



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

February 2022      Volume 26, Issue 2

# LOGBOOK

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**ATTACHMENT: WAAC minutes**



## Brigadier General Charles McGee

passed away on January 16, 2022. He was 102 years old. He was a Tuskegee airman and part of the famous black pilots unit known as "The Red Tails" assigned to escort our bombers on various assignments. The Red Tails had such a success rate that all bombers wanted to be escorted by them.

## 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."

## FEBRUARY MEETING

### February 16 ZOOM

Join Zoom Meeting

<https://us02web.zoom.us/j/8081003160>

Meeting ID: 808 100 3160

One tap mobile

+14086380968,,8081003160# US (San Jose)

+16699006833,,8081003160# US (San Jose)

## Monterey Bay 99s Chapter Officers

**Chair:** Jeanne Sabankaya  
**Vice-Chair:** Mona Kendrick  
**Secretary:** Carolyn Dugger  
**Treasurer:** Alice Talnack

### Committee Chairs

**Aerospace Education:** Alice Talnack  
**Air Marking:** Michaela Serasio  
**Scholarship:** Alice Talnack  
**Membership:** Kay Harmon  
**Historian:** Carolyn Dugger  
**Librarian:** Laura Barnett  
**Aviation Activities:** \_\_\_\_\_  
**Legislative:** Alice Talnack  
**Web Mistress:** Gabrielle Adelman  
**Public Relations:** \_\_\_\_\_  
**Hospitality Chair:** Joanne Nissen  
**Logbook Editor:** Jeanne Sabankaya

The 5th of the month is a soft deadline to submit articles, photos, notes for the current month's publication. Send info to [jeannesabankaya@gmail.com](mailto:jeannesabankaya@gmail.com)



## Member Activities

(information are from the members that attended the general meeting)

**Joanne Nissen**—selling her Debonair, has safety kit supplies for anyone

**Theresa L/Byers**—plane had annual, flying locally

**Alice Talnack**—getting her plane ready for its annual

**Kay Harmon**—flew to Columbia with her son

**Sierra Lewis**—fun flights, studying for IFR

**Jeanne Sabankaya**—local flying, maneuvers

**Carolyn Dugger**

**Michaela Serasio**—experienced flying in the rain

### Behind-the-scene committees

WAAC—Marjorie Bachman

WEACT—Theresa L/Byers, Jeanne Sabankaya

SPA—Kay Harmon

Hollister Airport—Kay Harmon

Palms-to-Pines Air Race—Theresa L/Byers, Jeanne Sabankaya

(please update the committees and members by sending Jeanne an email. Thanks)

# Prop Wash

by Jeanne Sabankaya

It was during one of those beautiful weekend days that Mona and I went flying.. She rented the yellow and white Cessna 152 from United Flight Services and took it up for maneuvers. It was not until nearly 2 hours later and an altitude of 1,700 feet AGL that the passenger door popped open and I had a clear view of Elkhorn Slough. I put my ipad between my thighs and seat and held the door shut the best I could. In an article from Pilot Workshop.com by Wally Moran, addressed this exact situation. Although a door popping open is distracting, a pilot's first responsibility is to fly the plane. Mona did an awesome job of this, never asking how I was doing. Closing the door in flight is almost impossible to accomplish so why allow yourself to get distracted. Most doors will only open a few inch as there is a lot of airflow preventing it from opening too wide. I failed to mention this was the second time the door popped open on this Cessna.

A new café opened at the Half Moon Bay Airport, The Pilot Light Café. The hours are very limited for now. Fridays from 11 a.m.—2 p.m. and Saturday and Sundays from 9 a.m. to 2 p.m. Flying out to Half Moon Bay Airport gives you such a wonderful view of our beautiful coastline. Remember this is in the area of the National Marine Sanctuary which means no flying lower than 1,000' AGL.

A really cool site to get METAR (from Mercedes)  
Text the six numbers 358-782 and in subject line type METAR KWVI PT

Stay safe and enjoy your flying.

