


Austin Hill Country Ninety-Nines News

 ← Click on the icon to go to our Facebook page.
Click on any “[link](#)” in the newsletter and it will take you to the associated website.

April 2022

Officers & Chairs

Chairman: Linda Lee Bush
Treasurer: Carol M. Foy
Membership Chair: Becky Smith
Secretary: Sarah Wendt

Chapter Updates

Our April 2nd meeting was informative and thought-provoking. The first half of the meeting brought attendees to ponder the state of the chapter. The question was asked, why is participation so low? We have 53 dues-paying members, but only 6 of our active members were in attendance. The Zoom meeting in March, and the in-person meeting in January had similar turnouts. Our meetings are only getting about 10%-20% participation. Why is that? What do our members want out of this group?

Upon pondering these questions, the members in attendance came up with some ideas. Some of the thoughts were as follows: we are still recovering from social distancing, etc., we don't have a mentoring or networking program set up locally, events may be too far away or too infrequent,



communication is lacking, not centralized, or both.

Attendees also came up with some solutions to these chapter shortcomings. The reinstatement of the chapter newsletter. Also, reestablishing a chapter website that will serve as a central location for news and events is in the works. We are increasing the number of admins on our social media platforms to aid in communication outreach. We are also putting together some casual, social events to get to know each other better since during the meeting we identified a significant increase in new members. Plus, these social events can also help with networking locally.

All that said, we still only know the opinions of approximately 12% of the chapter. Do we have more

members willing to help solve these problems? Would the chapter rather not bother, and go dormant? What are your thoughts on this and about the group as a whole? We all joined this organization for a reason. What is your reason? How would you like to participate? What would get you excited about being a part of the Austin Hill Country chapter? What will it take to have your involvement/participation? Because quite frankly, without participation and commitment from members, our chapter will not be able to continue. Please take the following survey so we can find out the answers to these questions:
<https://www.surveymonkey.com/r/52RJXZQ>



The business meeting wasn't just all business. After discussing the state of the chapter, attendees enjoyed a presentation from Fred Mooney about cross-country flying and preparedness. He shared about the travels he and Judie have enjoyed in Alaska and other mountainous areas, along with planning tips and recommended safety equipment. Fred donned and demoed his own multifunction vest that included emergency equipment needed for survival in the wilderness.

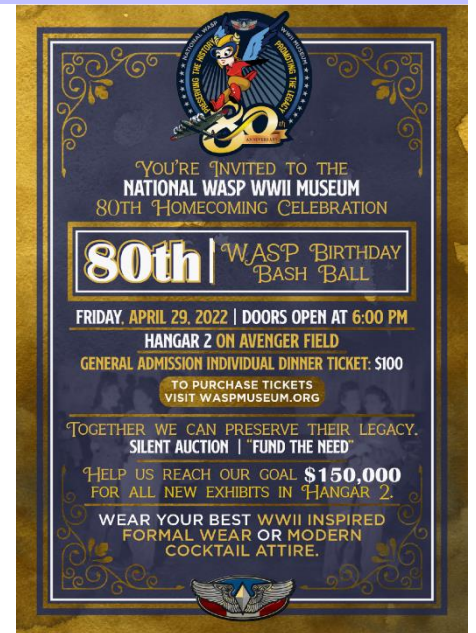
His survival discussion was not limited to Alaskan and mountain flying, he additionally discussed preparedness for multiple types of landscapes across the country and how you can specifically cater your survival kit for your flights. Another talking point, and arguably the most important was that mental preparation and the will to survive have proven the most successful outcomes.

After the meeting concluded, members and guests convened at the Airport Diner for a casual lunch and many laughs. Lunch was followed-up with a tour of the WASP displays in the Rhett Hawk building. Thank you, Gwen, for another fantastic hosting of our chapter.

