



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

September 2020

Volume 24, Issue 9

# LOGBOOK

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Photos from Cal Fire files – Hueys doing water drops similar to CZU August Lighting Complex fire

## 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

September 16th @ 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



### Southwest Section Fall Meeting!

The meeting is on September 12<sup>th</sup>, 2020 @ 11:00 am  
PDT (CA, NV and AZ)

12:00 pm MDT (Utah) and 8:00 am Hawaii

The waiting room will be open 30 minutes prior to the start of the meeting.

As you may know, due to the Covid-19 requirements in place, our usual fall section meeting will be conducted virtually using the **Zoom** platform. You will receive a Zoom invitation for the meeting on September 8<sup>th</sup>. For those of you new to Zoom, you do not need to download any programs, you will just click on the link in the email and it will take you to the Zoom meeting.

We have a few **details** to tell you about to help you in registering and attending the meeting, items that will help the Section to better serve you for the meeting. **Please read this message thoroughly prior to the meeting.**

- Any 99 can attend this meeting; there is no charge for the business meeting but *we would like you to register*. Go to [Tucson99s2020SM@gmail.com](mailto:Tucson99s2020SM@gmail.com) to register

Our Monterey Bay 99 membership is active flying for pleasure, doing proficiency maneuvers, attending aviation related meetings, doing research, studying,, actively involved on boards and doing other aviation related endeavors.. The Zoom meetings have allowed us to attend meetings we would physically opt not to attend so now there is a multitude of opportunities to be exposed to a broader spectrum of the world of aviation.. Take advantage of them.

# Prop Wash by Jeanne Sabankaya

What a year 2020 has turned into and we're still not into December!. We are seeing a direct hit to our membership. The Coronavirus has kept everyone away from one another and is affecting the backbone of our membership. Unable to socialize, communicate intimately, and to share spontaneous ideas and support is directly attacking the very core of our existence. Examining our mission statement, printed below, helps us to identify why we are an organization and chapter and also sadly pinpoints our areas of challenges. Instead of acquiescing, we must move with the waves of the times and find a way to exist. Our last general meeting had only 4 attendees. This tells me that we are a social being and communicating via phone is not working for us. We want to socialize and discuss projects in person. The Coronavirus vaccine supposedly will become available around election time. Are we going to wait until we receive one to become active? Our scholarship fund took a direct hit when we were no longer able to sell items during our Second Saturdays. Maybe we should again explore the possibility of selling on-line. Our chapter might not be actively leading the way with activities but why not attend the meetings of other chapters and organizations, attend some of their functions just to get out and be active. Many people are at home reading. This would be an excellent time to submit book reviews for the Logbook. I am requesting that members submit their flying activities to me by the 5th of the month so I could include them under our "members activities." We need this information for chapter recognition and we would love to know what you are doing. Instead of waiting, I suggest that we do a little "something" toward self growth and/or working on ideas to help our chapter survive during this challenging time. A chapter is only as good as its members. How good are we?

## **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."

Below are some unusual symbols you might see in a METAR report due to the fire.

☃	FU VA	Smoke or volcanic Ash
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∞	HZ	Haze
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**EAA Chapter 465**  
**Southern and Central California**  
**EAA Chapters Fly-In**  
**Paso Robles, CA**  
**Sunday, October 11, from 10:00 AM - 4:00 PM**

**WHAT:**

Join us in Paso Robles for a one-day event centered at the Estrella Warbirds & Race Car Museum ([www.ewarbirds.org](http://www.ewarbirds.org)) , The event includes tour, lunch, guest speaker(s) retired NTSB staff & Fast team. Registration \$32 /person by Oct. 4, \$42 on arrival.

Visit our website to learn more. >>> [Chapter 465 Website.](#)

*Included are the corrected web links to the event information. We apologize for the confusion.*

**WHERE:**

Paso Robles Airport  
Estrella Warbird & Race Car Museum  
Paso Robles, CA 93446

**CONTACT US:**

Dave Fretwell, Chapter 465 President  
(805) 238-4970 or [ea465@sbcglobal.net](mailto:ea465@sbcglobal.net)

## SPA MEETING IN SEPTEMBER

September 8

7 pm

Location will be determined by your response to Sophia Taylor-Home. See below:

Please let me know what your vote is for the September SPA meeting. Would you prefer meeting

1. Face-to-face
2. Over Zoom
3. Over Zoom and face-to-face as we have the past few months.

Additionally, if you prefer to meet fac-to-face, please let me know if you prefer to meet at JetWest or at the Flying Artichoke for dinner.

