



THE SOUTHWESTERLY

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

July — September, 2011

From the Governor...



Penny Nagy

First of all I want to thank the International Board of Directors for hosting a wonderful International Conference. For those of you who attended, I know that you had a great time. For those of you who were unable to attend, you missed out on a lot of fun. The highlight of the trip for me was seeing the compass rose in person and revisiting the Ninety-Nines Museum. Another big “thank you” goes to our headquarters staff for hosting a great open house and reception at the headquarters building. Saturday’s business meeting was finished in record time and a highlight of that meeting was recognizing our own Fran Bera as this year’s winner of the Katherine Wright Award. She will receive her award in November in Arlington, Virginia. Congratulations, Fran!

Alena Herranen has been doing a wonderful job helping the chapters get all of their various financial reports in order and filed. This has become serious business especially for the California chapters. Chapter chairmen, if you haven’t started working on this it is imperative that you do not put it off any longer. The California Secretary of State has suspended some chapters because the proper forms had not been completed and submitted.

We still have some chapters also that do not have the specified number of officers listed. Chapter chairmen, please be sure that your chapter has a chairman, a vice-chairman, a secretary, and a treasurer. One person can serve in all capacities, but there must be a name in each.

The next section meeting will be in Durango October 20-23. It doesn’t matter how you get there, just get there. We have members flying their own aircraft, flying commercial, driving, and we even have a group taking the train which should be a lot of fun. The committee has been working hard to make this a section meeting that you won’t forget. The room rate for both the Best Western Rio Grande and the Strater Hotel is guaranteed until September 20, so be sure to get your reservations in as soon as possible. If you’re planning on taking the Durango/Silverton train ride on Friday, please don’t wait until the last minute to get your registration in since we’re anticipating that this tour will go fast. For the chapter

chairmen attending, the chapter chairman’s meeting will be held directly across from the Best Western at the Wyndham, and it will be held on Thursday, October 19 at 5:00. Since we are doing a combined chapter chairman’s meeting with the South Central Section I would like those attending to put together a small report about your chapter’s activities through the year. If time allows, we’ll have a small discussion on what’s working in your chapters as well. I really think it will be interesting to see what goes on in chapters outside of our own section, and we may learn a few things as well. Thank you again to the San Fernando Valley chapter for stepping up and volunteering to handle hospitality on Saturday. Also thank you to everyone who has volunteered to handle registration.

It’s time to start thinking about applying for the Amelia Earhart Scholarship. The 2012 scholarships are now available on the 99s website at www.ninety-nines.org. Congratulations again to all of the winners this year especially the nine of our section. This year there were no “New Pilot” scholarships given. Remember, Associate Members can apply for this one.

Don’t forget our Winter Workshop January 28 in Santa Cruz, CA at the Dream Inn and our Spring Section meeting in Studio City at the Beverly Garland Hotel. Those dates are May 4-6, 2012.

See everyone soon!
Penny

Navigating the Southwest Section Website

By Maureen Kenney
Webmaster

SWS99s Address:

<http://sws99s.org>

Webmaster:

webmaster@sws99s.org

The Southwest Section website is a comprehensive set of resources for the section members. It also provides information about us to the public, and to potential new members.

Members Only

<http://sws99s.org/members/mtgmins/>

User id – sws99s

Password – 1929airace

Members only section with forms and important section information. Each Spring and Fall, the chapter chair packets are posted in the Members Only area. Reports from chapters (Spring meeting) and committees (Fall meeting) can be found here.

SWS 99s Event Calendar

<http://sws99s.org/calendar/index.html>

User id – cal@sws99s.org

Password – 1929airace

The Event Calendar includes dates and times of many chapter meetings, and also includes special events such as Poker Flights and Fly-Ins. Each chapter should have a

member who is designated to add their chapter events to the calendar.

SWS Chapter Information

<http://sws99s.org/chapters.html>

Contact phone and email, website, meeting information and local airports are all included in this list of our chapters. It is available to the public, and helps potential members find a near-by chapter.

Chapter Newsletters

<http://sws99s.org/section/newsletters.html>

Chapter newsletters are linked here. Find out what is happening in other chapters. See pictures of their special events.

Scholarships Offered by Chapters

<http://sws99s.org/section/scholarships.html>

Many chapters offer scholarships designed to offset the expenses associated with earning a PPL or advanced rating. They are listed here, along with contacts, requirements and for many the actual application.

