

SUTTER BUTTES

Aug-Oct 2010

Edited by Shana Nussbaum, af_shana@yahoo.com



Timeline Tidbits

Nov 11- 13

AOPA...13th is 99s AOPA Breakfast , 7am (long beach) register at http://ninetyines.net/swsaopa/sws_aopa.asp

Nov 20

Santa Clara Valley Chaper Flyin to Quincy. Contact Mayetta Behringer at mjbty@comcast.net for more info

Dec 18

Christmas Party Potluck at Alpine
Noon, Potluck AND gift exchange... flyer coming soon

Jan 29

SWS Winter Workshop (Oakland)

\$35 for registrations received by **Nov 30th**.
<http://baycities99s.org>

Feb 24-26

Women in Aviation conference (Reno) www.wai.org

Mar 19

SB's Flying Companion Seminar (Grass Valley)

CONGRATULATIONS!

Mary Fairbanks has passed two written tests...she is now a instrument ground instructor!!!!
Also, she passed her IRA for her instrument rating & soon she will take her instrument flight check ride!

Molly Meade is an Instrument Pilot! Not only did she pass, but she did it in 1500 miles from where she did her training after just a week of training in the new Kansas environment.
WAY TO GO, MOLLY!

CHAPTER CHAIRMAN

Shana Nussbaum, af_shana@yahoo.com

VICE CHAIRMAN

Valerie Bush, valarieb@bushplace.com

SECRETARY

Carol Andrews, charley.alpha@theunion.net

TREASURER

Willa Young, wyfly99s@comcast.net

SAFETY EDUCATION

Sandy Mills sandy@flyalpine.com

AIRMARKING & SCRAPBOOK

Willa Young wyfly99s@comcast.net

SCHOLARSHIP, MEMBERSHIP & BYLAWS

Thelma Cull nrctjc@aol.com

WEBMASTER

Sara White, daperfictl@gmail.com

New!

Fundraising

Patty Wagstaff's safety presentation in August was a great kick-off of our new sponsorship to provide food for any FAA safety seminar at Alpine Aviation... we made \$103.50 in donations for the scholarship funds with our yummy breakfast burritos. Thanks to Sandy Mills for helping make them!



2 members volunteered at the Go Girl booth at the Capital City Airshow for \$100

Carol earned us some dough at the Reno Air Races too!



Had we known in advance what Shana had in store for us, there would have been 50 people clamoring for a spot on the U-2 tour at Beale Air Force Base, on October 29th, but we didn't know the full details until we got there.

Hosted by the Sutter Buttes 99s, with Chapter Chair Shana Nussbaum and Becky Davies spearheading the tour. Participating from our chapter were Valarie and John Bush, Willa and Fred Young, Sandy Case and Bill Bacon, Carin Batham, Shirley Weinbaum, Carol Andrews, Becky and Shana. From the Sacramento Valley 99s, Nancy Genesi-Hill and her husband Bill, and Jody and Bill Wooton.

We spent a great hour with Commander Joe Santucci learning all we could want to know about the U-2 and its place in today's Air Force. He graciously answered all our questions before we were ushered into the next area to learn about the pressure suit they wear above 45,000 feet, and all its accessories. Keeping us on schedule, Shana took us back for our pre-ordered Subway lunch, where another U-2 pilot endured yet more questions. We even got the pleasure of meeting Shana's U-2 pilot-husband, Matt, who spends a great deal of his time away from the base, doing his job.

We were then told we were getting to ride in the chase cars while watching a U-2 doing multiple low passes and touch and goes. With three to a car, we spent the next hour and a half following the lead mobile car as the landing U-2 approached, listening to him calling out the altitudes in feet—5, 4, 3, 2....hold it...and watching the tail gear touchdown with the big main wheels to follow. Our driver "Milli", also a U-2 pilot, informed us that the preferred touchdown was to stall the aircraft from a "2" which plunked the gear to the runway with no possibility that those huge wings would want to fly again. Crosswinds present a greater degree of skill to land the U-2's bicycle gear.

From the front seat, it was an absolutely unbelievable experience. The acceleration of the Pontiac chase car to 137 miles per hour (it had a governor that kept it from advancing on the slowing aircraft) as it screamed onto the runway and made a curving turn to tuck in behind the jet and to the left of Mobile 1.....was indescribable. And there you are staring up into the tail section of this huge, beautiful, black airplane. While awaiting our turn to go again, we got to see a Global Hawk as well a T-38 take off—all of the aircraft currently stationed at Beale.