Honor the Legacy of the WASP

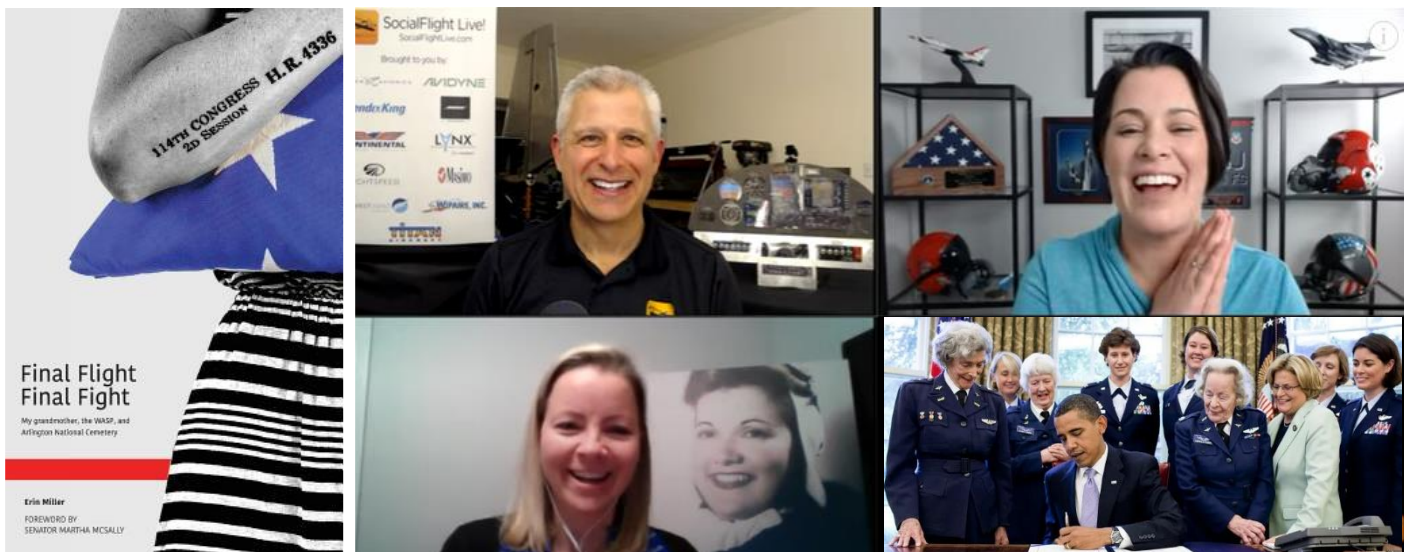
The end of this month marks an exciting time to be a Texas aviator because in the heart of our state we will be celebrating the Women Airforce Service Pilots (WASP). These courageous women assisted our country's armed forces in its time of need during WWII. Avenger Field in Sweetwater, TX is where the WASP trained and proved that women could serve as military pilots. However, that recognition did not come until thirty-three years later, and not without a fight. They have since earned their veteran recognition and status; in 2010, the Congressional Gold Medal; and finally, in 2016, burial rights at Arlington National Cemetery.

Today, their life and legacy are preserved at Avenger Field in the National WASP WWII Museum. From April 29th to April 30th the museum will be hosting the 80th WASP Homecoming including hangar parties, a flyover, an exhibit unveiling, and more! Although the few surviving WASP cannot attend, they will be there in spirit. Pictures and videos will be sent to all the WASP at home.



****Scroll to the end of the newsletter for the WASP Homecoming details and schedule****

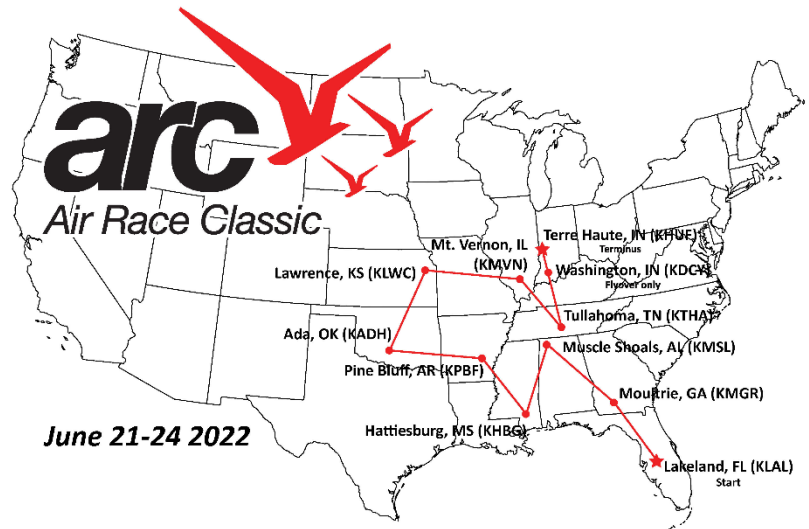
In addition, if you missed it, follow this link: [SocialFlight Live! Honoring the WASP with Nicole Malachowski and Erin Miller](#) to a virtual interview from April 12th with two women who helped the WASP achieve their rightful recognition in history. Nicole Malachowski, the first female USAF Thunderbird Air Demonstration Squadron pilot, and Erin Miller, author of “Final Flight Final Fight: My grandmother, the WASP, and Arlington National Cemetery” recount what it took to successfully help the WASP get their stories told.



