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LOGBOOK

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Attachments

Palms to Pines Air Race Route
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 Year & Decade in Review WVI (2 attachments)
 NOAA Regulated Overflight Zones

Congratulations

Kassy Avilez just passed her check ride (November 3rd). She's pictured here with examiner Eric Cook.



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."

HYBRID MEETING

(in person & Zoom)

Monterey Bay Chapter

November 17 7 p.m.

JetWest—Salinas Aairport

(see Zoom details on agenda)

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



Member Activities

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

Michaela Serasio—Joined Bay Cities chapter @ Monterey Airport 9/26/21

Theresa L/Byers—PVAA, WPA, Palms to Pines meeting

Mercedes Farrell—check pilot yearly check ride, PAC 750XL

Marjorie Bachman—local flying, WPA, WAAC

Laura Barnett

Jeanne Hendrickson—local flying

Zoe Freilich—student pilot

Alice Talnack—Shasta Air Museum 9/30/21

Mona Kendrick—local flying, Joined Bay Cities chapter @ Monterey Airport 9/26/21

Elizabeth Bellingham—student, x-country flt

Kay Harmon

Carolyn Dugger—Second Saturday 10/9/21

Joanne Nissen

Jeanne Sabankaya—local flying, Joined Bay Cities chapter @ Monterey Airport 9/26/21, Palms to Pines meeting

Prop Wash by Jeanne Sabankaya

Each month I ponder on what to write about. It seems that topics sometimes just pop-up ,which I am grateful. On most mornings, I roll out of bed, put whatever on and out I go for a morning walk. My country lane has few cars on it at 6:30 in the morning so the quiet gives me a chance to collect my thoughts and plan my day. On this lane is a community sharing library where neighbors have the opportunity to leave a book or two and to take a book or two. I usually don't stop during my walks, wanting to finish early and get my miles in before the dawn breaks. For some odd reason, that particular morning I decided to stop and look at the books in the tiny library. Immediately one book stood out and I quickly reached for it as if I were afraid that someone would snatch it out of my hands. Like a child in a candy store, I was so thrilled to take that book. Many of you have seen this book before or heard about it's amazing story so you can imagine what an impact it had on me when I found it nestled among the other books, just waiting to be taken.

Here's an excerpt from the book's jacket cover. "Five days before Christmas 1943, a badly damaged American bomber struggled to fly over wartime Germany. At its controls was a twenty-one-year-old pilot. Half his crew lay wounded or dead. It was their first mission. Suddenly, a sleek, dark shape pulled up on the bomber's tail—a German Messerschmitt fighter. Worse, the German pilot was an ace, a man able to destroy the American bomber with the squeeze of a trigger. What happened next would defy imagination and later be called 'the most incredible encounter between enemies in World War II.' This is the true story of the two pilots whose lives collided in the skies that day." The story is unbelievable and would be considered treason if discovered by the Germans. The book is A Higher Call by Adam Makos, a must read, insightful glimpse through the "other side's" views, and about the vast scope of what war was and created.

How does someone find inner strength to accomplish one's goals and dreams, to persevere when there is adversity (in whatever form) and cross the finish line? How does someone refuse to accept complacency and rise up and vanquish challenges along the way? Where does inner strength come from? Can it be contagious? One thing I know is when the members get together, there is magic, excitement, and support. When someone is down and/or needing support, members rise to the occasion and offer a hand. It's good to know that Jeanne Hendrickson is flying again and that Alice Talnack's plane "Jack" is getting mechanical attention so Alice could go up in another Mooney. Sarah and Marjorie have been extremely diligent watching what the City of Watsonville is trying to approve...building apartment units near the end of 02 and doing a land swap with Nordic Naturals and allowing construction of a multistory building abeam to runway 9. Give support when you can and be aware of the aviation community around you. We don't fly in a bubble and we certainly can use one another's help.

Gabby Adelman

Ken & I flew to Washington County, PA airport (KAFJ) and picked up two cheetahs for breeding and two leopards for the Monterey Zoo.



