

# Austin Hill Country Ninety-Nines News



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July 2022

## Officers

Chair: Sarah Wendt  
Treasurer: Carol M. Foy  
Membership Chair: Becky Smith  
Secretary: "Now Hiring. Apply Within!"

## Chair Announcement

### From the New, Chapter Chair

Happy July everyone! Big announcement. I, Sarah Wendt, was offered the role of Chapter Chair and I accepted! I'll continue as newsletter editor in addition to the new position.



Great news— there is an open Secretary spot on our officer board, and YOU can be the one to fill it! We are also seeking help with social media/webmaster, social event planning, and an education/scholarship coordinator.

Picture this... you walk into a relaxed coffee shop and see a small group of cool, sophisticated women sitting in comfy lounge chairs sipping lattes and tea. They wave at you. They are your Ninety-Nines sisters beckoning you to join their brainstorming session. You sit, sip and share your ideas and vision for mentoring and adventure planning. The afternoon is productive and full of laughs. It is time to depart. Hugs all around and you leave yearning for the next meeting, seminar or fly out... welcome to being an Austin Hill Country 99s officer!

Doesn't that sound great?! I think it does! Text or call me if you are interested in meeting over coffee to share ideas or want to join the very relaxed, exceptionally low maintenance officer board with me. One of our top priorities this month is to put together a calendar of events and meetings for the upcoming year. So far, we have monthly gatherings through October planned, but it would be nice to have the calendar year outlined. My schedule is quite open. I live East of KAUS and am willing to drive anywhere. FYI, Mozart's on Lake Austin is on my list of places to try out but am open to suggestions. Please feel free to reach out to me anytime even if it is not 99s related.

## Ninety-Nines International Conference Business Meeting Review

The Ninety-Nines International Conference took place on Saturday, July 9th in Charleston, SC. It included the first Ninety-Nines "Hybrid" business meeting format. There were 162 members in-person and 101 online attendees. For a first-time attendee, it was impressive how straight forward and organized the meeting was. It started out with introductions from our President, Corbi Bulluck. Having flown in Air Race Classics with her, I was happy to see her shining face on my computer screen. However, I could not help but feel shocked because I had not seen her in a couple of years and was unaware that she has been "kicking cancer's butt" as she stated in her address. Please, keep Corbi in your thoughts and prayers. She did not miss a beat and was full of her usual spunk during the meeting. I know in my heart our love and support will help keep it that way!

The rest of the meeting went as follows: Credentials Report; Adoption of Meeting Rules; Reference Committee Report and Adoption of Agenda; Memorial to New Horizons; then Reports.

During the Bylaws/Standing Rules report, Proposed Standing Rules Amendment #1 was voted on and passed. Overall, it consisted of corrections to wording for consistency and clarity. Next up for vote was Proposed Bylaws and Standing Rules Amendment #2 to remove the option to write-in candidates on ballots during international elections. Section and chapter elections would not be affected by the change. However, after a long discussion on the floor by members at the meeting and online, the vote failed.

The rationale behind the proposed amendment was: The 99s has permitted write-in votes since the organization began using written ballots. Over time, the members have added eligibility requirements for those who seek elected office. Today, there are 18 bylaws and 11 standing rules regarding the eligibility, vetting, and actions required of candidates. These requirements provide value to the organization by establishing the experience and expertise that a candidate offers. The modernization process revealed that the prequalification requirements defined in the bylaws make a write-in vote invalid. A member who has not submitted an Intent to Seek Election form to the Nominating Committee by the due date is not eligible to be elected to that office.

Arguments against proposed amendment #2 were: A write-in would show that there are members not happy with the nominated selection. Another argument was that not having the write-in option available would be exclusive to members and they would feel like they do not have a voice.

What do you think?

