



Established August 14, 1965  
[www.montereybay99s.org](http://www.montereybay99s.org)

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# LOGBOOK

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## ATTACHMENTS

WVI Economic Benefit Analysis  
 Lee Road Trail Location



The Monterey Bay 99 chapter will be 55  
 years old on August 14, 2020

## The Ninety-Nines Mission Statement:

"The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships and mutual support while honoring our unique history and sharing our passion for flight."

## MEETING

Conference call

August 19th @ 7 pm

Dial 1-605-475-3235 Pin 269856#

## Monterey Bay

**Chair:** Jeanne Sabankaya

**Vice-Chair:** Mona Kendrick

**Secretary:** Paula Gail (Salinas meetings) & ??? (Watsonville)

**Treasurer:** Alice Talnack

### Committee Chairs

**Aerospace Education:**

Alice Talnack

**Air Marking:**

Michaele Serasio

**Scholarship:**

Alice Talnack

**Membership:** Kay Harmon

**Historian:** Carolyn Dugger

**Librarian:** Laura Barnett

**Aviation Activities:** \_\_\_\_\_

**Legislative:** Alice Talnack

**WebMistress:** Gabrielle Adelman

**Public Relations Coordinator:**

**Hospitality Chair:**

Joanne Nissen

**Logbook Editor:** Jeanne Sabankaya

Deadline: 5th of each month for the current month's publication. Send info to [jeannesabankaya@gmail.com](mailto:jeannesabankaya@gmail.com)



## Member Activities



I am assuming there have been aviation activities that our membership have been involved with. Due to our teleconferencing method of meeting we have not had that pleasure of chatting and catching up. We'll try that at our next meeting.

Activities I am aware of...

**Mercedes Eulitt-** Flew to Montana, went to Seeley Lake ((grass strip) with husband Sean.

**Petra Kirk, Mona Kendrick, Jeanne Sabankaya** flew around Montana with safety pilot Pete Dascoulias from Holman Aviation in Great Falls.

**Mona**—Flew from West Yellowstone Airport and over Old Faithful as it was erupting, flew past several little airports and landed in Helena, practice flights in Piper Archer familiarizing herself with Montana airspace and terrain.

**Jeanne**—Flew from Great Falls to West Yellowstone Airport, then from Helena back to Great Falls. Along the way flew over the China Wall and Continental Divide, exposed to spins and recovery, & Montana weather of taking off at 20 kts and 25 kts xwind ok but at landing winds were at 30 knots gust, did 2 stop & gos on run way 21,flew Piper Archer & Cherokee 140

**Petra, Mona, Jeanne**—Flew out of Great Falls Airport which should be a class D airport but since it is within a TRSA it is considered "other." Airport elevation 3,680 feet. Control tower, longest runway was 10,502 feet long and shared with commercial, military, and GA planes. Weather condition varied from calm and clear to cloudy and windy and possibly a little rain.

## MEETING LOCATIONS

**Conference call August 19th @ 7 pm**

**Dial 1-605-475-3235 Pin 269856#**

# Prop Wash by Jeanne Sabankaya

I received an invitation from Petra to “come-up to Montana; we aren’t quarantining nor wearing masks.” When I heard that Mona was planning a trip to visit Petra, that was not a difficult decision to make.

Petra had a full week of aviation activities planned for us but because the 100 hour maintenance for the plane came up after our Yellowstone trip, we had to enjoy the state via land and water. Petra took us to see The Gates of the Mountains the actual path Lewis and Clark took on their expedition, several dams, saw the shortest river in the U.S., walked the Great Falls Riverwalk by the Colorado River, visited the First People’s Buffalo Jump, and many more activities. What we didn’t see by land or water we saw from the air. What a different perspective to see the vastness of a canyon from the air and the mountains rise up next to us..

Montana weather is different from Watsonville and Salinas starting with the elevation the airport sits on. What I would call a “no go” was typical Montana weather and we were going up. I flew the Cherokee 140 with Pete and at 7,500’ agl we started my spin exposure. The stall and then the spin happened so quickly that by the time I saw the earth spinning off the nose and prop we lost 500 feet. The acronym P R A Y (P power idle, R rudder opposite, A ailerons neutral, Y yoke forward) could also have other meanings in a time like that. We did two more spins and headed back. Listening to ATIS we had a 30 knot gust crosswind. Crabbing into the wind and last minute straightening the nose was an excitement.