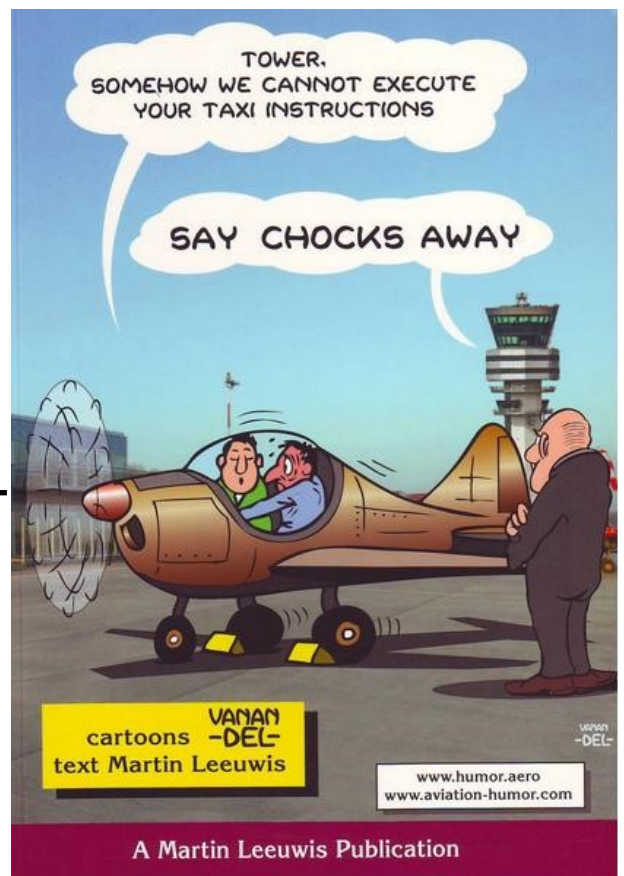
Please respond to Sophia @ email— [aviator.girl.2001@gmail.com](mailto:aviator.girl.2001@gmail.com)

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Recognizing a “mini 99” who grew up around the Monterey Bay 99s. **Mike and Laura Barnett’s daughter Michaela** became a Watsonville police officer. See her ceremony on YouTube “Ofc. Michaela Barnett completes WPD Field Training Program” Congratulations, Michaela!

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Cartoon is taken from the internet. Credit is shown on the actual cartoon.



# Want to Get Away?

Here's an option UP our Alley

[CostaVerde.com/accommodations](http://CostaVerde.com/accommodations)

## COCKPIT COTTAGE

We have converted the cockpit section of a McDonald Douglas, MD-80 fuselage, into an amazing residence built into a steep jungle hillside. Like our Boeing 727 Fuselage Home just 100 meters away. Costa Verde's Cockpit Cottage will also become world famous with the latter having been featured in hundreds of TV shows and publications since it first landed here in 2008



### RATES

#### Cockpit Cottage

March 23-Nov 24 \$141/day + 13% tax

Dec. 10-24 \$270/day + 13% tax

#### 727 Fuselage Home

March 23-Aug. 31 \$242/day + 13% tax

High Season \$551/day + 13% tax

## THE 727 FUSELAGE HOME

Our X phoenix is the most exclusive hotel suite in Costa Rica. We have refurbished a vintage 1965 Boeing 727 airframe, which. In its prior life, shuttled globe trotters on South Africa Air and Avianca Airlines (Columbia). This fully outfitted, meticulously detailed, two bedroom, Boeing 727 fuselage suite jets ot from the jungle canopy , affording you views that will make you feel like you're flying.