Photo Gallery

<http://sws99s.org/gallery/index.html>

This section is starved for new material. Please send me pictures (only a few, or send as a PowerPoint presentation) of your events. I would like to substantially improve this section of the website. Currently, the pictures featured there are more than 5 years old.

Chapter Treasurers Have You Filed Your 990-N or 990?

New Changes Regarding Government Compliance for the Southwest Section Chapters

The one big change this year that affects all chapters of the Southwest Section is the IRS tax filing requirement. Instead of filing a single Group Form 990, each chapter and the Southwest Section are filing independently.

This is critical. ***If your chapter fails to file the Form 990-N (or 990 EZ or 990, depending on gross receipts) for three years in a row, your chapter will be dropped from the group exemption.*** To obtain a new exemption, your chapter will have to apply separately for a new exemption.

Chapter treasurers, this information is in the workbook Alena e-mailed this summer. If you have any questions, please contact Alena at www.herranenlaw.com.

**Please Do Not Delay in Filing
the 990-N or 990 Form**

Intent to Seek Election Applications Available

The "Intent to seek election" application for the 2012-2014 term, is now posted on the Southwest Section web site: www.sws99s.org

We have streamlined the "Intent" this year. You will send one "Intent" by US Mail to the Nominating Chairman. You should include at maximum of a 150 word biography with your intent.

You also have the option to e-mail a one page biography to the Nominating Chairman to be placed on the Southwest Section web site. You need to email this to: jeannefenimore@earthlink.net.

All Section offices are available and the description of each office is included in the Southwest Section Bylaws.

**Please consider serving on the
Southwest Section Board of Directors**

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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The subscription expiration date appears just above your name on your label. Renew prior to this date to prevent any interruption in your newsletters and to save the Section postage.

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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, Golden West

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 Liebeler, Ventura County

Kim Ernst, Fullerton

Andy McCarthy, San Joaquin Valley

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

Judy Yerian, Phoenix

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

Verna West, Santa Clara Valley

Marcie Smith, Santa Clara Valley

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

<http://www.sws99s.org>

Just Who is This Person Who Took Over Sylvia Paoli's Job?

Meet Alena Herranen

My name is Alena Herranen, and I was born and raised in California by parents who immigrated to the United States from Finland. Though I was born in Los Angeles, I spent most of my "growing up" years in Mammoth Lakes. From there, I moved to Davis for college in 1985 and then to San Diego for law school in 1989.

My husband introduced me to flying by arranging for a glider ride date in a Schweitzer 2-32 up in Fairfield, California. At the time, I had not given much thought to flying but was open to having a new experience. The glider ride was fun, but I concluded that it wasn't very practical. When we moved to San Diego, my husband joined the Torrey Pines Glider Club and I had a couple more glider flights. Still, it didn't seem practical. Years later, after we had paid off most of our student loan debt,



my husband got his private pilot's license and bought me an introductory flight along with a new headset for Christmas. I went up somewhat reluctantly on a Sunday, on February 1, 2004 and was amazed to discover that sitting in the left seat made a big difference. Being at the controls was the key. Flying was grand. I signed up for the private pilot course at California Flight Academy right after landing, and signed up with the San Diego 99's immediately after that. I flew solo on Good Friday, April 9, 2004 and received my private pilot's license on May 31, 2004. Almost a year later, flight envy got the best of me. In May 2005, I started refreshing my skills and taking instrument lessons. I flew only once a week, but I got my instrument rating on July 20, 2006.

Again, life happened, and I experienced another long delay before flying again. I drove my kids to ballet, helped with sewing costumes, participated in the Nutcracker ballet as a parent volunteer, took vacations to Europe and Alaska, and worked a lot. Flying continued to nag at me. I went up again with the instructor to refresh my skills and completed my BFR on August 21, 2009.

Most of my flight time to date consists of training flights in a rented Cessna 172 SP. I have 157 hours of total flight time and 347 landings. I like take offs and landings a lot, but there are so many great experiences I've had flying. My next goal is to do my IPC and then start multi-engine and commercial training

A little about my career: Over the last 19 years, I have practiced primarily in the field of business transactional law. My clients include both for-profit and nonprofit business entities, and professional and general corporations and partnerships. The scope of my practice includes business formations, operations and dissolutions, contracts, trademark, copyright, and tax law. I have written a number of articles on topics pertaining to my practice area which can be viewed at www.jdsupra.com or on my website at www.herranenlaw.com. I welcome the SWS 99s to follow me on LinkedIn, Facebook, or Twitter, as I will continue to post articles that I hope will be helpful to nonprofit boards of directors.

