



# THE SOUTHWESTERLY

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

July – September 2014



Governor Barbara Crooker

Greetings from the Northern California still on fire! The weather gods gave us a little rain the past few days which gave all those firefighters a chance to get these tragedies under control. I flew from Idaho to home in Palo Cedro last month and passed fires and TFRs all along the way. Happy to report clear skies for my flight to Reno for the fall meeting!

I was excited to see everyone in Reno thanks to the Reno Area 99s! They had a great event planned for us! Good times, informative seminars, a very special speaker for Saturday, and a spectacular balloon race! Thanks ladies!

As I begin my term as your Governor, I am excited about things ahead, but I must also acknowledge the reality that Penny has left big shoes to fill! Fortunately, many

members who supported Penny and her board have agreed to continue in chair positions for our section. The willingness to work for your section is so widespread that I believe working together we can achieve much. We still have a few committee chairs to fill so if you want to step up and have a fun job for SWS, let me know.

I was pleased to be able to attend the International meeting in New Orleans! Delegate ballots were all cast as per instructions I was given. All measures considered were passed during the business meeting. The German gals were there to give us the info on the meeting next year in Munich! Check the international web for the registration information and meeting details and plan to attend!

The great meeting in Ontario served to prove that several chapters can work together to host a section meeting very effectively. As we plan ahead, some of our smaller chapters may want to consider their example and help fill our calendar.

Future section meetings need to be scheduled so if your chapter has not hosted recently, give it some discussion. We are a large section with chapters all over, with different things to offer visitors. We would love to come to you! We need meetings to be scheduled for both spring and fall 2016, and 2017. Bakersfield has committed to host spring 2018 and San Gabriel has committed to fall 2018! Our current schedule has Spring 2015 in Temecula, and Fall 2015 in Santa Cruz!

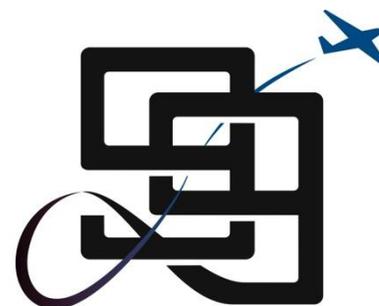
Ventura chapter has stepped up to host the Winter Workshop on

January 24th at the Camarillo Airport. More info on the SWS website.

One goal I have for my term is to discuss and learn to use the new tools for communication in the current technology environment. I hope we can improve the visibility of the 99s in our local areas. We need input and ideas from members to let us know what works in your chapter area.

See you all in Camarillo!

Barbara Crooker  
SWS Governor



Ninety-Nines

*Inspiring Women Pilots  
Since 1929*

Our Ninety-Nines International website offers free [webinars](#).  
Click on webinars link for more information.

Deadline for voting for the 99s to receive the Lightspeed grant is November 1<sup>st</sup> 2014

Go to [www.vote99s.com](http://www.vote99s.com)  
and **vote!**

## Section Officers

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**THE SOUTHWESTERLY  
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**Editorial Policy:** *The Southwesterly is the official publication of the Southwest Section of The Ninety-Nines, Inc., a non-profit organization (IRS code 501(c)(3)).*

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## Southwest Section Committee Chairmen and Board Liaisons 2012-2014

**Mission Statement:** *to promote world fellowship through flight*

**Flying Activities:**

Airmarking	Lynn Meadows, Reno High Sierra
NIFA	Virginia Harmer, San Gabriel Valley
Young Eagles	Pat Forbes, Santa Clara Valley
Flying Activities	Pat Gregory, Santa Clara Valley

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

**Education & Chapter Development:**

Aerospace Education	Sue Kerr, Mt. Shasta
Fundraising	Susan Liebeler, Ventura County
Membership	Lynn Meadows, Reno High Sierra
Associate Members	Lynn Meadows, Reno High Sierra
Sister Sections	Marye Anne Read, Reno Area

**Communication:**

Southwesterly Editor	Jeanne Pierce, Reno Area
Southwesterly Layout	Janet Cote', Sacramento Valley
Public Relations	Connie Charles, San Diego
SWS Website	Maureen Kenney, San Fernando Valley