**Join Zoom webinars  
and meetings on aviation  
and airport preservation at  
CalPilots' California Zooming  
September 12, 9:00AM to 5:00PM**

**Program:**

- 📅 Opening Address: Carol Ford, President CalPilots
- 📅 \*California Flying Oddities – What Makes Flying in

California Odd and Fun: Captains Mike Jesch and Brian Schiff

- 📅 CalPilots in Action: Protecting California's Airports and Pilots'

Rights to Fly: Andy Wilson and Karl Schweikert

- 📅 Airports Run on Politics and Political Action Committees: J Gill Wright, Carol Ford

- 📅 CalPilots Annual Meeting

- 📅 7 Lunchtime small group meetings – Browse from meeting to meeting and join the conversation:

- Meet the CalDART Team: Paul Marshall, Ed Story, Ron Lovick and more
- Bringing Fun Back to Your Airport: Jolie Lucas, Gary Schank
- Promoting Your Airport: Carol Ford, J Gill Wright
- CalPilots Chapters: Andy Wilson, Ted Gablin
- Tips for Aging Pilots, Glass for Grayhairs: Captain Karen Kahn and First Officer Walt Wells
- Airport Preservation Legal Issues: Karl Schweikert

- 📅 \*Straight Talk About Aviation Safety – John and Martha King

- 📅 Keep the Developers Out! Participate in Your Airport Commission – Carol Ford, Karen Kahn, Bill Sanders

- 📅 \*Responding to the Pandemic – CalDART COVID-19 Operations – Paul Marshall, Ed Story, Ron Lovick

- 📅 \*Avoiding Wing Dings: Operating Your Plane Safely on the Ground: Captain Gary Schank

\* FAA Wings Presentations

**Free Door Prizes for CalPilots and CalDART/CalPilots members**



**Go to [caldart.org](https://caldart.org) to register**

## YOU CAN ATTEND BOTH

September 12

Start at 9 a.m. PST with CalDart Zooming, 11 a.m. go to the SWS meeting and back to CalDart

### Topic CalPilots' California Zooming

Description Join us in CalPilots' California Zooming, the CalPilots Annual Meeting and Conference, including 4 FAA Wings webinars. Here is the event schedule. For a full description and program guide, visit [calpilots.org](http://calpilots.org) or [caldart.org](http://caldart.org). The program guide includes the extra URLs for the lunch meetings where no registration is required.

### Time Topic

**9:00 AM** Opening Address – President Carol Ford (Introductions, Land Use Challenges, Threatened Airports, Future of Urban Air Mobility)

**9:30 AM** Cool California Airports and Airspace with Foreflight\* – Mike Jesch, Brian Schiff

**10:15 AM** CalPilots In Action: Protecting California's Airports and Pilots Rights to Fly. Andy Wilson/Karl Schweikert.

**11:00 AM** Airports Run on Politics and PACs: Carol Ford, J Gill Wright

**11:45 AM** CalPilots Annual Meeting

**12:25 PM** 7 separate small zoom meetings at lunch hosted by CalPilots board members. No registration required. URLs in program guide. Join the conversation:

Meeting 1) Meet the CalDART Team: Paul Marshall, Ed Story, Ron Lovick and more

Meeting 2) Bringing Fun Back to Your Airport: Jolie Lucas, Gary Schank

Meeting 3) Promoting Your Airport – J Gill Wright, Carol Ford

Meeting 4) CalPilots Chapters: Andy Wilson, Ted Gablin

Meeting 5) To be announced

Meeting 6) Tips for Aging Pilots, Glass for Grayhairs: Karen Kahn, Walt Wells

Meeting 7) Airport Preservation Legal issues: Karl Schweikert

**1:30 PM** Straight Talk about Aviation Safety\* – John and Martha King

**2:40 PM** Speak Up! Participate in Your Airport Commission – Carol Ford, Peter Albiez, Karen Kahn, Bill Sanders

**3:25 PM** Responding to the Pandemic: CalDART COVID-19 Operations\* – Paul Marshall, Ed Story, Ron Lovick

**4:10 PM** Avoiding Wing Dings: Operating Your Plane Safely at the Airport\* – Gary Schank

**5:00 PM** End of Annual Conference

Note: Webinars marked with \* are registered FAA Wings presentations.