My husband, Frederik ter Veer, and I have three daughters named Sierra, Savannah, and Seleste. They help keep us focused on the important things in life and continually teach us at least as much as we teach them. As a family, we enjoy seeking out new experiences, flying with friends, backpacking to new destinations, experimenting with challenging new recipes and learning new things.

"I fly because it puts a smile on my face." That's what my brother-in-law says, and I have to agree. Flying is simply fun. I am excited to share the joy of flying with my daughters. My oldest daughter, Sierra ter Veer, has taken an intro flight and plans to continue with lessons. We are nervous about letting her solo, but she still has a lot of lessons ahead of her before that time comes.



Back to the Basics—The Wings Program

By Carol Andrews

Earlier this year, I announced a new Awards program for Southwest Section based on the FAA WINGS program. I figured if I was encouraging other 99s to participate in this program, I'd better set a good example.

So on dreary winter days when I couldn't fly, and didn't want to clean house, I began taking on-line courses to fulfill the "knowledge" portion of the program. During our northern California winter, being what it was, I stacked up far more than the required 3 courses. In fact, by the time spring arrived, I'd accumulated 16 certificates in subjects ranging from Weather, Navigating in Today's Airspace, Mountain Flying, Emergency Procedures, Communications, Spatial Disorientation, plus credit for attending 2 Safety Seminars. These were all through the FAA FAAS-Team or AOPA Air Safety Institute.

Then the weather cleared and I began working on the Flight portion of the program with flight instructors. The first phase was what I thought would be the easiest: ASEL – airport operations, consisting of preflight inspection, taxiing, radio communications/ATC light signals, traffic patterns, airport, runway, and taxiway signs, markings and lighting, short-field takeoff, and maximum performance climb. Boy, was I wrong. How long since you've reviewed ATC light signals?? How about airport signs, markings & lighting?? Hum?? I fly out of an uncontrolled airport and really needed to do some review to feel I was up to speed on some of the new signage/markings at controlled airports. Then doing (and redoing) the short-field takeoff at 60 knots (that's how my PoH says it should be done) with the stall warning beeping.

The next phase we flew was ASEL takeoffs, landings, and go-rounds. For an hour we flew normal/crosswind takeoffs and landings, soft/short field approaches and landings, and go-around/rejected landings. I reviewed (and corrected, thank you) the forward slip to a high approach to land — especially useful for short-field approaches. Learning to fly in Cessnas, where they're not encouraged, I never really got it: flaps down, FULL rudder, opposite aileron, nose up to 65 knots and watch the VSI plummet at 1,000 fpm! Wahoo! You'd be surprised if you've flown as long as I have (20 years with 1,800 hours in make/model) how far you can drift from the Practical Test Standards that were required to fly for your check ride. It didn't take long to sharpen those skills, however, to where they should be maintained on every flight, but rarely are.

The last phase has always been my least favorite (hardest): ASEL—slow flight, stall, basic instrument. Maneuvering during slow flight (A-). Though it is NOT considered a test, I have always graded myself on my perceived performances. I like slow flight and do practice it though not often with the stall warning as a constant companion—climbing, turning, descending, straight and level. Good practice. Then stalls—power off (A-) piece of cake in my Grumman Tiger. Stay coordinated and

controls get mushy and buffets a little, then dips the nose delicately. Power ON stalls are something else again for me: engine at full power, me easing it up as hard as I can. In my headphone, I hear: "Do it quickly! Get it over with! Quit babying it!" So we do it again, and again, and I can finally just quickly haul it up and get it to break gently over. And no, I do NOT practice those alone. Though I'm instrument rated, I don't stay current/proficient any more, and my maneuvering with the hood on was less than stellar (C) until we did it for 15 minutes. I did get better (B+). Recovery from unusual attitudes we saved for last.



Grit your teeth and remember: if you're going up, level wings, push nose/pull throttle. If you're going down, level wings, pull nose/push throttle. All instructors have a grin on their faces during these exercises (diabolic? Or just enjoying the fact that THEY get to fly now).

So there you have it. Phase XII WINGS Certificate in hand, I don't need a flight review for 2 years, and my insurance premium went down \$130 next year. It has gone down regularly since I've been doing the WINGS program most every year. It's my motivation, but in truth, the feeling of accomplishment that comes from honing my skills back to where they were a long time ago, when I was technically and mentally at my sharpest, is the best part. I think I'll do it again next year and maybe I'll have retained a bit of proficiency this time.