**Awards:**

Awards Chairman	Alice Talnak, Monterey Bay
AE Scholarship	Lori Parker, Ventura County
Other Scholarships	Dorothy Norkus, San Diego
WPOY	Linda Mae Draper-Hivert, Reno Area

**Pilot Careers:**

Kristen Mansel, Bay Cities  
Liana Hart, Las Vegas Valley

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

**History:**

Historian	Anita Lewis, Rio Colorado
Photographer	Lilian Darling Holt, San Fernando Valley
Oral History	Pat Chan, Bay Cities Dorothy Robinson, Bakersfield
Forest of Friendship	Open
Scrapbook	Open

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By-Laws	Pat Prentiss, Orange County
Nominating	Maureen Kenney, San Fernando Valley
Insurance	Open

[sws99s.org](http://sws99s.org)

## Letter from the Editor:

Greetings 99s:

So far this year has been a bit challenging. A June issue of the newsletter was not issued, however we should be back on schedule now. The next due date for articles will be November 15.

I sincerely hope that the end of the year will be less eventful than the earlier part of the year. I am praying for a new "normal" in my life because there has been nothing normal since March.

Please send us your articles for the coming issues and share yourselves and your chapters with our fellow 99s. We are all interested in hearing from you.

Your editor,

Jeanne Pierce  
Reno Area chapter  
Southwest Section Secretary

## Passport Information for Munich 2015

Please ensure your passport is valid for a minimum of three months subsequent to your return. This is a requirement by the U.S. Government that will be enforced. Please also note that the name on your passport must match the name on your airline ticket. For example, if your passport is in the name of James John Doe, your airline ticket must say "James John Doe".

If you do not have a current passport, it can take up to six weeks to process, so do not delay in securing (or renewing) a passport if you do not have one (or if it will expire less than three months subsequent to your return). If you have never applied for a passport, please note, a certified birth certificate with a raised seal from the county in which you were born is the document required and the full name listed on your birth certificate will be used on your passport unless you also provide proper legal documentation of a name change. Most county courthouses are familiar with this process and will provide you with the proper documentation; however, it does take time. Hospital birth certificates are unacceptable. Improper documentation will be returned and will only serve to slow the process.

Obtaining a U.S. Passport is relatively easy, although the process can be lengthy. Either stop by your local U.S. Post Office for the appropriate forms, or go online at <http://travel.state.gov>. The application process and fees are explained and the forms are available on the site, as well. If necessary, an additional fee can be paid to expedite the processing of your passport. Boarding will be denied if your documentation does not meet U.S. requirements.

## Ratings and Accomplishments

Michele Amaral (Sacramento Valley)  
Private Pilot

Joanna Moore (Bay Cities)  
Private Pilot

Dana Glidden (Fullerton)  
Instrument rating

Jennifer Guetterman (San Diego)  
Instrument rating

Jody Sahaykak (San Luis Obispo)  
solo flight

Riley Rees (Bay Cities)  
B767 type rating with United

Maria D'Amato (Bay Cities)  
Jet type rating Challenger 650

## Calendar/Activities 2014-2015

November 12 - 16, 2014  
[NIFA competition](#)  
KSEE Gillespie Field, San Diego

January 24, 2015  
[Southwest Section Winter Workshop](#)  
Camarillo Airport KCMA, Camarillo, CA

April 30 - May 3, 2015  
[Spring Southwest Section Meeting](#)  
Temecula Creek Inn  
Temecula, CA

July 5 - 10, 2015  
[2015 Ninety-Nines International Conference](#)  
Munich, Germany

October 22 - 25, 2015  
Fall Southwest Section Meeting  
Santa Cruz, CA

# CHAPTERS ON THE MOVE

## Bay Cities

These 99s were very busy all summer, participating in several airport events, volunteering at the Air Race Classic, enjoying winging parties, repainting a compass rose at Smith Ranch airport in Marin County, and hosting their first annual poker run fundraiser to raise funds for scholarships. They gave a scholarship this year to Natalia Dzyndra. Member Amy Ecclesine participated in the Air Race Classic this year with Susan Larson and finished 9th!