Free Door Prizes for CalPilots and CalDART/CalPilots members

## MONTEREY BAY 99s

### 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

### August

Chapter Anniversary—August 14, 1965

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



## Save Reid Hillview Airport

### Our Mission

Preserve and enhance the value of Reid Hillview Airport for the surrounding community of Silicon Valley

### Why You Should Care

- Reid Hillview serves as a base of Emergency Services and Disaster Recovery Operations for the entire Silicon Valley and is used by agencies such as CALFIRE, CHP, PG&E, SJ Police, and CalDart. FEMA's 7.9 earthquake planning for the bay area's San Andreas Fault shows the freeway system crashing—Reid Hillview is a critical lifeline to the outside world to bring in first responders, food, medical attention.
- Reid Hillview increases safety, reduces delays, and allows future continued growth at San Jose International (SJC) by relieving approximately 160,000 flights each year.
- Reid Hillview is an indispensable partner with San Jose State, California's only state university providing a four year degree in Aviation Technology, Airport Operations, or a Professional Flight Career. The affordable pathway to good careers would be seriously jeopardized if Reid Hillview was forced to close.
- Reid Hillview supports hundreds of skilled, high paying jobs on the airport and in the community, and is the preferred gateway for other small businesses that use aviation to reach Silicon Valley.
- Over 2000 free flights have been provided to local youth through the EAA Young Eagles program headquartered at Reid Hillview, inspiring numerous local teens, many from the area's lowest socio-economic communities, to find a rewarding career in aviation.
- People throughout the county and state receive free transportation for medical care via Angle Flight's Reid Hillview based pilots. Similarly, pilots from Reid Hillview's Pilots n Paws fly vulnerable animals between shelters, rescue organizations and adopters across California and the US.

(continued from page 9)

## Who We Are

We are business owners and employees at the airport, first responders, law enforcement, fire departments, educators, non-profits, executives and employees in the county who rely on Reid Hillview. We are public leaders, pilots, and concerned citizens who support the mission to “Preserve and Enhance Reid Hillview’s Value to the Community”

## Historical Background of Threat to Reid Hillview Airport

In 2012, Santa Clara County was engaged in a dispute with the FAA and a Parachute Operator over parachute jumping at San Martin Airport. During that dispute, the FAA blocked AIP Grant funding for the county airports as provided in their regulations. After the dispute was resolved, and jump operations began, the Airport Director decided in 2016 to refuse to apply for additional FAA grant Funding, citing the need for more “operational flexibility” but also to avoid assuming further FAA Grant Obligations requiring the county to operate its airports for a minimum of 20 years from the acceptance of each grant.

In 2017 the county staff directed a revision of the Airport Business Plan which produced recommendations to resume accepting grant funds, and also recommended a number of facility changes and new FBO models. In December of 2018, the Board of Supervisors was to review the Business Plan, and ultimately voted 3 to 2 (Chavez/Cortese/Yeager in favor, Wasserman/Simitian opposed) to continue refusing FAA Grant funding and perform a number of studies around the use of leaded fuel, and closure of Reid Hillview Airport and relocation of its activity to San Martin Airport. One consequence of that vote is that grant obligations around operation of Reid Hillview Airport are due to expire in 2031, potentially giving the county the option to close the airport and redevelop the property. Without FAA grants to pay for capital improvements, the airport enterprise fund will operate at a deficit, costing the county general fund. The county has declined to pursue commercial development around the perimeter of the airport which could generate sufficient income to fund both airports into the future. To date, the county has only studied (at a cost of \$400,000) alternative uses for the Reid Hillview Airport site. The FAA has indicated that San Martin is not a candidate for a Control Tower, nor do the residents support expansion. San Jose State’s Aviation Department has stated clearly that they are not able to shift their programs to San Martin Airport either, and the program would terminate if Reid Hillview Airport is closed.

## Donate to Save Reid-Hillview Airport

Send a check made payable to "**CAAPSO**" to CAAPSO, PO Box 3771, San Jose, CA 95127

## **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.



## BATTLING THE FIRE FROM THE AIR

(by Jeanne Sabankaya)

The CZU August Lightning Complex fire became a very personal fire for me. The fire was stopped just houses from my family's property, thanks to the perseverance of my neighbors, husband, brother-in-law, and son. There were no fire personnel for two and a half days. We received the reverse 9-1-1 call and evacuated but several of the menfolks stayed back to defend their homes. Eventually fire personnel arrived from other states and countries, including the National Guard. Heavy machineries along with the Cal Fire emergency response air program were activated.