One of the runways was so long (10,502’) that I was able to do two touch and gos on it. It was a strange feeling after the first set of touch and goes, putting that nose down for another touch and then go. The record for that runway is three touch and gos.

Here’s two more photos to share. Montana is all about bisons/buffalos so I had to get a picture of this. We couldn’t make it out to Billings to see the real ones.



Rotor Clouds Shading enhanced so you can see rotors more clearly.



## Photos from the Montana trip including Petra, Mona and Jeanne.



Here's the three of us with safety pilot and instructor Pete from Holman Aviation in Great Falls, Montana. Wheels up at 6:30 a.m., Jeanne flew the first leg to West Yellowstone Airport. We were up to 11,500 feet flying between and over mountains, by-passing clouds, admiring at the scenery, lakes and rivers which were abundant sparkling like sequine in the sun, Did a quick touch-and-go in Helena and off to Yellowstone. A weather check indicated the density altitude was 8,000 feet!

The next leg was supposed to be Petra but not sleeping the night before, the safety check she did would not allow her to fly. We checked to see when Old Faithful would erupt next which gave us about 45 minutes. Mona took this next leg. The pressure from her backseat passengers was great and nonstop. Some of the chatter went like this. "Mona, you're too close, now you're right over it; go around again; bank more; we can't see anything, the wing's in the way." Mona remained focused on her flying handled some bumps from the thermos and got us safely to Helena. We switched pilots again and Jeanne had the last leg. We flew toward the China Wall (formations looked similar to The Great Wall of China) which is an escarpment of anywhere from 12 to 40 miles long. The China Wall also makes up part of the Continental Divide (meaning water on the different sides of the wall flow into either the Atlantic Ocean through the Gulf of Mexico or the Pacific Ocean). After leaving the Bob Marshall Wilderness Area, the plane felt the sluggishness of the density altitude.



(Middle photo) Old Faithful blowing,

(bottom left) China Wall

(bottom right) Petra and Mona studying the sectional for our trip to West Yellowstone

## MONTEREY BAY 99s

### **August**

Chapter Anniversary—August 14, 1965

National Aviation Day—Orville Wright's birthday August 19th

### **September**

Reno Air Races (Sept. 16-20) **Postponed**

Installation—Forest of Friendship.....**Postponed**

### **October**

Southwest Section Fall Meeting

### **November**

Nov. 2—91th birthday of the 99s

### **December**

Holiday Potluck/Party

“Share the Holidays” aviation related toys for children drive

Deadline for Scholarship Applications

### **January**

Southwest Section Winter Workshop Meeting

### **February**

Cookies for the towers, airport staff & businesses

### **March**

MB99s Nominating Committee—Bi-Annual

WIA

### **April**

MB99s ballots distributed for new officers—Bi-Annual

Southwest Spring Section Meeting

### **May**

MB99s Scholarship Award & Luncheon

### **June**

Chapter Reports Due to International

MB99s—History & Scrapbook Remembrance/Updates

Identify pilots for Section Award @ Fall SWS meeting

Salinas Air Show .....**Postponed**

### **July**

International Conference.....**Postponed**

Officer Installation—Bi-annual

Membership donations due

Oshkosh/ EAA Airventure.....**Postponed**

Share the Holidays—start collecting toys

# History of the Mesa Del Rey Flight School and Airport

By Alexander Osorio

During World War II, the United States Army contracted much primary pilot training to civilian flight schools that made up the “Contract Flying Schools”. As they were civilian-owned facilities they were not designated as official Army Air Fields. However, these fields met the Army’s training standards, and still provided a significant amount to the war effort. The Mesa Del Rey Flight School was one such field.

In 1940, the company Palo Alto Airport Inc. was contracted to construct an airport in California for use in training Army Air Force cadets. After much deliberation on location with a suitable climate and low average



rainfall, it was decided that King City would be a suitable nearby location. A 249-acre piece of land owned by the Speckles Sugar Company was leased to the City government, which was subsequently leased to the flight school. In October of 1941, the City of King would pass a \$16,000 bond issue to purchase the property.