## Fullerton

This chapter co-hosted the spring section meeting in Ontario. They nurtured member, Ida Zhang, who came here from China to pursue flight training. These 99s exemplified the true spirit of the 99s at their best. Ida's story of her experience with the 99s is a real inspiration for all of us. She is back in China and wants to start a chapter in her own country. After the section meeting they worked at the Fullerton Airport Day. They just had their 40th Anniversary celebration.

## Reno Area

These ladies have been very busy this summer planning the fall southwest section meeting in Reno during the balloon races. Immediately after the section meeting, the Reno Air Races started and volunteers from Reno Area worked in various locations all week to raise money for their scholarships. Scattered in there were also some airport events, Young Eagles, and their 50th Anniversary.

## Reno High Sierra

Reno High Sierra is proud to congratulate chapter members Stephanie Luongo and Denise Kowal for being the recipients of Amelia Earhart Memorial Scholarships. Stephanie is using her scholarship for her multi-engine rating and Denise is using hers for her instrument rating. Nicole Brill is the recipient of the Reno area scholarship and will use it towards her instrument rating. Congratulations to all! Four chapter members and a 49 1/2 were timers at the Elko, NV stop of the Air Race Classic...thanks to Jean Starr, Moe Makowski, Heather McCoy, Lynn Meadows, and Tom Meadows. A great time was had by all...except for the weather delay for the racers. The chapter also worked at the Reno Air Races in the merchandise tent for scholarship money. In addition, they sell things on [eBay](#) (click on link to go to website).

## Sacramento Valley

Chapter member Kalista Oehmigen was awarded our Shirley Lehr/Betty Alair Memorial scholarship. Congratulations also goes out to member Michele Amaral, who became a private pilot in July! If that wasn't enough, a few days later Michele took off on a long cross country to attend the International conference in New Orleans! Sacramento Valley plans to host their Flying Companion Seminar in April.

## San Diego

The San Diego chapter not only had members working at the Air Show, but also had several members flying in the Air Show! They had a movie night, awarded their Marian Delano scholarship to Krystene Zehnder, awarded their Dottie Sanders scholarship to Janette Lanz, and had an ice cream social. Several members attended International and the fall section meeting.

## San Fernando Valley

This chapter awards several scholarships: the San Fernando Valley Career Scholarship awarded to Nick Meyer, the Kim Johnson Memorial Scholarship awarded to David Calderon, and the Marcia B. Fuller Aviation Scholarship awarded to Kenna Landon. They were very busy co-hosting the spring section meeting this year. Emergencies, mishaps, and accidents was the educational topic for one of their summer meetings, and they participated in several airport events in their area.

## San Joaquin Valley

San Joaquin Valley welcomed their new board and is planning the year's events. One event was an overnight in Truckee for a meeting in October. They were very busy early in the year hosting the Air Race Classic event.

## San Luis Obispo

They held their annual poker run and the members are speaking at their meetings on some educational topics this year. In August, members participated in a YMCA camp to talk about aviation, and they will be volunteering at the local aviation day in October.

## Want an INSTRUMENT RATING? Keep It Simple!

By Dana Glidden, Instrument Rated Private Pilot  
Fullerton Chapter

0700 - arrive KFUL, open hangar and set up N3862Q  
0715 - preflight preparation; double check documents  
0730 - CFII arrives and makes cheerful conversation  
0800 - wheels up VFR from KFUL to Chino  
0830 - chock wheels to meet DPE Andrea Eldridge  
0900 - begin the oral exam KCNO to KSAC  
1030 - oral exam complete  
1100 - wheels up for practical exam  
1230 - landed without losing control or hitting anything  
1300 - INSTRUMENT RATING in hand, back to KFUL

Sounds pretty simple, but this rating was anything but simple until the very end! It all began a little over a year ago with about 20 hours of practice for an instrument rating with a former airline pilot. After that, I wasn't really certain I had what it took to be an IFR pilot.