Air Race Classic – Ada, OK Stop

The 2022 Air Race Classic has a stop in Ada, OK this year. Ada is about a 5.5-hour drive from Austin, but only a little less than half that time in an airplane at 110 kts!

The race this year is starting in Lakeland, FL, and ending in Terra Haute, IN. It starts on June 21st and the racers must cross the finish line by 5 PM on June 24th. Ada will be stop number five for the racers. Every stop always welcomes volunteers and as much support as they can muster. Any of the four race days have the potential for you to meet and help the racers on their journey. Depending on weather and racer strategy, the stop could have the racers in and out quickly or have the racers overnighting... sometimes for days depending on certain weather or maintenance concerns. Keep in mind, it does happen occasionally that race stops get dropped at the last minute due to dangerous weather preventing racers from making it safely to that stop. Being in aviation, we all understand that the only constant is change, and safety is the number one priority. Possible volunteer positions include golf cart drivers, fuel slip collectors, water distributors, marshalls, timers, radio monitors, food preppers/runners, and more. Race stops are a bustle of excitement. If volunteering in Ada or at any of the stops interests you, please go to <https://www.airraceclassic.org/how-to-volunteer.htm> and fill out the online form.



If you aren't familiar with Ada, here is a little bit of information about the airport and how it is historically significant in aviation. It is home to the annual Ada Air Expo & Ray Stout Memorial Warbird Fly-In. More significantly, Ada hosts the headquarters and tribal government of the Chickasaw Nation, a federally recognized Native American nation. One of its early legislators was Eula "Pearl" Carter Scott, the youngest pilot in the U.S. who soloed at the age of 13 in 1929 and was taught by Wiley Post! Pearl has an awe-inspiring story. Although her flying adventures only lasted a few years, she made the most of them as a teen stunt pilot. After her flying days concluded, she focused on family and advocating for the Chickasaw Nation as one of the tribe's first community health representatives and served three terms in the Chickasaw legislature. If you are interested in learning more about her life or sharing her story with your kids, ["Pearl" is an award-winning film, produced by The Chickasaw Nation](#). You can watch it for free if you click on the link.

Safety Brief

As we approach the midpoint of spring here in Texas, we are starting to feel those temperatures rise and sunshine-filled days are beckoning us to the skies. As we look forward to upcoming vacation days, taking to the air sounds better and better.

However, we need to consider what happens to the atmosphere and our airplane as it gets hotter out. As the temperature rises, so does our density altitude. Remember, density altitude is not a reference to height, it is an index of aircraft performance. At one point in our flight training we learned, air density, or the “thickness” of air, is affected by changes in altitude, temperature, and humidity. So, warmer air means the air molecules will be farther apart, or “thinner,” just like when we are flying at higher altitudes. This will not only decrease engine performance but also decreases lift and thrust. When performance is decreased, takeoff roll increases, climb rate decreases, true airspeed on approach and landing will be faster, and landing roll will increase. None of which sounds very fun.



Alright, it’s not all that bad. We just want to be smarty-pants pilots and keep in mind when it’s hot out those are the effects. This should also sound the alarms to pay close attention to performance, and weight and balance calculations. Particularly on the trips where we are compounding heat, extra weight, and taking the airplane out of Austin hill country to a higher elevation airport. An airport at only 3000 feet MSL in the middle of summer can have the plane performing like it is above 5000 feet MSL. Here is some advice from the FAA, at power settings of less than 75 percent, or density altitude above 5,000 feet, it is essential to lean normally aspirated engines for maximum power on takeoff (unless the aircraft is equipped with an automatic altitude mixture control). Otherwise, the excessively rich mixture is another detriment to overall performance.

Density altitude accident examples:

- 1) On Aug. 30, 2007, an overloaded Beech A36 Bonanza encountered a sudden wind shift shortly after takeoff at Cameron Airpark in Cameron Park, CA. The airplane lost lift, settled into rising terrain, and flipped violently after striking a boulder. The 2,000-hour pilot and a front-seat passenger were seriously injured. The two rear-seat passengers were killed. The takeoff roll and accident sequence were captured on film by a television news crew.