During the winter of 1940-1941, the airport was built from scratch out of what was previously flat farmland. It was completed in May of the following year. The airport included five barracks, a hospital, an administration building, a mess hall, and two hangars, as well as the main runway and tarmac—all at a total cost of around \$500,000. It was also built with an

unusual layout, constructed with a dispersal area and revetments (a type of fortification) that would be usually found in a military airfield; this was possibly for use as an alternate fighter base if the need arose. Interestingly, it was built without a control tower—aircraft had to be signaled by an instructor with lights on the ground. The facility could accommodate a staff of 35 Army personnel and 555 civilians. Most of these were flight instructors, security guards, aircraft mechanics, ground school instructors, office employees, mess hall attendants, PX, and flight line and grounds keepers.

The first cadets arrived on March 15, 1941. Training began on March 21, with the school’s first class of 50. Initially, the school had used two Stearman PT -17s (biplane trainers, also used as crop dusters) borrowed from another flight school in nearby Tulare. However, these were soon replaced with new Ryan PT-21s (military production version of ST-3) and PT22 Recruits, which both looked and handled much more like fighter planes. These aircraft had tandem open-cockpits, low wings, a metal fuselage, and were powered by radial five-cylinder Kinner R-440/ R-540-1 engines that produced around 125 and 160 horsepower, respectively. Soon the number of training aircraft grew to 120, and the flight school would be training around 500 cadets at a time. Each aircraft flew for 3½ hours in the morning, and in the afternoon, for a combined total of 700 hours a day. There were often upwards of 100



planes in the air at any given time.

To apply for the program, cadets had to be between the ages of 19 and 25 and have two years of college or three years of a scientific/technical education. Each cadet at the school was enlisted in an intensive nine-week-long class, and received a total of around 65-70 training hours.

The daily schedule consisted of waking up at 5:00 am in the morning and went until 10:00 at night. There would be four morning flights of 60 airplanes with instructors and cadets flying tandem, and 60 upper-class cadets flying solo, then in the afternoon, another four flights of 60 planes with cadets flying dual, and 60 of the lower class cadets flying solo. Somewhere between 20 and 40% of cadets failed the program - many because of air sickness, but some were simply too rigid and unsuited to flying. Those who passed, however, would move onto Basic Flight Training with the Army Air Force at Randolph Field in Texas, and then onto Advanced Flight Training. By the time of the school's closing in October 1944, nearly 10,000 cadets had passed through its primary training course.

By 1945, the United States Navy took an interest in the field because of its good weather and close proximity to Naval Air Station Alameda up in Oakland. On the 6th of April, they decided to take control of the airport and commissioned it as an auxiliary field - designated King City Naval Air Auxiliary Station (NAAS King City). The Navy Commanding Officer was impressed with the facility's decor and proclaimed it "the prettiest NAAS in the Twelfth Naval District". During this period it was used to train fighter and torpedo bomber pilots. Composite squadron (a fighter-bomber squadron) VC-10 Mallards arrived from Ventura on April 10, but by the end of the month they transferred and were replaced with the squadron VC-20. This unit's aircraft consisted of Grumman TBF Avengers, FM-2 Wildcats, and one SB2C Curtiss.

They were later supplemented by NAAS Holtville's Carrier Aircraft Service Unit 64, who operated three FM-2s, two Avengers and one J2F Duck. However, Navy planes encountered problems with the facility's runway in the summer of 1945; the asphalt surface became soft when hot, which made landings difficult and dangerous. It was declared surplus on September 30, 1945, and discharged to the War Assets Administration. Soon the property was reverted back to possession of the City of King and became a civil airport, Mesa Del Rey Airport.

In 1957, about 35 acres of the airfield were sold for \$55,000 dollars to a commercial dehydrator, Basic Vegetables - this land is now owned by Rava Farms. Interestingly, the airport now houses another type of school, an aerobatics school: the Tutima Academy of Aviation Safety. However, other than this the field has not



seen too much change, with the exception of the cadets quarters and some small classrooms and maintenance sheds that had been removed. Today, the airport remains as the city's municipal airport; it sees a small amount of yearly aviation traffic, primarily from small single-engine planes, and keeps around a dozen aircraft based at the field.