The following article gathered information from the Cal Fire website and from a 2017 article by Brenda Guzzar of the Los Angeles Daily News.

[www.fire.ca.gov](http://www.fire.ca.gov)

The Cal Fire Emergency Response Air Program includes 23 Grumman S-2T 1,200 gallon airtankettrs, 11 UH-1H Super Huey helicopters, 14 OV-10A air tactical from 13 air attack and 9 helitack bases located statewide. The helicopters deployed to the CZU August Lightening Complex fire reached most fires within 20 minutes. A typical crew would have one pilot, 2 fire captains, and 8 firefighters. The buckets operations can carry 324 gallons of water or foam. Fixed water tankers could contain 360 gallons of water/foam while the pilot would control the drop volumes.

The Super Huey stats: 10,500 pounds gross weight, 126 mph cruise speed, 250 miles range, turbine Lycoming T-53-703 de-rated from 1800 HP engines. Bell helicopters



Cal Fire is set to acquire 12 Black Hawk helicopters in the coming years as they phase out older choppers. The old Vietnam era Iroquois or "Huey" helicopters' parts are hard to find.

When the helicopters finally arrived, they were able to draw water from nearly any standing water bodies including swimming pools, ponds, creeks, rivers and lakes. The neighbors put out huge signs if they had a pool so the helicopters could acquire water quickly from there.

The article mentioned that firefighting helicopters have the ability to retrieve water with buckets (bambi buckets) or long hoses dubbed snorkels from most water sources as long as it is safe. Ocean water can be used to fight fires but because salt is corrosive, they have to washout the aircrafts with fresh water afterwards,

Mother Nature caused these fires with its multiple lightening strikes. She could also send high winds and render a firefighting aircraft ineffective either because the water will miss the target when windy or because its unsafe to fly. Smoke and ash in the air made the fixed wings and helicopters useless.

# 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.*

By Katie Hafner

Published May 21, 2020 Updated May 26, 2020



**Hazel Ying Lee**, left, and Autumn Geneva Slack at Avenger Field in Sweetwater, Texas, where Lee had six months of training to become a WASP. Credit...via Alan Rosenberg) (PHOTO)

Ah Ying Lee was born on Aug. 25, 1912, in Portland, Ore. Her father, Lee Yuet, was a businessman who owned an import-export business. Her mother, Wong Sau Lan, was a homemaker.

After graduating from high school in 1929, Lee got a job as an elevator operator at H. Liebes & Company, a department store in Portland, where she also did stockroom work.

She joined the Chinese Flying Club of Portland and in 1932 graduated from aviation school with her pilot's license.

"I think that for Hazel, flying a plane symbolized not just flight but a freedom she didn't have on the ground," said Alan Rosenberg, a filmmaker who made "A Brief Flight" (2002), a documentary about Lee.

In Portland, while learning to fly, she met Louie Yen-chung, a student from China who was training as a cadet. Their romance endured for more than a decade, even with long stretches of time spent miles — sometimes continents — apart.

In 1933, in the buildup to the Second Sino-Japanese war, Lee hoped to fly for the Chinese Air Force. But the Chinese government turned her down, saying women were too "unstable" to fly, her sister Frances Tong told The Portland Oregonian in 2003. Instead, Lee flew commercial and private flights.

Lee returned to the United States in December 1938, living in New York. She graduated from the WASP training program in 1943 and was sent to Romulus, Mich.

Lee returned to the United States in December 1938, living in New York. She graduated from the WASP training program in 1943 and was sent to Romulus, Mich.

Because WASPs were Civil Service employees and not military personnel, they had to pay for their food and lodging. There were no flight suits for women, and Lee's frame, at 5'3" and 115 pounds, was overwhelmed by even the smallest of the men's uniforms.

On Oct. 9, 1943, she married Louie, whom she called "Cliff," by then a major in the Chinese Air Force. "KNOT TIED TODAY," she wrote in a telegram to another pilot. "CAVU FOR CLIFF AND ME." CAVU, an acronym used by pilots, stands for "ceiling and visibility unlimited."