Next time I descend over Beale's Charlie airspace from Grass Valley to Marysville and see a U-2 below me, I'll know just a little bit more about their procedures, with a great deal of respect and admiration for these pilots who spend up to 12 hours at a time in "their office." And I'll remember this day forever.

-Carol Andrews

Membership

Meet Your Members.....Sara White, joined 09/09

Born in Tacoma, WA, Sara grew up around airports, raised by her grandparents—both of them pilots, plus grandpa was an A&P. She recounts a flight in their C-206 when she was 5; they flew from WA to a family reunion in New York. Tornadoes, storms and landing in a field with cows while watching the black sky in the distance are just some of the memories of that trip. There were also many trips in their float plane, fishing in Canada.



Later, she earned money towards skydiving packing parachutes at the Kapowsin Airfield, a skydiving haven for most of western Washington. Her first jump was on her 16th birthday, and continued until she left for the Air Force after high school. Sent to Beale AF Base in 1999, she began flying lessons the next year, but was deployed to Saudi Arabia and didn't earn her certificate until she returned to Beale.

Sara recently separated from the Air Force, and has a job as a civilian doing the same thing she was doing for the Air Force. This enabled her to buy a 1967 Piper Cherokee 140 from her grandfather, which she eagerly wants to get back in the air when she returns from Dubai.

She's married, has a daughter who loves to fly, and joined the 99s at the urging of her grandmother, to meet other women with similar interests. With just over 100 hours of flight time, Sara looks forward to picking up where she left off, taking her family on weekend trips throughout California. Her goal is to fly home to Washington, land at Kapowsin Airfield, taxi up to the house, and surprise her grandma!

SARA HAS ALSO just AGREED TO BE OUR NEW WEBMASTER...THANK-YOU!!

The chapter was sad to say goodbye to Kathy Frank but sent her off with a great potluck as she heads to Florida! We'll miss you!

2011 AEMSF applications online at

<http://www.ninetynines.org/index.cfm/scholarships.htm>

Deadline to submit to your Chapter's Chairman is December 1, 2011.

Scholarships

WE HAVE A **NEW SCHOLARSHIP** in 2011 for any 99 within 99 air miles of Yuba City, California. \$1,500 will be awarded to the winning applicant to be used toward a certificate or rating.

Send Applications to Carol Andrews by December 31, 2010
13760 Laurel Hill Loop
Penn Valley, CA 95946

Selection of Recipient will be announced by March 31, 2011

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For further information contact Carol Andrews (530)432-2827 charley.alpha@theunion.net



Scholarship Winner - Hello ladies...since we have not been able to gather this summer as a chapter I want to introduce you to Andrew Rice. He has just graduated from Marysville High School and will be attending the university of North Dakota. We are very proud to have Andrew on our list of young people determined to work in the aviation field. We have awarded him a \$1000.00 scholarship.
-Thelma Cull

VFR Vitamin

Military Training Routes (MTR)

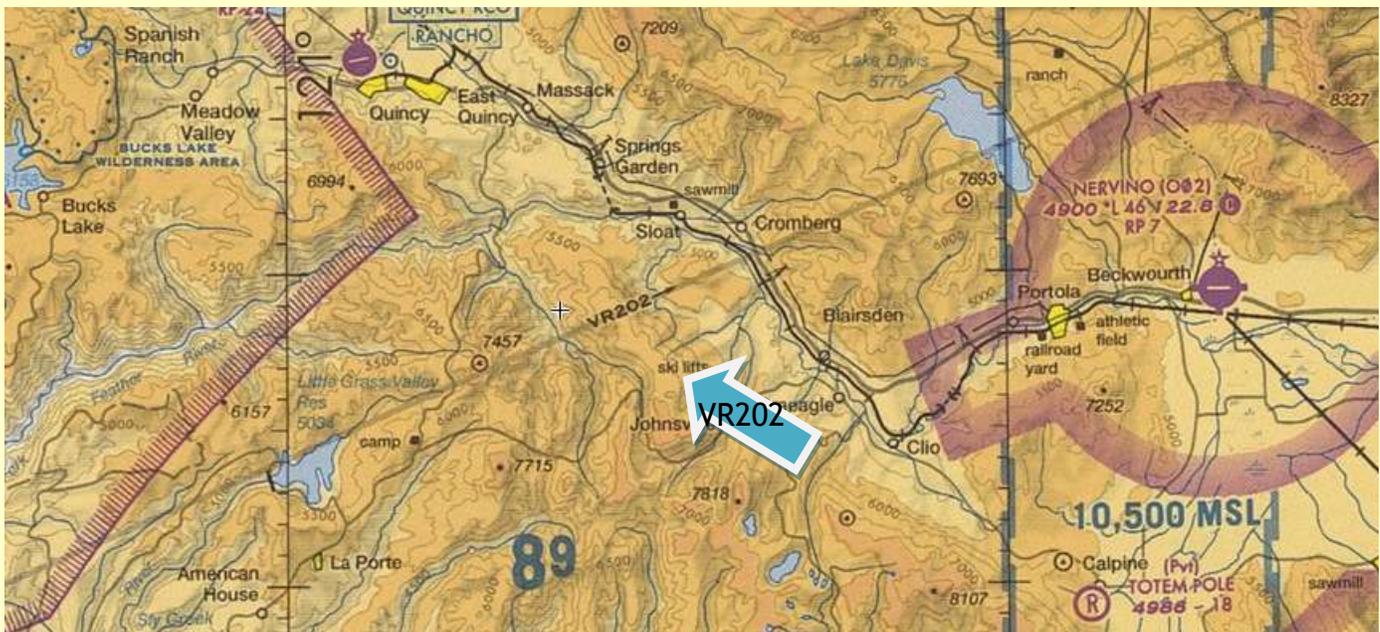
Keep an eye out for the new Chapter BROCHURE and BUSINESS CARDS. We should have them available at the Christmas party!