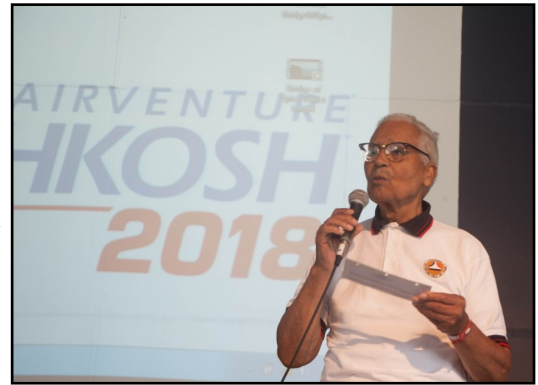


By **Robert D. McFadden**

Jan. 21, 2022

**Charles E. McGee**, one of the last surviving Tuskegee Airmen, the first all-Black unit of the World War II Army Air Forces, who as a fighter pilot flew a remarkable total of 409 combat missions in that conflict and in the Korean and Vietnam Wars, died on January 16th. He was 102.

In his centennial year, Mr. McGee was accorded an honorary commission promoting him to the one-star rank of brigadier general under a congressional measure signed by President Donald J. Trump on Dec. 20, 2019, 13 days after Mr. McGee's 100th birthday.



On Dec. 7, 1941, when the Japanese attacked Pearl Harbor, drawing the United States into World War II, Mr. McGee, who turned 22 that day, was a sophomore at the University of Illinois studying engineering and drilling with the ROTC and the Pershing Rifles, a national military society. The son of an African Methodist Episcopal minister, he wrestled with the idea of quitting college.

Even before enlisting in the Army on Oct. 26, 1942, he had taken aptitude tests and filed an application to join an elite corps of African American recruits for pilot training. He was soon singled out and sent to Tuskegee Army Air Field, joining other college men with military interests. The base was near Booker T. Washington's old Tuskegee Institute (now Tuskegee University). Its climate was ideal for year-around flying. It was also in the heart of the Jim Crow South.

The trainees came from all over the country, nearly 14,000 wartime volunteers. Most did not finish pilot school and became navigators, bombardiers, mechanics, control tower operators and other support staff — all known today as Tuskegee Airmen. Fewer than 1,000 became fighter pilots. Mr. McGee was one of them, earning his wings and 2nd Lieutenant's commission in June 1943.

The primary mission of Lieutenant McGee's group was to escort heavy bombers of the 15th Air Force — B-24 Liberators and B-17 Flying Fortresses — on scores of strategic bombing raids over Europe's underbelly, crossing the Adriatic Sea and attacking targets in Czechoslovakia, Austria, Hungary, Poland and Germany. A round-trip to distant targets often took more than six hours.

Flying Republic P-47 Thunderbolts at first, and later the 440-m.p.h. North-American P-51 Mustang, all with the distinctive red tails and trim that identified their unit, the Tuskegee Airmen intercepted and fought swarms of Luftwaffe defenders, mostly Focke-Wulf Fw 190s.

The Tuskegee Airmen's record of protecting bombers was excellent, losing only 27 bombers on seven of its 179 escort missions, compared to an average of 46 bomber losses among all other 15th Air Force P-51 escort groups. The Tuskegee Airmen also destroyed 112 enemy aircraft in the air and 150 on the ground, as well as 600 rail cars, 350 trucks and other vehicles, and 40 boats and barges.

He decided to remain in the Air Force. President Harry S. Truman officially ended segregation in the armed forces in 1948. The order hardly ended discrimination in the services, but the captain loved flying and saw his best opportunities for the future as a career officer in the jet age.

After other postings in the United States, Italy and Germany, he was promoted to full colonel and retired on Jan. 31, 1973, ending his career with 6,308 flying hours and 409 combat missions, among the most in service history.

General McGee, who held many command posts through the years, received the Legion of Merit, the Distinguished Flying Cross, the Air Medal, the French Legion of Honor and the Bronze Star, among other decorations.

# MONTEREY BAY 99s' PERPETUAL CALENDAR

## February

Cookies for the Tower & airport businesses

## March

MB99s Nominating Committee—Bi-Annual

WIA

## April

MB99s ballots distributed for new officers—Bi-Annual

Southwest Spring Section Meeting in Chandler, Arizona (April 7-10)

## May

MB99s Scholarship Award & Luncheon

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Shopping on Amazon? Use **Smile.Amazon.com** to place your order.