**JOINT SOUTHWEST/SOUTHCENTRAL
SECTION MEETING IN
DURANGO, COLORADO**
October 21-23, 2011
The registration form was in the last Southwesterly
and is also on our SWS website
If you have questions please call Penny at
916-786-0297
Last day to guarantee the 99s rate at the
hotels is September 20th!!

CHAPTERS ON

Cochella Valley

These ladies are planning their big fly-in/camp out at Desert Center Airport (CN64) October 15th. It sounds like great fun. Contact Erika Sharp before October 1st to attend. They were present at the unveiling of Stan Stokes' painting of Jacqueline Cochran at the Tradition FBO. It is on display in the lobby. The compass rose at Tradition was repainted by this Chapter in March and they sponsored the International Learn to Fly Day event with Jackson Air and the local EAA Chapter where 27 first flights were given. They are trying to find a buyer for Denne's Maule. Check the website at: <http://maules.com/2006MXT180A-N42710/index.html> It's a beauty!

Marin County

As usual, Marin is very busy these days. Members have been to airshows locally and to Oshkosh; flying adventures to Columbia Airport, Smiley Creek Idaho, Santa Rosa and Lake Almanor. They're also working on doing some aviation badges with the local Girl Scouts and promoting private pilot ground school classes at Santa Rosa JC's Petaluma campus.

Reno Area

These ladies have been very busy with Carson City Airport Open House, Pathways to Aviation in Stead, Minden-Tahoe Aviation Round-up, and scheduling workers for the Reno National Air Race Championships. Again, they have applied for a scholarship from the Reno Air Race Foundation for their Girl Scout aviation education programs. They honored members at the awards banquet in June and were thrilled to have some younger flyers there: Joan Shonnard's grandchildren, April and Michael, and their very own Lt Grace Higgins sharing her new career and thanking the 99s for the support that helped get her there. Kathy Walton and her flying partner, Joyce Wells, again flew the Air Race Classic. Kathy and Linda Mae attended International. Dorothy Baer is recovering well from a stroke this year. The chapter is delighted to have some new members, Kasey Stevenson, Jillian Dauscher, Kimberly Adkins, and several other potential new members joining their ranks.

Sacramento Valley

Nancy Genesi-Hill has sure been busy lately working on her A&P and then was invited to fly with the Collins Foundation Warbird Tour as flight engineer on the B24 Liberator through northern CA and OR! Wow! The chapter welcomes a new member, Joanne Dodge from Placerville and her 49 ½. Congratulations to Laura Decker, winner of this year's Shirley Lehr/Betty Alair Scholarship. Laura, a 99 with Mount Shasta Chapter, lives in Chico, has her Private Pilot license, and is studying for the IFR written. Her goal is to become a CFI, in order to share her passion for flight. She also wants to work as a search and rescue pilot.

THE MOVE

San Joaquin Valley

Dianne and Ken are finally back home! The chapter presented Barbara Evans with a certificate and pin for her 60 years as a 99. They are planning a September get-away and a 60th birthday party for their chapter.

San Luis Obispo

In May, we celebrated our Annual Poker Run with visits to five local airports. The event was well attended and provided a lot of opportunity for flight proficiency. A Top Sirloin BBQ with all the trimmings was served after the flying event.

In June, the San Luis Obispo 99s teamed up with the local YMCA to conduct an Aviation Camp for middle school students at Oceano Airport. The 99's presented hands-on lessons in navigation, chart reading, weather, instruments, and forces of flight.

On July 4th, the San Luis Obispo 99s gathered for a fly out and BBQ. Pilots met in the morning for a fly out to Santa Ynez for dessert (yes, eat dessert first) and returned to SBP for an old fashioned July 4th BBQ held in one of the 99's hangars. Festive decorations, good food, friendship, and the opportunity to fly was a wonderful way to spend the day with the many who attended.

Sutter Buttes

These ladies have been busy with the Golden West Airshow in Marysville and AIRFEST at Grass Valley where they worked various booths. Member, Jacquie Warda, flew the Pitts in the performance at the airshow. Carol Andrews has been "walking the walk" not only promoting the WINGS programs, but finished her 12th phase of the program as you will see in her article. Way to go, Carol! You are a great example to us all.