**(This article was taken from the Monterey County Agricultural & Rural Life Museum Newsletter 2nd qtr – July 2020)**

Alexander Osorio was 1 of MCARLM's 4 students from King City High School that were selected to be a part of the 2019/20 High School Internship Program. Alex is an AP focused student who will be a senior this coming year, at King City High School. This upcoming year, Alex will be focusing on his studies, preparing for college, and working on his Eagle Scout project.

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### **Monterey Bay 99s Update on the July 29, 2020 WAAC meeting**

Hi Ladies! The Watsonville Airport Advisory Committee met on July 29, 2020 for a virtual WAAC meeting. I represent the 99s on the committee and wanted to give you an update on the meeting agenda items.

Rayvon presented his annual Year in Review Presentation for 2019-2020. The latest report is attached for your information.

The FAA has provided KWVI with a \$550 million grant to conduct a Municipal Airport Master Plan Update. The Master Plan process will take 18 to 24 months and will be conducted by Kimley-Horn engineering consultants.

Dr. Lee McPheters presented the 2019 Municipal Airport Economic Benefit Analysis for KWVI. The pdf and handout are attached for your review. The review is an interesting assessment of the impact our airport makes on the community.

The principal engineer from the City of Watsonville Public Works & Utilities, Mr. Murray Fontes, requested approval from the WAAC for the Lee Road Trail Project, a pedestrian and bike trail starting at Pajaro Valley High School and extending along Lee Road (see attached map). This project requires changes to the Coastal Development Permit and the City of Watsonville wanted to make sure the WAAC would not object. Sarah Chauvet informed Mr. Fontes and the WAAC that the City of Watsonville needs to reach out to the Watsonville Pilot's Association Legal Representative (currently Sarah), not the WAAC. The WAAC requested Mr. Fontes contact the WPA Legal Rep and the WPA lawyers to follow the requirements of the previous lawsuit concerning PVHS property.

Thanks to Jeanne S and Alice T for attending the virtual meeting. Your support is always appreciated. Hope everyone is safe and healthy.

Happy Landings!

Marjorie Bachman

# **2019-2020 Year in Review**

## **HIGHLIGHTS**

- (1) Crosswind Runway Nine-Two Seven rehabilitation completed
- (2) FAA reduces RNAV RWY 2 minimums to below 300 ft AGL
- (3) FAA awards \$550k grant for Airport Master Plan Update
- (4) FAA awards \$110k grant for Pavement Maintenance Plan Update
- (5) Airport receives \$69k CARES grant for COVID-19 impact
- (6) County reimburses Airport \$25k for 2016 tree topping
- (7) Airport publishes first Economic Impact Study since 2003
- (8) Field wide exterior Building & interior Hangar LED Lighting upgrades
- (9) Go Jump (Sky Dive Surf City) begins 3<sup>rd</sup> year of operations
- (10) Airport ends fiscal year with a cash fund balance of \$471,000.00
- (11) “Zameen’s” & “Ritual Ride” opens at 45 Aviation Way
- (12) Dept. of General Services construction 120 Aviation Way completed
- (13) Airport rehabilitates south end tie-down area
- (14) Airport upgrades irrigation system at Airport Driving Range
- (15) Airport replaces sewer line across north end at Burchell Ave
- (16) Airport acquires two new Utility Trucks and 5k gal Jet “A” fuel truck
- (17) Seventh year of *“Second Weekends” Historical Display Days*
- (18) Airport sells 8,500 gals of AvGas in three weeks @ \$3.50/gal
- (19) Tenant Appreciation Fire Extinguisher Service & Blood Drive
- (20) Tenant of the Year: Sam Kennedy

## **LOWLIGHTS**

- (1) Airport ATM stolen
- (2) COVID-19 impact on operations
- (3) Open House and Car Show cancelled
- (4) Continued non-compliant AvGas purchases
- (5) RWY 27 take-off NA continues due to RVZ



# **Monterey Bay 99s Fund Raiser**

## **Monterey Bay 99s –**

Our chapter fiscal year starts July 1<sup>st</sup>. Time to make that yearly donation of **\$20.00 (or more)** for chapter operations. Several members choose to make multi-year donations.