**If you already have an Amazon Prime account, you will need to open a different account using Smile-Amazon. When selecting your charity, go to International Organization of Women Pilots, SWS, Monterey Bay chapter.**

Did you know that Amazon gives a small percentage to our chapter if you select the Monterey Bay 99s charity and order from Smile.Amazon? This is one of our income sources.



Some of the Smile.Amazon orders arrive just as quickly as Amazon Prime, in most cases.

You can have both Smile.Amazon and Amazon Prime accounts.

**Select Monterey Bay Chapter of the Southwest Section of the Ninety-Nines as your charity to support.**

**Attachment:** WAAC meeting minutes considerably shorten from 36 pages to 4 pages. It is easy reading and you'll be amazed at what was covered and what was revealed. Good job, as always, Marjorie.

## Contributions from our Members

In the last Logbook, there was a list of survival items necessary for a good survival kit. Joanne Nissen announced during the last Zoom meeting that she has supplies for a survival kit. Please contact Joanne if you need anything.

## Flying the Bay Tour

**The Bay Tour is a privilege for pilots. The tour offers stunning views but doesn't come without its aeronautical challenges.**

**Wednesday, February 9, 2022**, starting at 19:00 Pacific Standard Time

Speaker—Lukasz Zoromski

Flying in the San Francisco Bay area is spectacular, a real privilege for local pilots. The Pacific Ocean, a dramatic coastline, beautiful hills, and many famous landmarks. As pilots, we are afforded a rare bird's eye view that we long to share with our friends and family.

So what exactly is a "Bay Tour"? What airspace is present along the Bay Tour, and what new implementations will require pilots to take into account? Join CFI Lukasz Zoromski to examine the airspace, explain the "Bay Tour" and how a pilot can accomplish one in the safest, simplest, most enjoyable manner.

In this seminar, we'll review the various overlapping airspaces in the area, the territories for each local ATC facility, and the routings most commonly used by Flight Center pilots and suggested by ATC. You'll learn what options are available to you even if SQL ATIS has the phrase "San Francisco is not taking surface area transitions."

This is a thorough discussion of the regulations and procedures used in flying a San Francisco Bay Tour through Class B and C airspace. If you are new to the Bay area, want to imagine the different sights you'll see, or just want to improve your understanding of local airspace customs and procedures, please join us for this popular seminar.

*Lukasz Zoromski* has always been interested in aviation. Ever since going to Oshkosh Airventure as a kid, he got hooked on airplanes. After graduating from the University of Wisconsin, he decided to make a career change away from a desk job and began flying with a goal to become a flight instructor. Now that he has achieved that goal, he strives to help new pilots achieve the same goals in a safe and fun way.

**Selection number : WP15109854**

**NO REGISTRATION REQUIRED, FOLLOW STEPS BELOW TO ACCESS OUR LIVESTREAM**

Step 1: Create a free flight center account by going to [sancarlosflight.com/register/friend](https://sancarlosflight.com/register/friend)

Step 2:

Log-In (Top right of the screen) to your Flight Center account through our main website

Step 3:

Proceed to their link at the listed seminar start time to watch the seminar live. If you have any questions for the presenter, you will find in the bottom left corner of your screen an "Ask a Question" button to ask your questions.



## First Saturday—Kids Fly Free

Please contact the Watsonville EAA to see how you can help. They especially need pilots with planes. January and February flying are cancelled due to Covid and variants, and not enough pilots. There were over 50 kids signed up but only 2 pilots. There's no word on when flying will resume.