Utah

There was a wedding in Utah! Congratulations to Kizna King and her husband, Alex! The chapter completed a lovely compass rose in Ogden, then it was time for the Wendover Air Show again where they sold rummage sale items to donate the proceeds to the Wendover restoration projects. They are planning their chapter birthday celebration for October. Helen is working on her CFI rating. Member Andrea Reiskin is researching launching an apparel brand designed by and for women aviators. She has a survey at <http://www.surveymonkey.com/s/BNSCDGC> .

Monsoon Motown

Reprinted by permission from Cindy Pickett

When the folks at Wx Brief start talking 'monsoonal flow' it's time to tighten the seat belts. This is the season of rebirth in the desert, reborn on the deluge of thunderstorms and flash floods. The western Pacific starts chucking gigantic blobs of moisture onto our sweltering summer shores. The Mexican land mass channels moisture up to the Gulf of California where it then brings a second spring to the desiccation of our south western states. They dance in the streets of Tucson knowing the gauntlet of 120 degree days are over. Flowers bloom, ground dwellers crawl out of their burrows and microscopic life burst into life in water pockets and depressions of sandstone. Yet what this monsoon means to anyone in the mountainous west is massive cumulonimbus clouds with a mean streak.

Our longitudinal mountain ranges funnel the tsunami of weather as far north as Idaho, Wyoming and Montana. Stretching from the Sierras to the Rockies a rush-hour commute of violent skies is upon us. The combination of heat and moisture are the nursery of thunderstorms exploding up to 40K'. Lightning sears a leaden horizon touching off wild fires that go unabated. If one could sit in a comfy chair under the eaves of a sheltered porch it would be a great light show. For anyone 'caught out'; hiking, climbing, flying, the monsoonal days can be a challenge. I've listened to pilots, flying heavy metal, begging ATC to route them around this stuff. It's not pretty when the passengers in the back of the plane pull out their rosary beads and eject their just-eaten in-flight meal.

For those of us with choices, you fly early when the cool air hasn't started to party, you get your rock climbing accomplished by noon and you have a cool frosty mug of something in hand to watch the fireworks. But when your schedule doesn't allow the dawn lift off or the fog put a lid on any quick escapes you might as well bring your collection of Motown music favorites. The ride is going to be

rough. It's time to bump and grind with James Brown. The new head sets are great to patch in your music play list.

Our adventure to Oshkosh had to be cancelled because of our wonderful, elderly and feeble dog. Mosley is approaching 11 years old and orthopedic collapse. We couldn't leave him with the pet sitter for 2 weeks. Every day I kept up with all the fun that Julia, Pat, Valerie, Heidi and Kitty were having at Airventure Oshkosh. There were lots of challenges and lots to do. The plan was to meet up in Idaho on their return trip to keep the fun meter ticking.

Don and I lifted off Sunday the 31st around noon for the 3 hour journey to Smiley Creek, Idaho. By this time the wx gods have stationed their armies of thunderstorms all along the mountain ridges across Nevada, Oregon and Idaho. It would not have done us any good to climb above 10K'. That altitude would have been in the thick of things. So we did the 'bump and grind', swinging wide around the especially dark bases of clouds, blazing through the rain and trying to avoid any lightning. There were no close calls just lots of altitude/attitude management. Nevada is amazingly green... so weird this time of year. Even the Black Rock Desert has stains of standing water.

As the route approaches the North there is an upwelling sense of terrain. Deep canyons cut by the Owyhee, Bruneau and Snake Rivers etch into a rising mass that leads to the Rockies. It's fun to cut the 'point A to point B' flying and wiggle along with the river's undulations. Heavy, violent wx was raking the land south of Boise so we skirted to the north and then up and into the Sawtooth Mountains. If you've never experienced the majesty of these mountains go now, go soon. They rival any mountains to fly around and gaze upon or climb their lofty spires. The Sawtooth Valley runs north/ south with Smiley Creek airport at the south end and Stanley town and air-

port at the north end. Smiley has 5000' of manicured grass to land on. Adjacent to the tie downs are great camping sites, heated bathrooms and hot showers. The State of Idaho keeps two vans there for pilots to use. Gordon, the caretaker, is there Thursday to Monday to check you into the car or campsites.

Since this was a spur of the moment trip we left the camping gear behind and planned on a hotel down in Stanley. Unknown to us, unknown to my wx briefing 4 hours previously, Stanley's runway was under construction. Half of the 4300' dirt strip was getting an asphalt face lift. The ATC at Boise mentioned the closure just before we signed off. About that time we hear one of the air-service planes going into Stanley. He explained you can land on the dirt taxi way or the last half of the runway. We decided to go check it out. Don executed one of those beautiful slips to touchdown, avoiding the heavy equipment and crews on the first half of the runway and parking the plane within 300'. Yeah! We're finally here!