By noon on the day of the accident, shortly before the flight took off, the temperature had reached 96 degrees F at the airport. Density altitude was calculated to be 4,125 feet MSL—nearly 3,000 feet higher than field elevation. The pilot stated that he “mentally” performed a weight and balance after topping off the airplane’s fuel tanks. He also said he had previously performed takeoff-over-obstacle calculations for the airport in similar warm-weather conditions.



Following an uneventful engine runup, the airplane taxied onto Runway 31 and began its takeoff roll. The Bonanza traveled about two-thirds of the way down the 4,051-foot strip before becoming airborne. The aircraft climbed about 40 feet and crabbed to the left. The wings then wobbled, and the airplane sank back toward the ground. After sliding about 250 feet along the rising terrain, the Bonanza slammed into a boulder and abruptly flipped over, coming to rest inverted about 700 feet from the end of the runway.

Accident investigators determined that the aircraft weighed approximately 4,095 pounds at takeoff—nearly 100 pounds over the Bonanza’s modified maximum gross weight. Examination of the accident video also revealed shifting wind patterns at the airport, which is surrounded by

buildings and located in a slight geographical bowl. During the aircraft's takeoff roll, the midfield windsock appears limp. At the departure end of the runway, however, foliage can be seen waving in a moderate breeze. According to calculations, the pilot likely encountered an abrupt 10-knot crosswind from the left, possibly with a tailwind component.

The NTSB concluded that the Bonanza's sudden encounter with a wind shift during the initial takeoff climb resulted in degraded climb performance and a stall/mush condition. Factors contributing to the accident were the airplane's overweight condition, the high density altitude, the pilot's inability to compensate for the sudden wind shift, and rising terrain in the departure path.

Problems with high density altitude are not restricted to takeoffs. For landings, the true airspeed is greater in thin air, even though the indicated airspeed is less. This can lead to excessive landing speed, increased rollout distance, and the possibility of a runway excursion. Even in cruise flight, problems can occur.

2) In August 2006, a Piper PA-28R-2-1 Arrow was flying through mountainous terrain northwest of Salida, Colorado. The experienced pilot found himself trapped in a box canyon, unable to gain enough altitude to escape. The plane crashed, killing the pilot and seriously injuring the one passenger. Salida itself is at an elevation of 7,083 ft (2,159 m). Due to warm temperatures, the density altitude was over 9,000 ft (2,743 m).

Here are some helpful, handy tips for flying when high density altitude is a factor.

- Fly in the evening or early in the morning when temperatures are lower.
- Call a local instructor to discuss density altitude procedures at the unfamiliar airport.
- Know your aircraft and how your flap settings affect your performance.
- Be sure the aircraft's weight is below 90 percent of the maximum gross weight.
- Don't fill the tanks to the top if you don't need to.
- Fly shorter legs and make extra fuel stops.
- Have 80 percent of your takeoff speed at the runway's halfway point, or abort.

We have officially brushed up on our density altitude knowledge, read some stories of what NOT to do, and have some tips saved in our back pocket. Now, let's safely take to the skies and (as a former student of mine used to say) stay outta the trees!

References:

[Faasafety.gov](https://www.faa.gov)

[AOPA](#)

[Bold Method](#)

[AOPA Air Safety Institute](#)

[Flight Safety Foundation](#)

Scholarships

Are you a little short on funds to continue your aviation goals? There are a few scholarships available with deadlines occurring in the Q2 of 2022. Follow the included links below for the details of each scholarship and more! <https://www.ninety-nines.org/scholarship-registry.htm>

Upcoming Scholarship Deadlines:

April 13th & June 30th: [UAA Scholarships](#)

April 15th: [M. E. GREIN SCHOLARSHIP](#) - \$1,000 - offered to women 30 or over for a private pilot certificate.