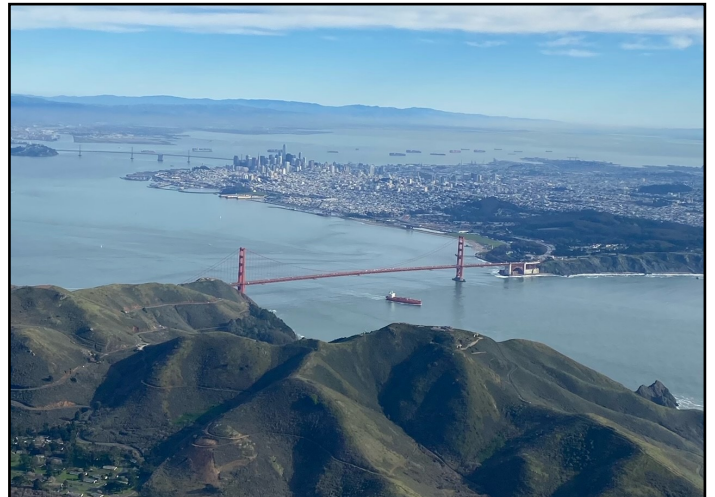
## Second Saturday Sign-ups

February 2022 — Alice

March

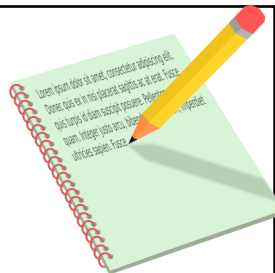
April

May



### Submission for Logbook

Please send me pictures, articles, personal stories, etc. to share with our readers. I do not want to monopolize the Logbook with all my pictures and stories. Thanks you from your Logbook editor. Jeanne S.



On a clear day, Mercedes was going to Santa Rosa for a quick flight. Instead of going east and over the mountains at 10,000', she took the Shoreline transitional route over Half Moon Bay Airport. What views!

# **Short Recap of the SWS Winter Workshop held on Jan. 29, 2022.**

## **bullet-format**

(submitted by Jeanne Sabankaya)

- \* Any member who plans to attending a meeting needs to have her name appear in the chapter minutes, newsletter, or any form of documentation so verify that she attended. Expenses for the meeting are deductible such as airline tickets, hotel reservation, registration, etc. Tours, side-trips and raffle tickets are not deductible.
- \* The International Organization of Women Pilots is a 501 C, E entity and is a chartable organization. Any money donated to the organization is deductible.
- \* Somewhere in our mission statement, by-laws, and or standing rules should mention our goals of education, charitable activities, and scientific endeavors.
- \* More focus should be on the above 3 points and less on social functions unless promoting tax-exempt purposes.
- \* Officers need to monitor and keep the chapter from going astray of its mission and keep tax exemption viable.
- \* Treasurer needs to make sure 990-N is filed by October 15th and form CA-199 filed For all return address, or tax and corporate filing, use the international address instead of a local address. When members move away or are no longer active and important mail go unanswered at their mailing address, that puts the chapter out of communication and unaware of what is happening.

P.O. Box 950374

Oklahoma City, OK 73195-0374

- \* Members should be aware of the By-Laws for their chapter
- \* MindUp.com has agenda ideas
- \* Call meeting to order, ask for changes and additions. Who “second a motion doesn’t matter and doesn’t need to be listed. Minutes should be bright, brief, and be done.
- \* Scholarship can’t be restricted to membership only. Judges should be non-members, someone not of your chapter. The broader the availability of scholarship, the safer. IRS sees restricted selection as illegal
- \* If we have a raffle, we need to register with the State.
- \* SWS Spring Workshop April 7-10 at Chandler, Arizona hosted by Phoenix chapter

Location is Crown Plaza San Marcos in downtown Chandler

“Arizona Desert Bloom” is the theme.

\$150 early bird registration before March 1

\$200 after March 1

Room rates \$149/ room code XQC same workshop web





No wonder we like to fly along the central coast. Look how beautiful and colorful it is. Mona flew over Salinas valley, Marina Airport area and Elkhorn Slough



Monterey Bay Chapter 99s  
c/o Jeanne Sabankaya  
4470 Bonny Doon Road  
Santa Cruz, CA 95060



# LOGBOOK

## Calendar of Events

Feb. 8	7 p.m. SPA meeting at SNS
Feb. 9	7 p.m. Bay Tour info livestream
<del>Feb. 12</del>	<del>EAA meeting (cancelled)</del>
Feb. 12	Second Saturday booth 11-2pm
Feb. 14	Begin delivering cookies to airport businesses
Feb. 16	7 p.m. Zoom general meeting
April 7-10	Spring SWS meeting Chandler, Arizona hosted by Phoenix Chapter
July 6-10, 2022	Charleston, South Carolina International meeting
Sept. 14-21	African section meeting—Rwanda
Fall 2022	(pending) Fall SWS meeting—Air Hearts, Utah
Dec.	India Section Meeting—Delhi
2023	Jordan (Francis Marion Hotel) International meeting
2024	Vancouver, British Columbia International meeting