An incredible VFR trip across the country to Oshkosh, Wisconsin and a little tail wheel training along with some formation flying filled my flying hours during the next few months. Everyone with whom I discussed my flight training said "Get your instrument rating!" Believe me, I tried to find anyone who didn't think an instrument rating was a necessary next step! I finally asked WHY should I

get that? Gotta be able to escape the marine layer in Southern California and the only way to do that is to fly through the clouds!

Since I had finally decided that an instrument rating was really something I wanted, I tried some simulator training to convince myself I could fly by the panel, without

*"Instrument Rating" continued at bottom of next page*



## Mount Shasta Chapter Hosts Luncheon for Student Pilots from Asia

The Mount Shasta chapter of Ninety-Nines hosted nine lady student pilots from China and Japan at a luncheon on May 14th, 2014. Various Chinese and Japanese airlines send students to the IASCO Flight Training center here in Redding, CA for their pilots license.

Of these 200 plus students only 8 from China and 5 from Japan are women. They have to pass English proficiency tests before they are allowed to fly. They start out in ground school, then 172s, and finish up in a King Air with their commercial license.



Also in attendance were women from the Redwood Coast Flyers who flew in for the luncheon.

This was a wonderful opportunity for our local chapters to network and mentor young women pilots from another country, and promote our love of aviation around the world.

## Fullerton Chapter 99's 40<sup>th</sup> Year Anniversary Luau Celebration

By Kim Ernst

It was a hot summer evening and a grand time was enjoyed by all at the Fullerton chapter 40<sup>th</sup> Year Anniversary Luau Celebration. This catered event included a ukulele player, Polynesian dancers that encouraged audience participation, and a band to dance away the evening.

Long-time members of the Fullerton chapter were recognized for their many years with the chapter and the International Ninety-Nines. Sylvia Paoli joined the International 99s and Orange County chapter in 1969 and was one of five of the original Fullerton chapter members in 1974. Ginny Flanary joined the International 99s and Orange County chapter in 1968 and became a member of Fullerton chapter in 1975. Ginny could not join Fullerton chapter in the beginning since she was chairman of Orange County at the time and they would not let her leave, so she transferred to Fullerton chapter in 1975 once her chairmanship term was over.



Fullerton Chapter circa 1978

The story of how Fullerton chapter started was found in one of our scrapbooks and here is what it said:

*"The Fullerton chapter of the 99s came about as an economy measure. It was during the gasoline shortage of '72 or '73 and we were part of Santa Ana (Orange County) chapter. We were tired of using our gas driving*

*30 miles up and down the coast to meetings, so we decided to form our own chapter here at Fullerton. It took five (5) members to form a new chapter and those 5 were: Avery Grey, Sylvia Paoli, Esther Grupenhagen, Mary Olsten, and Judy Stoh.*

*We all flew to Snow Bird, Utah to receive the charter and two of the husbands went along. They would have mailed the charter to us, but we had been to Snow Bird skiing in the winter and wanted to see what it looked like in the summer without the snow."*

The Fullerton chapter 40 Year Anniversary event committee included: Kim Ernst, Jamie Tanabe, Jennifer Guetterman, Denise Jennings, Peggy Smith, and Dana Glidden.

Other 99s chapters joining us were: Orange County, Palomar, San Diego, and Las Vegas Valley.



Group picture from our Luau: Vikki Mena, Denise Jennings, Cameron LaFont, Jennifer Guetterman, Dana Glidden, Kim Ernst, Sherry Zhang, and Ida Zhang

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*"Instrument Rating" continued*

success. I wasn't convinced I would ever be able to achieve the elite rating of instrument pilot until one of my fellow formation pilots, CFII Mason Robinson, came along and helped me make that rating a reality. I gained confidence holding exact altitudes and entering holds. I shot approaches and passed the knowledge test. I then earned my high performance and complex endorsements while training, and at that point I was ready to take what would turn out to be the most humbling check ride ever.