The owner of the Triangle C Motel came to pick us up. It's only a ¼ mile walk down a hill to town, but much appreciated. Stanley's population is a mere 87 people who cater to a huge world of river rafters, hikers, bikers, hunters and families on idyllic vacations. There are numerous lakes in the vicinity, hundreds of alpine hiking trails, bobsled bike rides, hot springs and famous white water rafting. Only 4 restaurants in town, a fabulous bakery, two espresso sites and rentals of all the toys you could ever use. The espresso stop 'Peaks and Perks' provides shuttle service to trail heads or fishing holes. It's recreation heaven!

The next morning we hopped in the plane and flew back to Smiley Creek to pick up the airport van. Julia and Mark, who were staying in Ketchum, met us at the airport. They had flown into Hailey, on the south side of the

(Continued on page 9)

Air Race Classic 2011

By Maureen Kenney, Director — Air Race Classic Board of Directors

We gathered in Iowa City, Iowa during mid-June. We all had high expectations of an exciting race from Iowa to Mobile Alabama, and many stops in between. Members of the Ninety-Nines Southwest Section who arrived in Iowa included Joyce Wells (Bay Cities) and Kathy Walton (Reno Area), who both were honored for their long-time participation in the Air Race and their dedicated leadership efforts. Kristine Anthony from the Yavapai chapter arrived with her teammate, Kristen McTee. Both were flying for Embry-Riddle Aeronautical University. I arrived with my teammate, Barbara Goodwin, a Michigan Ninety Nine. In all, 50 teams were registered to start the 2011 Air Race.

While the mid-June weather was generally good in Iowa City, there were some storms moving through, with lightning, low ceilings and wind.



Looking north to the first few Race Stops, however, showed a different picture. Strong storms, solid IFR conditions and wide-spread flooding were continuing across North Dakota, South Dakota and Wyoming. The Air Race Classic Board of Directors convened, and the day before the race start issued a revised race course. Racers were to proceed to Alliance, NE and start the race there. The problem? IFR conditions, high winds and storm cells between Iowa City and Alliance. Several teams withdrew upon notice of the revised course. In the end, 43 teams completed the race and met together in Mobile, AL. Joyce and Kathy withdrew. We missed them during the race! Kristine and Kristin finished in 19th place, and Barb and I finished in 40th place. There were many tales of wind and rain along the course, and great relief at having completed the revised course. One team, #41, actually flew the entire original course, much of the first days in solid IFR. They finished in Mobile just before the deadline for the race.

Some of the highlights of the pre- and post-race activities were the barbeque and hangar party in Iowa City, the Girl Scout activities there

(more than 200 scouts participated in the afternoon event), the visit to the hands-on children's museum in Iowa City, and the Boys and Girls Club activities and awards in Mobile Alabama.



"Cherokee Chicks", Barb and Maureen

The Air Race Classic is a 501c3 organization, and education activities are a mainstay of the Race activities. The Air Race Classic offers opportunities to test your cross-country skills in areas of the country that may be new to you. In addition, the friendships and fun are everlasting. Ask me about my experiences and about how you can participate. For more information about the Air Race, see

<http://www.airraceclassic.org/2011race.asp>

(continued from page 8)

Galena Pass for a music festival in Sun Valley. From their description the airport at Hailey is a pain in the butt. Between TSA regulations, \$20 landing fee and \$7.00/gal gas you have to really want to be there. Hugs all around to see good friends again and hear about their travels. We hiked a beautiful trail up near the pass, attended by endless wildflowers to Titus Lake. The lake is an emerald jewel tucked into magnificent glaciated peaks. It's a place where heaven touches down.

That evening we dined at the historic Sawtooth Hotel. Live music on the patio, with the sunset of the Sawtooth Mountains as a stage, was a festive local affair. Footwear for

most people is either cowboy boots or rafting shoes. It's not so much a fashion statement but a necessary wardrobe item. Kids and adults were up and dancing to the mountain music of a fiddle, 2 guitars and a drummer. Lots of smiles and joy to be alive abounded.

Tuesday morning Don took off for a bobsled bike ride while Julia, Mark and I headed into the big peaks again. Your balance gets a good workout crisscrossing the creeks that are running high. Two lakes, thin air and incredible views kept us loving it. A light rain and mosquitoes drove the party on.

