaLonde Spirit of the Seas Award.

Marian Banks Prohett

Mission Bay/San Diego Chapter
January 13, 1921 - December 16, 2011

Marian was a member of the Mission Bay chapter, which later merged with the San Diego chapter. She learned to fly in 1955 and joined the 99s on January 13, 1956. She served as secretary and chairman of the San Diego chapter, treasurer and vice-governor of the Southwest Section. She had ATP, SEL, MEL, CIFI and instrument ratings with more than 3,000 hours. Marian was on the AWTAR board for 16 years and held office as secretary, vice-chairman and chairman.

Marian raced in 17 "Powder Puff Derbies," and placed first, second and third. She raced in 10 Pacific Air Races and won in 1968 and 1985. She flew in seven Angel Derbies, two Palms to Pines, winning in 1971, five Air Race Classics, winning in 1983. She served three years on the Women's Advisory Commission on Aviation, more than 25 years on the San Diego Aerospace Museum's board of directors. She helped start the San Diego chapter of the Silver Wings and served as president for two years. She is in the International Forest of Friendship.

Eleanor Wagner

Coachella Valley Chapter
November 29, 1914 - November 6, 2011

Pioneer Aviator, Eleanor Watterud Wagner, passed away Sunday, November 6th. A historic figure in pioneer California aviation since World

War II, Eleanor had spent over 35 years pursuing careers from pilot to become the first woman airport manager in the U.S. She passed away in November in Palm Desert, Ca.

Eleanor's interest in aviation dates back to her childhood when she and her brother made balsam airplanes. Although she was born in Glasgow, Montana on Nov. 29, 1914, she grew up in North Dakota. She fulfilled her dream in 1941 when he earned a private pilots license at Las Vegas while working for TWA. It was her goal to fly for the WASPs. Eleanor never had the opportunity to serve for her country as she was in the last WASP class and the day of graduation, the program was cancelled by the U.S. Congress.

Undaunted Eleanor moved into the flight school business in Belmont Airport in the Bay area where she trained 200 young men and women using the GI Bill to obtain their licenses. She was offered an excellent salary by a former WASP who operated a flight school in Palm Springs and she made the move that would influence the rest of her life.

Eleanor soon was socializing with the high profile aviation personalities who lived or frequented the Desert: Jackie Cochran, Cliff Henderson, founder the Palm Desert and the Cleveland Air Races, General Jimmy Doolittle and many others.

While working for TWA, she had one brief encounter with Howard Hughes and labeled him eccentric. After leasing the Thermal Airport, she hosted a few spectacular events showcasing the daring and skills of Paul Mantz, the famed movie pilot. He flew a Stearman through her hangar. Not to be outdone, one of her most memorable experiences at Thermal was supervising a race between Chuck Yeager and Pete Everest.

After her lease expired, she spent her remaining years working in aviation in the Coachella Valley, and she was a life member of the Coachella Valley Ninety Nines.

2012 Calendar/Activities

April 21

"The Legacy of Cessna" luncheon
Sands Regency Hotel, Reno, NV

May 4-6

Spring Southwest Section Meeting
Beverly Grand Hotel, Studio City, CA

June 15-16

36th Anniversary ceremony
International Forest of Friendship
Atchison, KS

June 19-22

Lake Havasu, AZ to Batavia, OH
via NM, TX, KS, NE, SD, WI, MI

July 11-15

2012 Ninety-Nines International Conference
Marriott Providence Downtown
Providence, RI

Sept 7-9

Fall Southwest Section Meeting
Radisson Hotel
Santa Maria, CA

Sept 8-9

[California Capital Airshow](#)
Mather, CA

Sept 12-16

[Reno National Championship](#)
Air Races and Air Show
Reno-Stead Airport, NV

October 6-7

[Virginia City World Championship](#)
[Outhouse Races](#)
Virginia City, NV

Does your chapter have items for sale?

Dorothy Norkus (San Diego Chapter)
is gathering this information into a
database which can be accessed
from the 99s website.

Contact Dot at av8trxx@aol.com
for more information.

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