We stopped in Rapid City for fuel.



Mercedes



Added note: The airshow between races was spectacular with the highlights being the Blue Angels everyday.

Sean and I attended Reno Air Races this year. Sean was a crew chief with a team of 2 other guys getting Sport Class #49 ready to race. I was the gofer and chef. It was exciting being part of the crew on a race team. I got to see first hand everything it takes to keep an airplane races and tweaking things after each heat race to try and maximize performance. We arrived over a week before the races to get the airplane thru technical inspection and ready to race. The heat races were Mon - Wednesday before the real competitive flying on Thursday - Sunday. Each time the airplane flew we timed the laps and made notes of the performance. Not only was the week full of whispers between the crew and strategizing to win, but then there was the camaraderie between racers who were all willing to help each other. Nobody wanted to see someone not race due to something small or win due to a small maintenance issue. What a great week and I highly recommend attending. Due to potential financial insurance issues there may not be much more opportunity to see them.

Minutes from the regular meeting of the Watsonville Airport Advisory Committee held on July 28th is attached with this newsletter. Here's a short excerpt. Be aware.

Sarah: "There's been a lot of talk over the last several years about a land swap between the airport, the city and a private entity. It's not on tonight's agenda, the parachute landing safety review is. The use of RWY 27 is being restricted due to visibility issue. The proposed land swap will result in a multistory building abeam RWY 09 which will result in visibility issues with takeoffs on RWT 02." She keeps hearing that "the properties are the same acreage but what about the actual value of each piece? Has that been checked? The city is proposing trading flat pristine land for an area that has been used as a dumping ground for development in that area over the years....."Finally, but most importantly all this is prelude to shutting down 09-27 for safety reasons."

Dave Guerrieri (FBO) "If the airport wants give up land, they will never ever get it back."...

Marjorie - On November 19, 1919; the WAAC voted "no" for the FAA to look into the land swap and did not recommend the swap. "The land swap would create a safety hazard for the pilots at Watsonville by moving the Parachute Landing Area (PLA) approximately 400 ft closer to RWY 20 and putting up a building approximately 500 ft from the centerline directly abeam the approach end of RWY 09. Also, the land swap can create a situation where advocated who want to develop the land at Buena Vista can attempt to shut down RWY 09/27."

Marjorie is our representative but she would like to retire. She can't with issues like this looming over us.

Thanks, Marjorie and Sarah

MONTEREY BAY 99s' PERPETUAL CALENDAR

November

Nov. 2—92th birthday of the 99s

December

Holiday Potluck/Party

“Share the Holidays” aviation related toys for children drive

January

Southwest Section Winter Workshop Meeting

February

Cookies for the Tower & airport businesses

SPEED LIMIT
while driving ve-
hicle within
Airport gates



U.S. Navy F-35C @ the Salinas
International Air Show



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 SmileAmazon.

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.

Mercedes and Husband Sean with Another Amazing Adventure

I had the honor to attend a dedication of an improved local backcountry dirt strip we have near Santa Cruz. The Strip was improved with funds from the RAF and local Watsonville pilots. Big Creek strip is sponsored by Big Creek Lumber which owns the dirt strip that the McCreary family has dedicated to backcountry pilots. The family wants to honor Bud McCreary, an avid aviator who used the strip for many years next to Big Creek Lumber in Davenport. The strip is next to the ocean it is for the advanced aviator and is listed in the RAF, Recreation Aviation Foundation list as a level 25 airstrip. Wayne Handly, world renowned airshow performer attended with his big tire Citabria.

The Recreational Aviation Foundation (RAF) was founded by a group of Montana pilots who realized that the threat of recreational airstrip closure was of national concern. They also recognized that there was the need for a unified effort by pilots everywhere to protect public recreational opportunities. The RAF is dedicated to preserving existing airstrips and creating new public-use recreational airstrips throughout the United States.



HOSPITALITY for 2021 meetings —Please sign-up and let Jeanne know. For now, Joanne will not be chairing this position.