Wednesday morning Don and I returned the airport car and jumped into our 3 wheel vehicle. The day

was CAVU with cool, climbing air. It didn't take long to pop up and thread our way through the peaks, enjoying the flight a whole bunch more. Today was a day between the monsoon waves. Even the 15kt. headwinds did not bog our spirits down. Mountain Home Muni is just a ½ hour away to pick up fuel. Then it was off and away with our spinner pointed home. It's times like these that make you love life so much. Great friends, great fun, great flying!

This is one of the coolest wild women videos. You'll love the mountain flying as we do! Thanks to Kitty for sending it.

<http://youtube/7s3y8KnzGbY>

Humboldt County Honorees

By Rita Limmer (Redwood Coast)

On June 6, 2011, at the Arcata Airport Terminal the Redwood Coast Flyers dedicated two photos to honor Helen Pierce and Kay Chaffee for their contribution to Humboldt County aviation.

Both ladies have a unique tie to Humboldt county aviation. In the 1964 flood, Helen, with her husband Les, ran Pierce Aviation at Murray Field. They organized local pilots to help in the search and rescue effort. As far as I know, Helen was the first woman pilot in Humboldt County.

Kay, a former WASP, went to Murray Field along with her husband, Keith, to volunteer. Helen hired Kay to help ferry supplies, people and the occasional dog. These two ladies helped to showed us how important general aviation is to our local area, especially in times of crisis like the 1964 flood. Kay has even written a book on her experiences in the flood.

Kay Chaffee and Helen Pierce's families were also in attendance.



Shauna Burrow, Julia Prokesova, Lindsay Locke, Rose Hanan, Nancy Maas, Sally Jo Cunningham, Sally Biggin, Kay Chaffee, Ann Elsbach, Pat Davis, and Rita Limmer

We would love to hear your stories !
The next Southwesterly deadline is November 15th
E-mail to southwesterlynews@gmail.com

Marin County Member Hosts 99s From Nepal Chapter

By Cindy Pickett (Marin County)

Kitty Houghton, who has supported and promoted the 'Charter' of the Nepal 99s hosted Monica Prajapati and Sabina Shrestha from Kathmandu, Nepal. They were both in the film that Kitty and Bob made about women pilots in Nepal. They have come over to fly with Kitty to Oklahoma City for the International Meeting of the 99s.

The Nepal chapter is doing so much to promote young women in all aspects of career opportunities. Recently they sponsored a basketball tournament to make money for girls in remote areas. Monica and Sabina's energy is joyful and infectious. You can't help but stand up and cheer when you hear all that they are doing. Kitty had invited members from the Santa Rosa and Bay Cities chapters, along with Barbara O'Grady and me. What a great evening it was. Considering they were packing up and flying out the next day, it was a huge effort on Kitty's part. Many thanks for all Kitty has done for women pilots worldwide.



Back row: Mary Jo Wisneski Johnston, Cindy Pickett, Val Suberg, Jan McConnell, Patty Ann Foley, Judy Knaute, and Cynthia Sperberg-Hart. Front row: Pat Chan, Monica Prajapati, Sabina Shrestha, Judy Barron, Kitty Houghton, and Kath Holcombe

New Horizons

Camilla Hutson

July 8, 1939 — March 2, 2011
San Diego

After a long illness, Camilla passed away with her family by her side at her home in La Jolla. Camilla enjoyed flying with her husband, Robert J. Hutson, who died in 1984 of pancreatic cancer. Camilla had earned her private, instrument, commercial, sea-plane and multi-engine licenses. She enjoyed the weekend Pacific Air Races and other activities the San Diego Chapter sponsored in the 1980's and 1990's while she was still able to fly. She flew with her sister in-law, Christina, a Coachella Valley Ninety-Nine, in the PAR's. Camilla and Bob flew their Aero Commander 500B for business and pleasure. They were the owners of R.J. Supply in San Diego. Camilla enjoyed art, music and trips with family. She leaves her sister and brother-in-law, Richard and Linda O'Donnell, and their two daughters, Karen and Sheryl O'Donnell. Her extended family, include nieces and nephews of the Robert J. Hutson family including her step-daughter, Kathy Hutson Herbert of Escondido. She will be missed by all who knew her.

Geneva Mae Cranford

June 8, 1923 — July 25, 2011
Monterey Bay

Geneva was born in Chandler, OK to Phillip and Tessie Ausmus. In 1941, she married Douglas Cranford of Salinas. They had two sons, Donald and David.