Thank you to those who have already paid for this year:

Examples of how your donation is used throughout the year are:

We donate to the Women Pilots Museum, Amelia Earhart Museum, the 99s Endowment Fund and fund projects at our International Headquarters in Oklahoma City.

Locally, your donation helps the chapter maintain our storage hangar, aviation library, monthly meeting locations, chapter supplies for various aviation presentations and activities, aviation related toys for the KSBW holiday program, sponsor inductees to the Forest of Friendship, new member badges and more...

And, our yearly **Aviation Scholarship Program** to a local female applicant seeking her pilot license or new rating.

A great value for just a **\$20.00** donation for an entire year.

### **How to donate:**

Make checks payable to the Monterey Bay 99s.

Mail to: Alice Talnack, 140 Dovewood Lane, Aptos, CA. 95003

OR, bring your chapter donation to the next Monterey Bay Chapter meeting.

OR, We also take donations via your credit card. Call me for this option.

Cell 831-332-3549.

Thank you for contributing to the goals and operations of our chapter.

As always, your support for all that we do to promote aviation is greatly appreciated.

### **Other Ways to Support the Monterey Bay Chapter -**

**Spread the word to friends and family. All of these donations are tax deductible.**

Our **NEWEST** fundraiser is SECOND SATURDAY at Watsonville Airport. And we are starting FOURTH SATURDAY at Salinas Airport.

We sell water, books, memorabilia to pilots displaying their airplanes that weekend. It is also great community PR for the MB99s. To volunteer or donate items contact Alice (cell 831-332-3549). **Currently**, this activity is on-hold due to the Covid-Virus. I will send an update when we can resume this activity.

**Shopping on Amazon? – Use [Smile.Amazon.com](https://www.smile.amazon.com) to place your order.**

Select the Monterey Bay Chapter of the Southwest Section of the Ninety-Nines as your charity to support. Once you select Monterey Bay as your charity all future purchases will automatically be credited to our chapter.

## Nature and Aviation



### Seabirds Use Their Sense of Smell to Navigate Open Water

A new study suggests shearwaters follow their nose home

A Scopali's shearwater skims the water's face.

Bird migration is truly one of the most astonishing, and least understood, phenomena in the animal kingdom. Over the years, researchers have shown that some species navigate over thousands of miles using the position of the stars and the Earth's magnetic field to find their way. One hypothesis is that sea birds, which spend time flying over featureless open water also use their sense of smell to navigate. Now, a recent experiment concludes that sea birds do indeed sniff their way around the ocean, using a scent map to find their way.

Past researchers have tackled the topic of olfaction navigation by blocking the bird's sense of smell or disrupting their magnetic sense. They would move the creatures to unfamiliar parts of the ocean, and then monitored as the scent-impaired birds struggled to find their way home.

The results confirm previous studies that found that the birds likely use their sense of smell to create an olfactory map of the ocean, which they can then use to navigate when visual clues are not available. “

The relationship between navigation and smell is surprising, especially since until relatively recently scientists believed that birds had no sense of smell at all. It wasn't until the 1960s that researchers began to find that some birds had a strong sense of smell and that seabirds, pigeons, kiwis and others rely on smell to find food, with albatrosses able to catch the scent of a good snack from 12 miles away.

And Shearwaters aren't the only birds that use a sense of smell to navigate. It turns out, the pigeon's prodigious homing ability is also related to its sense of smell and that the right nostril in particular is related to its olfactory navigation ability.

The situation is a bit different with songbirds and other feathered friends, which have very small olfactory bulbs (the brain structure involved in the sense of smell). While it's unlikely they navigate or feed using a sense of smell, recent experiments show that they are able to recognize relatives through smell and some species even choose which plants to nest in based on smell.

But for Shearwaters, they just have to follow their noses home.

(The article is from Smithsonian Magazine by Jason Daley.)

**Hummingbird's** “acrobatic ability to swoop, swerve and hover is made possible by a brain that processes color, motion and other visual cues in a way that may be unique among birds. Their brains, the largest relative to body size of all birds, have dense arrays of retinal neurons, and enhanced brain circuits for high-speed image processing, guidance and collision avoidance.”