November—(SNS) Michaelaele

December– Holiday Pot Luck Carolyn

January—(SNS) Alice



Sign-up to bring snacks

Attachments

WAAC meeting report

2011-2020 a Decade in Review—Watsonville Airport

2020-2021 Year in Review, a look ahead to 2021-2022, 5 year airport improvement plan

Palms to Pines Air Race Route

NOAA Regulated Overflight Zones

Second Saturday Sign-ups

November: Theresa L/Byers, Michaelaele

Cal Fire helicopter from Bear Valley, CA @
the Salinas International Air Show

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.



By Tony Nuñez

Posted on October 22, 2021 Good Times magazine

Watsonville Pilots Association Sues City of Watsonville

WATSONVILLE—The Watsonville Pilots Association (WPA) has filed a lawsuit against the city of Watsonville over the City Council's recent approval of a proposed 21-condo development across the street from Watsonville Municipal Airport.

The lawsuit (case number 21CV02343) claims the City undercut California Environmental Quality Act guidelines, the State Aeronautics Act and a court order stemming from previous litigation to make various zoning changes in order to push the project at 547 Airport Blvd. forward.

According to the suit, the City has failed to follow a court order from a previous lawsuit between the two parties some 10 years ago that said the municipality must incorporate the California Division of Aeronautics (CDOA) handbook into its general plan.

"[The City's] repeated failure to comply with the State Aeronautics Act and incorporate the CDOA Handbook is a failure to proceed in a manner required by law and a failure to follow a mandatory duty," the lawsuit states.

This failure, WPA has argued in court and at public meetings, poses a risk for both the pilots that fly to and from the airport and those that would eventually live in the proposed homes.

The City has not filed a response to the lawsuit, but Watsonville officials were scheduled to meet with the WPA and their lawyers in a settlement meeting on Wednesday.

City Attorney Alan Smith declined to comment on the meeting.

The Watsonville City Council approved the project 5-1 in August despite the threat of litigation from the WPA. Mayor Jimmy Dutra was the lone "no" vote. He said he was worried the developers—a family that has owned the property and the steel fabrication business there for at least two decades—were getting into an overwhelming legal battle against the WPA, which has several times successfully challenged the City in court.

That includes the aforementioned litigation from the last decade that nullified the City's general plan update. In two rulings, a judge found that, among other things, Watsonville failed to adequately project population growth, provide mitigation measures for Highway 1 traffic and incorporate airport land use documents into the general plan, then called Watsonville Vista 2030.

Although the City has not yet updated its general plan with the needed handbooks, City staff said at the August meeting that the project does indeed meet the requirements in those documents.

But, City Attorney Smith explained at that meeting, the pilots contend that the court decision against the City's 2030 general plan is retroactive, and that if the City continues to operate under the 2005 general plan, that it must be updated with the handbook requirements before the City can approve any construction around the airport.

The Watsonville City Council last month approved the use of \$1.1 million in federal funding to update its general plan and other land use documents around the airport. That work is expected to get underway early next year.

Important Pilot Message from NOAA and USFWS

This month NOAA's Greater Farallones National Marine Sanctuary and the U.S. Fish and Wildlife Service issued a special message to pilots who fly the California coast. The letter requests the help of pilots in protecting California's sensitive coastal wildlife by:

1. Maintaining at least 1,000' AGL in NOAA Regulated Overflight Zones
2. Maintaining at least 1,000' AGL when flying the area of Devil's Slide Rock, north of Half Moon Bay Airport (area pictured above)

(Maps attached)

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LOGBOOK

Calendar of Events

Nov. 2	92nd birthday of the Ninety-Nines
Nov. 6	Young Eagles WVI CANCELLED
Nov. 9	SPA meeting 7 p.m. SNS
Nov. 13	Minter Field Wings 'N' Wheels
Nov. 17	Chapter meeting @ SNS Jet West 7pm Hybrid
July 6-10, 2022	Charleston, South Carolina International meeting
2023	Jordan (Francis Marion Hotel) International meeting
2024	Vancouver, British Columbia International meeting