After their wedding, Louie returned to China, and Lee did not hear from her husband for six months. "She said she was sure that he was either dead or captured," said Virginia Luttrell Krahn, another WASP, in a 1997 oral history interview.

Glimpses of the racial prism through which Lee was viewed are sprinkled through archives maintained at Texas Woman's University in Denton, Texas. Another pilot, for instance, referred to Lee as "the little Chinese girl" in a letter she wrote to family.

Like Gee, Lee was mistaken for Japanese. In her 1997 interview, Krahn said Lee had been flying one day in Texas when her engine failed and she landed in a field. When Lee got out of the plane, "here is this farmer coming at her with a pitchfork," Krahn recounted.

"He said, 'The Japs have landed, the Japs have landed.' And Hazel said, 'No, I am an American, I am an American,'" Krahn said. "This was too much for these farmers. There was no way that they were going to believe that Hazel was a Chinese, not only a Chinese, but a woman Chinese pilot."

In recounting the incident that night over dinner in the mess hall, Lee "had the whole line in hysterics," Krahn added.

Lee was one of 132 pilots chosen to fly so-called "pursuit" planes, now known as fighter aircraft. Among her duties was to fly new Bell P-63 Kingcobra fighters from the manufacturing plant in Buffalo to Great Falls, Mont., for eventual delivery to the Soviet Union.

In November 1944, Lee was on one such mission with a group of pilots on Thanksgiving Day, the first clear day in a while.

Krahn, who also flew that day, recounted the chain of events.

“Shortly after we took off, Jeff moved over close to me and pointed to his earphone and raised his hand,” she said, referring to Jeff Russell, another pilot. “His radio was out.”

The crew stopped in Bismarck, N.D., hoping to have Russell’s radio fixed, but since it was a holiday, they were out of luck; the group continued on to Montana.

“By this time there were so many planes circling at Great Falls and ready to land,” Krahn said. “The air was just filled with P-63’s.”

After landing safely, Krahn saw, to her horror, that at the end of the runway two planes were too close together, one above the other.

“When the tower saw what was happening they said ‘pull up, pull up.’ And the only plane that could hear it was Hazel,” Krahn recalled. “And she pulled up right into Jeff, who heard nothing.”

Both aircraft burst into flames over the runway.

Russell survived with minor injuries. Lee was trapped in her plane and was badly burned. She died two days later, on Nov. 25, 1944. She was 32.

“She was conscious the entire time,” Krahn said. “She never complained. The doctor said they had never seen anyone so brave.”

Lee’s husband, it turned out, was still alive. He died in 1999 in Taipei, Taiwan.

Lee was the 38th — and the last — WASP to die in the line of duty.

The program was disbanded on Dec. 20, 1944, in anticipation of the end of the war, and the pilots faded into the housewifery and child rearing that defined the role of women in the 1950s.

Gee was an exception. She returned to Berkeley, earned a bachelor’s degree in physics, then worked on weapons systems at the Lawrence Livermore National Laboratory.

“She was that generation of Chinese-American women who broke out of the confines of isolation in the community,” said Harvey Dong, a lecturer in Asian-American and Asian diaspora studies at Berkeley.

Gee died on Feb. 1, 2013. She was 89. Warren Heckrotte, her partner of nearly 50 years, died in 2019.

In 1977, after years of fighting for recognition, WASPs were granted veteran status with full benefits. In 2010 around 200 of the surviving pilots were presented with the Congressional Gold Medal by President Barack Obama. Gee was one of them.

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

# Logbook



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

### 2020

Sept. 8	7 p.m. Tuesday—SPA meeting
Sept. 12	11 a.m. Saturday SWS meeting via Zoom
Sept. 12	9 a.m. Saturday, Young Eagles <b>Postponed</b>
Sept. 12	11-2 Saturday—Second Saturday WVI <b>Postponed</b>
Sept. 12	9 a.m. California Zooming (see flyer p. 7,8)
Sept. 16	7 p.m. Wednesday—Monterey Bay 99 meeting via conference call
Sept. 16-20	Reno Air Races <b>Postponed</b>
Sept. 26	10 a.m.—2 p.m. Saturday—Fourth Saturday SNS <b>Postponed</b>
Oct, 11	10-4 pm EAA Fly-in to Paso Robles (flyer on page 4)

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