My check ride was quite a challenge. There were many things I could have done better, and like almost all pilots (being a bit of a perfectionist) it would have been possible to get really rattled. But there were two things I did "really right": 1) I always had control of the plane and 2) I didn't

hit anything! Though my technique was not the best on this day, I never turned right when I should have gone left, I stayed on the safe side of all holds, and I did not go below any minimum! By the end of the check ride, the examiner (Andrea Eldridge out of Chino) had failed almost all the electronics in the plane and my 'instrument life' depended on Nav/Com 2, my backup charts, and my ability to fly by a magnetic compass!

During my final ILS approach, I realized I can be an instrument pilot! Flying the plane with reference to available instruments, at the directed altitudes, on headings, and keeping focus while all else fails is what earned me my instrument rating; which, of course, was printed and handed to me at the end of the day. Simple!

## Chinese 99s First Solo

By Ida Zhang

People usually say that their "first solo" is the biggest milestone of their flight training, but for me the more important milestone was meeting the Ninety-Nines. My life changed on January 16, 2013 when I ran across Denise Jennings, the outgoing chairman of the Fullerton chapter. I was looking for a flight school that day and I walked into Air Combat USA. When I met Denise there, the warmest story began.

The 99s have helped me take every step in my flight training. My background is as a Chinese professional - I have no mechanical experience. General aviation is not so popular in China. I came to the USA for flight training but I felt I didn't know where to begin. This was my first walk on American land.

Denise helped me get started with my flight training. She sent me an email with information about aliens and non-U.S citizens seeking flight training. My dream was starting to come true. She invited me to the Fullerton 99s chapter meeting. I met several people at that meeting who have been very supportive.

I met Jamie Tanabe, the incoming chairman of the Fullerton chapter, at that first meeting. She volunteered to

take me flying. On March 4, 2013, she gave me the first flight experience in my life, and on January 12, 2014, she brought me to the first air show in my life.

Not only was I in America for the first time, but Sherry, my 6-year old daughter, was also with me. Jamie invited us to play with her two sons, Zack 7 and Duke 5. They became quick friends. Jamie offered to let me live in her guesthouse. I did not need to rent an apartment anymore, and I am not a stranger in the USA anymore - I have a home! Jamie is a commercial pilot. Can you imagine having the professional instruction from an experienced commercial pilot available to me even after school?

I was deeply immersed in the spirit of the 99s, and I am eager to start a section in China. I was able to go to the International Meeting. The international meeting was a valuable experience. That trip became possible for me due to the help of another Fullerton 99, Kim Ernst. Kim spent a half a day to give me guidance on planning the trip. She found a babysitter to take care of my daughter so I could attend the business meeting. She thought of



everything before I worried!

The list of generous 99s goes on: Dana Glidden, another Fullerton 99, is an excellent ground instructor who inspires me. She taught me to use LiveATC and reviewed my questions by mobile phone. I met sunny Vikki at the Long Beach Flying Club. I got to know more about generous June in early bird bible learning class. You see, I am no longer a stranger at all.

I am writing this from Beijing. I had to leave shortly after my first solo. I hope I can tell my dear 99s that I soloed very soon. I am having wonderful thoughts of my first solo. People like to recall when they achieved something, especially when the path is not easy. Having soloed means so much, but my solo means more. It is about language, culture, and FRIENDSHIP!

## New Horizons

### Troy Milburn

49 ½ - Fullerton

Troy Milburn lost a seven-month battle with cancer May 31, 2014 at age 61. Troy is the husband of Eleanor Westerlin. He is survived by Eleanor; son, Rob; step daughters, Roxanne and Paige Westerlin; step son, Craig Westerlin; granddaughters, Avery and Zoey Milburn; brother, Terry Milburn; and sister, Robin Borrelli.

### Jim Compardo

49 ½ - Reno High Sierra

Jim always liked the 99s...whether it was helping at our sales tent at RARA, or gift swapping at our Christmas parties, or joining us with Ellie at our fly-outs like Cedarville. He and Ellie had been married for 38 years and had four daughters, plus 11 grandchildren and 1 great granddaughter. Jim was born in Springfield, IL and was 83 at his passing. He

and Ellie had recently returned from a Mediterranean cruise which they both enjoyed.