Check back after April 1st: [AAERO Aviation Scholarship](#)

April 15th: [Jacquie Warda Ladies Tailwheel Endorsement Scholarship](#)

April 15th: [GAMA Edward W. Stimpson Aviation Excellence Award](#)

April 30th: [Air Force Association Scholarships](#)

April 30th: [National Aviation Explorer Scholarship](#)
 April 30th: [OBAP Scholarship Program](#)
 May 14th: [Bold.org Future of Aviation Scholarship](#)
 May 15th: [San Antonio Chapter 99s Flight Training Scholarship](#)
 June 1st: [EAA Scholarship](#)
 June 1st: [Sheltair & Avfuel: Future Takes Flight Scholarship Program](#)
 June 10th: [Regional Airline Association Scholarship](#)
 June 21st: [Women in Aerospace \(WIA\) Foundation Scholarship](#)
 June 24th: [NATA Navigate Your Future Scholarship](#)
 Unknown: [Brier Foundation Flight Scholarship](#)

Calendar

99s/ WASP Events

April

- 2nd - AHC 99s Business Meeting (T82)
- 3rd - [San Antonio Ninety-Nines poker run](#) (KBAZ)
- 29th - 30th - [WASP Homecoming](#) (Sweetwater)

May

- 10th - 6 PM Casual Happy Hour at Aviator Pizza & Drafthouse (South Congress)

June

- Tentative date: 11th - Icon Aircraft static display and speaker Gary James Knight presenting about seaplanes, and seaplane flying around Austin Hill Country. Lago Vista Airport. A fundraising event with a suggested donation for the AHC scholarship fund and/or WASP museum. Open to EAA and other aviators.

General Aviation Events

April

- 3rd - [Cameron Municipal Airport Airshow and Food Truck Fly-in](#) (Cameron, T35)
- 4th - 10th - [Sun N Fun](#) (Lakeland, FL)
- 23rd - [EAA 1607 Monthly Pancake Breakfast](#) (KRYW)
- 23rd - 24th - [Great Texas Air Show](#) (San Antonio)
- 29th - May 1st - [Critters Lodge Spring Fly-in and Camp Out](#) (Centerville, TE01) (KRYW)

May

- 7th - [Wings & Wheels Fly-In](#) (Kingsbury)
- 21st - [Big Country Air Fest](#) (Abilene)(Free!)
- 28th - [Go Wheels Up!](#) (San Marcos)
- 28th - [EAA 1607 Monthly Pancake Breakfast](#) (KRYW)

June

- 21st - 24th [Air Race Classic](#) (Ada, OK. Race stop closest to us)



APRIL 29, 2022
FRIDAY

6:00 PM - 10:00 PM

80th Birthday Bash Ball Fundraiser
Doors Open
Silent Auction Open for Viewing
Tickets Needed for Entry
Located in Hangar 2

WEAR YOUR BEST WWII
INSPIRED FORMAL WEAR
OR MODERN COCKTAIL ATTIRE.

7:00 PM - 9:30 PM

Dinner
Program
Live Band Plays

9:30 PM - 10:00 PM

Silent Auction Winners Announced

Help us reach our goal
\$150,000
for all new exhibits in Hangar 2
SILENT AUCTION | "FUND THE NEED"



THURSDAY SHUTTLE SERVICE | 3:00 PM - 9:00 PM
FRIDAY SHUTTLE SERVICE | 10:00 AM - 10:30 PM

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APRIL 30, 2022 SATURDAY



9:00 AM - 4:00 PM

Museum Campus & Airport Open
for Fly-In on Avenger Field

FREE EVENT

*Kids' Activities - Food Trucks
Meet the Pilots - Reenactors*

10:30 AM - 11:30 AM

Meet WASP Artist Cary Smith

Located in Hangar 1 Education Center

9:00 AM - 1:00 PM

Kids Fly Free - Ages 8-17

Located at the Airport

11:30 PM

WASP Author Sarah Rickman Speaking

Located in Hangar 1 Education Center

10:00 AM

Opening Ceremony

Located in the Museum Plaza

1:00 PM - 3:00 PM

Authors Corner

Find your favorite author and get
your books autographed!

Located in Hangar 1

10:30 AM

Cadet Zone Opens

Located in Hangar 2 - Kids Activities

4:00 PM

Museum Campus & Airport
Closes to the Public

10:30 AM - 11:30 AM

Meet Pilots from Sisters of the Skies
and Historian Monica Smith for
Exhibit Unveiling