Did you know that military T-38s are flying low and fast in our areas ALL THE TIME?! They typically use military training routes where the 250-knot below 10,000' restriction is waived. These routes are depicted on sectionals as light gray lines... VFR routes are listed as VR### and are flown at or below 1500 of surface. Terrain following is only allowed if visibility is over 5 nautical miles. IFR routes are listed as IR### and are usually flown above 1500'. Speeds above 250 knots are relatively common on all these routes.

MTR routes extend for ten miles to each side of the thin gray line shown on the sectional. The width varies for each segment and is not depicted. FSS's should have a current status list and should be contacted if routes conflict with your route of flight. As part of your weather briefing the FSS will give you MTR information within 100 miles of your flight route but you **must** ask. Additionally, flight following will advise you if you remain in contact with them. Routing or separation protects IFR pilots.

P.S. 250 knots it only takes 14.4 seconds for an aircraft to 'bloom' full size on your windshield.

For more information check out http://flightsafety.org/ap/ap_nov91.pdf



Beyond the Buttes...

International Conference in Kona, on the big island of Hawaii.

The Sheraton hotel provided a beautiful venue and we were truly "99s Pilots in Paradise". From the Sutter Buttes Chapter, Thelma Cull, Carol Andrews and AE scholarship recipient Mary Fairbanks attended the conference. At the Annual Business Meeting, 175 voting delegates representing 16 sections were in attendance. During the meeting, Kitty Houghton, International Membership Chairman for offshore Sections, presented a video that featured the ladies of the Nepal Section, providing an introduction to some of the professional pilot members and a picture of the extreme flying conditions faced every day in that region.



As our Chapter's contribution to the Southwest Section hosting this event, Thelma fulfilled her duties as Credentials Chairman for International and Carol designed and produced the program for the AE Scholarship/Awards Banquet. All of the conference material may be found on the Ninety-Nines website.

Section Meeting - Two SB 99s attend Fall Meeting in Orange County



Photo shows Thelma and Carol enjoying the ambiance of the Aviation Museum at John Wayne (Orange County) airport during the Friday night reception. Thursday night Carol went on the dinner cruise on Newport Bay, viewing the Balboa Island homes from the deck of a yacht and dining on tilapia while renewing friendships. The business meeting on Saturday morning went along smoothly, and new Governor Penny Nagy closed the meeting at 11:30 a.m., precisely on schedule. There were 127 99s registered from 26 chapters; the next Southwest Section meeting will be the Winter Workshop hosted by Bay Cities chapter on January 29, 2011, in Oakland. Everyone is invited and encouraged to attend. Spring Section meeting will be April 29-May 1, 2011, in San Diego and the Fall Meeting will be jointly hosted with the South Central Section in Durango, CO, on October 21-23, 2011. International Conference for 2011 will be July 13-17, 2011, in Oklahoma City.

The Southwest Section is still in need of Awards, Historian, and Scrapbook committee chairmen if anyone is interested.

Please e-mail answers to the following questions to penflys99s@surewest.net if you get a chance:

Why are you a 99?

What do you like best about the 99s?

What direction would you like the 99s to take?