**“Young Sea Turtles** navigate across the ocean guided by variations in Earth’s magnetic field. Scientists say the sense is derived from a light-detecting protein called “cryptochrome” specifically found in these animals.” (Both paragraphs written by Wall Street Journal’s Robert Lee Hotz)

**Turkey Vultures** teeter from side-to-side while in flight. They soar with their wings raised slightly (“V” shape) (known as a “dihedral”) and rarely flaps.



**Electric aircraft** are ever so slightly closer to becoming a practical reality for travel. Magnix and AeroTEC have flown what they say is the world’s largest all-electric aircraft. Their modified Cessna 208B Grand Caravan, the “eCaravan,” flew for 30 minutes around Washington state’s Grand County International Airport using Magnix’s 750HP Magni500 motor instead of the usual turboprop engine. The flight was “flawless,” Magnix chief Roei Ganzarski said in a statement to *FlightGlobal*.

There are compromises. Batteries consume massive amounts of space and weight, and the current eCaravan could haul just four to five passengers (instead of as many as 14) for a distance of 100 miles. Magnix and AeroTEC hope to eventually carry nine people 100 miles once the technology has advanced, but that won’t happen until after the initial aircraft’s expected certification in 2021.

Still, this could be useful in the long run. The companies envision these Caravans reviving short-hop flights that became impractical for many airlines. The operating costs would be much more feasible (a 30-minute flight costs \$6 in electricity, for instance), and emissions wouldn’t be an issue. It will take a while before you could take a longer electric journey, but this could beat many alternative and less eco-friendly transport options when you need to get from city to city in a timely fashion.

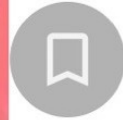
This article was written by Jon Fingas for Engadget

<https://www.engadget.com/magnix-aerotec-fly-electric-aircraft-180259260.html>

This came to Jeanne via email from Petra.



## THIS WOMAN ASKED THE PILOT FOR A FAVOR. BUT EVERYONE WAS SHOCKED WHEN HE DID THIS.



A woman was flying from Seattle to San Francisco. Unexpectedly, the plane was diverted to Sacramento along the way.

The flight attendant explained that there would be a delay, and if the passengers wanted to get off the aircraft the plane would re-board in 50 minutes...

Everybody got off the plane except one lady who was blind...

A man had noticed her as he walked by and could tell the lady was blind because her guide dog lay quietly underneath the seats in front of her throughout the entire flight... He could also tell she had flown this very flight before because the pilot approached her, and calling her by name, said, "Kathy, we are in Sacramento for almost an hour, would you like to get off and stretch your legs?"

The blind lady said, "No thanks, but maybe Buddy would like to stretch his legs."

All the people in the gate area came to a complete stand still when they looked up and saw the pilot walk off the plane with a guide dog for the blind! Even worse, the pilot was wearing sunglasses!

People scattered. They not only tried to change planes, but they were trying to change airlines!

## What's Cooking with the Monterey Bay 99s

Recipes courtesy of Mary Saylor, SWS Meeting 2000, Monterey, Ca. Hospitality Chair

### Monterey Bay Salmon "PDQ&E" Marinade (Pretty Darn Quick & Easy)

Salmon fillets (not steaks) meat side down marinated for 30 minutes only in;

1 small bottle Paul Newman's Lo-Cal Italian Dressing

1/3 cup brown sugar                      2 Tbsp. Catsup

Ground black pepper to taste

Optional: 1 clove minced garlic, 1 tsp. fresh grated gingerroot.

Barbeque fillets meat side up over white-hot coals on a covered barbeque.

Salmon is done when thickest part will flake apart with fork, when tested.

### Castroville Artichoke Dip

One 14 oz. can artichoke crowns or two 8 oz. jars marinated artichoke hearts, both drained.

1 cup grated Parmesan cheese                      1 cup mayonnaise (low-fat)

1 small clove garlic                      Dash of lemon juice

Combine all ingredients in a food processor/blender until well blended.

Place in oven proof serving dish and bake- 350 F. in oven 'til bubbly and brown, 30-45 mins.

Serve with crackers, tortilla chips or corn chips.

### Salinas Valley Fresh Broccoli Salad

1 large bunch broccoli flowerets, cut in small pieces

12 slices bacon, crisp & crumbled                      1 cup dry roasted sunflower seeds

1/2 cup golden raisins                      1/2 cup dried cranberries (craisins)

**Dressing;** mix together well: 1 cup mayonnaise (low-fat)

2 Tbsp. red wine vinegar                      1/3 cup sugar

Toss above ingredients together with dressing & let stand several hours or overnight.