Located in Hangar 1

7:00 PM

Street Dance on the Square

Live Music & Food Trucks

FREE EVENT

*Located in Downtown Sweetwater
Hosted by the Chamber of Commerce*

SATURDAY SHUTTLE SERVICE | 7:00 AM - 10:00 PM

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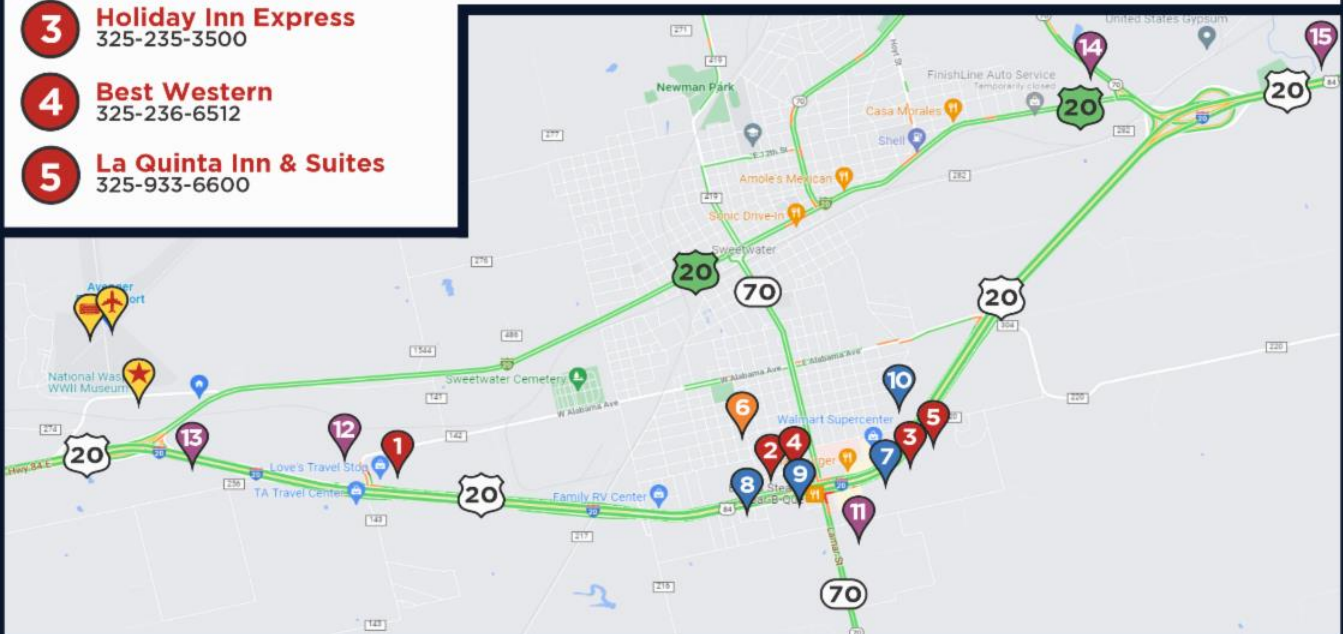
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**THURSDAY - SATURDAY
SHUTTLE WILL BE
AVAILABLE ALL DAY**

BOOK YOUR HOTEL RESERVATIONS

- | | | |
|--|---|---|
| 1 National WASP WWII Museum
210 Avenger Field | 6 Mulberry Manor B&B
214-244-1009 | 11 Chaparral RV Park
325-235-4864 |
| 2 TSTC - Airport FBO
317 Homer K. Taylor Dr. | 7 Hampton Inn
325-235-3337 | 12 Bar J Hitchin' Post RV Park
325-236-3889 |
| 3 WASP Wishing Well
Across from the Airport | 8 Sweetwater Inn
325-933-6622 | 13 Freedom RV Park
325-235-8114 |
| 4 Microtel
325-307-5159 | 9 Ranch House
325-933-6622 | 14 Blue Bonnet RV Park
325-242-2145 |
| 5 Quality Inn
325-236-6887 | 10 Studio 6
325-933-4443 | 15 Lone Star RV
325-235-1553 |
| 6 Holiday Inn Express
325-235-3500 | | |
| 7 Best Western
325-236-6512 | | |
| 8 La Quinta Inn & Suites
325-933-6600 | | |



**SPONSORSHIP OPPORTUNITIES
AVAILABLE**



FOR MORE INFORMATION VISIT



WWW.WASPMUSEUM.ORG

May Happy Hour



Come out and meet other Austin aviatrixes for a casual happy hour at the only aviation themed restaurant & bar I could find in Austin. Let's grab a brew and a bite and talk airplanes. If you don't like beer, they also have wine.

Aviator

PIZZA & DRAFTHOUSE

Meet at the
South Congress Location

6501 South Congress Ave., Suite 1-105
Austin, TX 78745

Comic Relief

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