Jim served our country with dignity and honor for 35 years in the National Guard, the Air Force and the Navy. He also retired as a Captain for American Airlines. They retired to Nevada in 1989 and enjoyed flying their Glasair III which Jim had built. He was involved with the EAA Young Eagles program

and found great joy in sharing his love of flight. Jim was interred at Fernley Veteran's Memorial Cemetery.

Ellie found a collection of 99s memorabilia Jim had saved unbeknownst to her. The Reno High Sierra chapter is making an "Adopt a Day" donation to the Veteran's Guest House in Reno, NV in Jim's name.

By Lynn Meadows  
(Reno High Sierra)

## Back to Basics

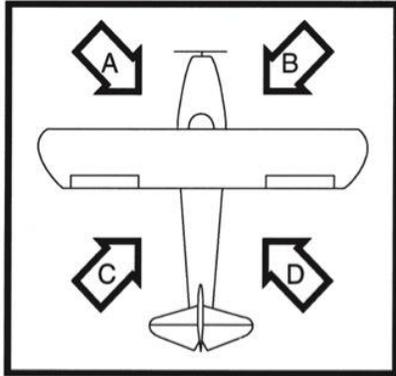


FIGURE 9.—Control Position for Taxi.

**1) (Refer to figure 9, area A.) How should the flight controls be held while taxiing a tricycle-gear equipped airplane into a left quartering headwind?**

- A. Left aileron up, elevator neutral. B. Left aileron down, elevator neutral.
- C. Left aileron up, elevator down

**2) (Refer to figure 9, area C.) How should the flight controls be held while taxiing a tricycle-gear equipped airplane with a left quartering tailwind?**

- A. Left aileron down, elevator down.
- B. Left aileron up, elevator neutral.
- C. Left aileron up, elevator down.

**3) To minimize the side loads placed on the landing gear during touchdown, the pilot should keep the**

- A. longitudinal axis of the aircraft parallel to the direction of its motion.
- B. direction of motion of the aircraft parallel to the runway.
- C. downwind wing lowered sufficiently to eliminate the tendency for the aircraft to drift.

**4) What is the purpose of the rudder on an airplane?**

- A. To control yaw.
- B. To control roll.
- C. To control overbanking tendency.

**5) Which wind condition would be most critical when taxiing a nosewheel equipped high-wing airplane?**

- A. Direct crosswind.
- B. Quartering tailwind.
- C. Quartering headwind.

**6) (Refer to figure 9, area B.) How should the flight controls be held while taxiing a tailwheel airplane into a right quartering headwind?**

- A. Right aileron down, elevator neutral.
- B. Right aileron up, elevator down.
- C. Right aileron up, elevator up.

**7) What is one purpose of wing flaps?**

- A. To decrease wing area to vary the lift.
- B. To enable the pilot to make steeper approaches to a landing without increasing the airspeed.
- C. To relieve the pilot of maintaining continuous pressure on the controls.

**8) (Refer to figure 9, area C.) How should the flight controls be held while taxiing a tailwheel airplane with a left quartering tailwind?**

- A. Left aileron up, elevator neutral.
- B. Left aileron down, elevator neutral.
- C. Left aileron down, elevator down.

**9) When taxiing with strong quartering tailwinds, which aileron positions should be used?**

- A. Aileron down on the side from which the wind is blowing.
- B. Aileron down on the downwind side.
- C. Ailerons neutral.

**10) One of the main functions of flaps during approach and landing is to**

- A. decrease the angle of descent without increasing the airspeed.
- B. increase the angle of descent without increasing the airspeed.
- C. permit a touchdown at a higher indicated airspeed.

**11) Which aileron positions should a pilot generally use when taxiing in strong quartering headwinds?**

- A. Aileron up on the side from which the wind is blowing.
- B. Aileron down on the side from which the wind is blowing.
- C. Ailerons neutral.

### REMEMBER

Please send your chapter news to [southwesterlynews@gmail.com](mailto:southwesterlynews@gmail.com) by the November 15th deadline !!

**Would You Like to Get More Involved with the SW Section?**

**We are looking for a layout/design editor for the Southwesterly**

**Knowledge of MS Word is helpful**

**Please contact [Janet](#) for more information**