### Watsonville Olallie Berry Surprise

1/3 cup soft butter 1 **'A** cups sifted flour 6 cups \*berries mashed (save juice)

2/3 cup sugar 1 Tbsp. baking powder 1 1/4 cups sugar

'A tsp. salt 1 1/2 cups fruit juice or water 2/3 cup milk

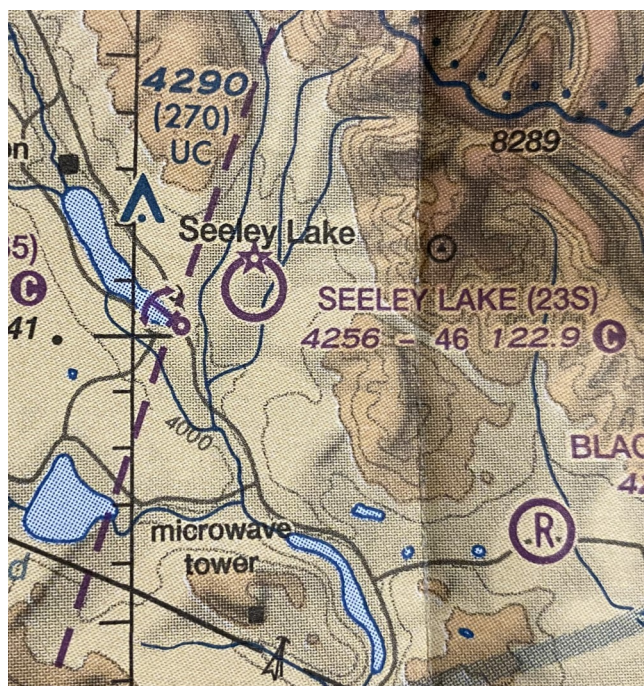
Heat oven to 375 F. Cream butter & 2/3 cup sugar until light & fluffy.

Sift together flour, baking powder, salt and add to creamed mixture alternately with milk. Beat until smooth, then pour batter into greased & floured 13X9X2 pan. Spoon mixture of fruit, sugar & juice over batter. Bake 45-55 minutes until bubbly & browned. Serve for breakfast or for dessert with whipped cream or ice cream.

\*Olallie berries are the delicious result of a cross between Black Logan & Young berry. They are picked by locals every June at Gizdich Ranch in Watsonville and the above recipe is a adaption of Gizdich Ranch's "Olallieberry Special". (Blackberries may be substituted)



Sean and Mercedes



Hi from Seeley Lake Montana. The flight was great up. We were at 14,500. We also landed on great smooth grass strip at the lake. There is a comet high in the sky over the Lake.

Hope you all are doing well.

Mercedes

# Overlooked No More: When Hazel Ying Lee and Maggie Gee Soared the Skies



*Overlooked is a series of obituaries about remarkable people whose deaths, beginning in 1851, went unreported in The Times. This latest installment is from “[Beyond the World War II We Know](#),” a series by The Times that documents lesser-known stories from the war.*

Maggie Gee, one of 1,074 Women Airforce Service Pilots in World War II. Credit...via Wings Across America

**By Katie Hafner**

Published May 21, 2020 Updated May 26, 2020

Lee and Gee never met, but as the only two Chinese-American women pilots during the war, their lives ran a strikingly similar course, and both thwarted layers of prejudice.

They never met, but their early lives ran a strikingly similar course. They were both Chinese-American women who thwarted layers of prejudice and preconception to become World War II pilots. One died young, while transporting a fighter plane. The other lived to 89 and went on to become a scientist.

Their names were Hazel Ying Lee and Maggie Gee, and they were WASPs, or Women Airforce Service Pilots. In 1942, as the Air Force faced a dearth of male pilots to sustain the war effort at home, the pilot [Jacqueline Cochran](#) persuaded the chief of the U.S. Army Air Force to [recruit female pilots](#). More than 25,000 women applied. Only 1,830 were accepted into flight training. Of those, 1,074 completed the training.