She actively participated in many organizations such as the First Baptist Church of Salinas, the Monterey Bay 99s, the Salinas Elks Lodge 614, Women of the Moose 630, the Carmel Foundation, Monterey Hot Jazz Society, American Legion Auxiliary Post 31, the Forest of Friendship, and Air and Space Smithsonian.

First Baptist Church of Salinas, her love of gardening inspired her to design a new garden at the church. She also was chairwoman for the annual Salinas Valley Quilt Show for many years. Her unique creativity also involved her in helping design the Streets of Bethlehem costumes. She helped design the garden room and was actively involved in the reupholster of the pews.

A Monterey Bay 99s charter member since 1965. She had a love of flying and earned her private pilots license in 1961 at the Salinas Airport. She took many flights over the years, but her favorite destinations included Acapulco, a three week trip to Alaska, and the East Coast. She traveled with her girls for the 99s activities, and even led 24 of them to climb Amelia Earhart's Peak in 1987 to commemorate the 50th year anniversary of Amelia's last flight. In 1966 She had one of her biggest thrills in flying and was the co-pilot in the Powder Puff Derby with Helen Shropshire in Helen's Comanche 180. The race went from Seattle, Washington to Clearwater, Florida. She once again flew as co-pilot with Jo Dieser in the final Powder Puff Derby race in 1976. She designed and helped build a portable concession booth for the 99s to use at air shows and various activities.

She loved woodcarving, over the years she had a love for making carvings out of wood and turning them into amazing pieces of art. She carved Susie the Otter, a replica of a carousel horse, a merganser duck, and a quail scene. She belonged to a group of wood carvers that convenes every week.

Geneva had an amazing talent when it came to ballroom dancing. All kinds of dancing made her toes tap to the beat. She looked forward to the next dance and many of songs that held a special place in her heart.

Ichabana flower arranging was another passion. Geneva was a master

designer and taught many people how to perfectly arrange flowers for professional presentation.

She was preceded in death by her husband, Douglas Cranford; and her brother, Jim Ausmus.

Geneva is survived by her son, Donald and his wife, Lois, of Spreckels; son, David and his wife, Gaylene, of Salinas; and her 5 grandchildren and 7 great-grandchildren. She is also survived by her sister, Lavern Thrasher, of Snowflake, Arizona.

Lou Ann Marshall Unger

1934 – June 11, 2011
Palomar

A tribute to Lou Ann Unger from her daughter Sandy Albright:

"Lou Ann, my mother, received her pilot's license in January 1982 when it became clear to her that she was going to be spending many hours as the "co-pilot" to my father who already had his license. They moved from Rancho Bernardo to Ramona to be closer to the airport where they would hangar / park their plane. They spent summers flying east to Chicago to visit my mother's parents and to Oshkosh, WI for the fly-ins and other events. In 1990, my mother participated in the Air Race Classic, from Temecula to York, PA. (Which is ironic, because I moved to York, PA in 2007, about 10 miles from the airport that was the end of the Classic. She had told me that the York Airport was hard to find, and I believe her seeing that it is located just south of the Lincoln Highway, below some rolling hills and between cornfields.) She enjoyed flying up and down the state of California for the California Garden Club meetings and events as the club's state treasurer."

Lou Ann is survived by her two daughters.

2011-2012 Calendar/Activities

September 10-11, 2011

[California Capital Airshow](#)

Mather Field, Sacramento, CA

Sept 14-18, 2011

[Reno Air Races](#)

Stead, Nevada

Sept 22-24, 2011

[AOPA Summit](#)

Connecticut Convention Center
Hartford, Connecticut

Oct 15-16, 2011

Coachella Valley Fly-In/Camp Out
CN64 (formerly L64)

Oct 20-23, 2011

Joint Southwest & South Central Section Meeting
Durango, CO

Jan 1—April 15, 2012

Registration for [Air Race Classic](#)

January 28, 2012

SWS Winter Workshop
Dream Inn
Santa Cruz, CA

May 4-6, 2012

Spring Southwest Section Meeting
Beverly Garland Hotel
Studio City, CA

July 11-15, 2012

2012 Ninety-Nines International Conference
Marriott Providence Downtown
Providence, Rhode Island

Does your Chapter have items for sale?

Dorothy Norkus, San Diego Chapter, is gathering this information into a database to be accessed from the 99s website.

Contact Dot at av8trxx@aol.com to obtain the details on how to submit the required information.

***Please Expedite
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