For two years, these pilots flew nearly every type of aircraft. Their principal job was to ferry planes between bases. They also tested new planes, trained male pilots and flew damaged planes back to base for repair. They traveled in inclement weather and landed on unlighted runways at night. Thirty-eight of the women died in service.

Gee, a third-generation Chinese American, was born Gee Mei Gue on Aug. 5, 1923, in Berkeley, Calif., one of six children. Her mother was Jung An Yoke, whose parents moved to California from a village in Guangzhou, China, in the 1870s. Her grandfather, Jung Sun Choy, settled on the Monterey Peninsula south of San Francisco and became a pioneer in the abalone business.

The family moved to San Francisco’s Chinatown in 1906, then to Berkeley.

The year after Gee was born, Congress passed the Immigration Act of 1924, which restricted immigration from Asia. Animosity toward the Chinese was growing, and the sentiments sometimes pervaded Gee’s childhood.

She found a haven in the family's Sunday outings to the Oakland airport to watch planes take off. "I loved how the vibrations echoed in my bones," she told Marissa Moss, a children's book author who wrote about Gee in "[Sky High: The True Story of Maggie Gee](#)" (2009). "Just being there, being part of it all, made me feel big and powerful."

Gee would scan the skies for Amelia Earhart, who frequently flew into Oakland. And once, Gee spotted her. "When I waved, she saw me and waved back," Gee said.

In 1941, when she was 18, Gee enrolled at the University of California, Berkeley, to study physics, but she dropped out a few months later when the United States entered World War II to work at the Mare Island Naval Shipyard, in Vallejo, Calif., near San Francisco. Her mother was a welder there, and Gee worked in the drafting department.

Aviation soon beckoned. Gee and two co-workers pooled their funds, bought a car for \$25 and drove to Texas for six months of training at Avenger Field in Sweetwater, 40 miles west of Abilene.

"I learned to parachute and make emergency landings," Gee said. "We did the same intense work the male pilots had to do."

Gee was occasionally mistaken for the Japanese enemy. She knew she stood out. "I felt like an exhibit at the country fair, a two-headed cow, the amazing Chinese-American WASP," she said.

The only other Chinese-American woman in the program was Lee.

(September issue will print the story of Hazel Ying Lee)

**Thank you** to all of you who have shared aviation related articles, flyers, and information for the Logbook. This has made my job considerably easier and the Logbook more interesting. An example of contributions for this Logbook came from Mona, Alice, Kay, Petra, Sophia, Mercedes, Jane, Joanne, Marjorie, Jeanne. As you can see, it takes a lot of people but if everyone just sends information my way when they see something, I will sort through them and use what I can. Thank you contributors.

Also, send me your flying activities so I can include them in the Logbook by the end of the month.

*From the editor*

## JUST HOW SAFE IS FLYING NOW? Wall Street Journal July 16, 2020

From the article by Scott McCartney.

New research shows that boarding and deplaning may be the most dangerous times for virus transmission. Even though some of the major airlines are not filling their middle seat and using a complex system to clean and recirculate air through a plane, there are still problems/ Every airline has its own policies so it would be worth your time to get more information about the plane you are taking. Mona and I just flew on Alaskan Airlines. The middle seat were not filled but when we transferred to a "computer plane," there were two seats on both sides of the aisle and they were filled. We wore face masks during the trip but everyone who was eating or drinking took them off during those activities. Hum? In order for the air to be filtered through its complex system, the plane engine has to be on. How many times do you hear that engine shut down upon parking or not even hearing it run while you board? Each airline has its own policy about running their planes while passengers embark and debark. You'll need to ask to find out what airlines practice what safety procedures.

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# Logbook



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## Calendar of Events (There are details of some events inside this Logbook)

### 2020

Aug. 14	Chapter Anniversary—August 14, 1965
August 19	National Aviation Day—Orville Wright's birthday
Aug. 19	7 pm General Meeting Monterey Bay Chapter conference call
Sept 10-13	South West Section meeting, on-line
Sept. 16-20	Reno Air Races <b>Postponed</b>
July 7-11, 21021	Long Beach International Meeting
July 6-10, 2022	Charleston, South Carolina international meeting
2023	Jordan (Francis Marion Hotel)
2024	Vancouver, British Columbia