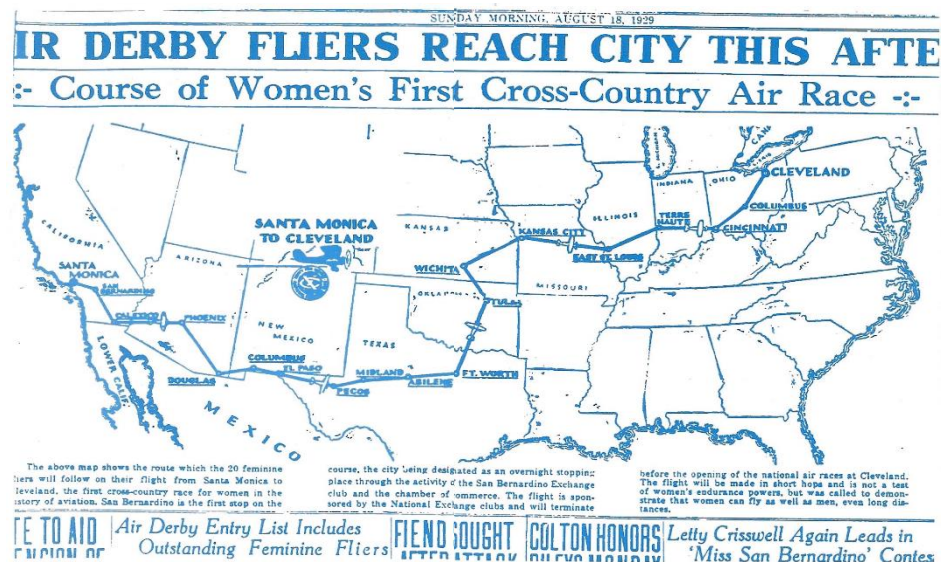
The business meeting concluded with no new business: Installation of Officers, Directors, Nominating Committee and Trustees; Invitation for 2023 Conference; and Announcements.

The 2023 International Conference will be an adventure of a lifetime. It will be hosted by the Saudi Arabian Chapter in the country of Jordan! Save the date and start planning today!

## Two Volunteers to 45th Annual Air Race Classic, Ada Enroute Stop

By Lynn "Lucky Lindy" Segall

What began in August of 1929 as the "Women's Air Derby," a transcontinental race from Santa Monica to Cleveland, is now known as the Air Race Classic (ARC) which proudly boasts 45 years of historic aviatrix racing. Louise Thaden, Amelia Earhart, Pancho Barnes, and other female pilots of the era had brought international attention to women in aviation. In the same year the 99s were born. Twenty women entered that first race which took eight days to navigate using only dead reckoning and road maps. Each participant had to carry a gallon of water and a three-day food supply. Thaden finished first of the fourteen pilots who completed the course.





Today, the ARC is the epicenter of women's air racing featuring pilots ranging in age from 17 to 90 years old. They come from a wide variety of backgrounds including students, teachers, doctors, commercial and airline pilots, business owners, professionals and air traffic controllers. Race Teams, consisting of at least two women pilots, must fly VFR during daylight hours only and are given four days to make flybys at each en route timing point and land at the terminus. The race route changes each year, approximately 2,400 statute miles in length with 8 or 9 timing points.



Sarah Wendt, a veteran of four ARCs (placing fourth in 2019) persuaded Friend of the Ninety-Nines, Lindy Segall, to join her as a race volunteer in Ada, Oklahoma, the fifth stop on the 2,500 mile route from Lakeland, Florida to Terre Haute, Indiana. Sarah and Lindy enjoyed great conversation and fellowship with other volunteers recruited by Paula Kedy, Bill and Sharon Holland, directors of EAA Chapter 1005 in Ada and designated race officials. Together, they served on the tarmac as race teams arrived and departed from Ada Regional Airport. Their duties were four-fold during a 12 hour shift. Race teams were required to call in on a designated radio frequency at 10, 5, and 1 mile intervals. Spotters would verify the aircraft's number as they approached the airport with lights on, wings level and cruising between 200 and 400 feet AGL. Timers called out precise numbers in hours, minutes and seconds as the planes crossed the timing line. Scribes recorded the data for submission to Race Central later that evening. It was exciting work at times, especially when multiple teams would arrive in close formation; we were witnesses to a true "photo finish" at the end of Day One!



In addition to accurately recording the time each team completed the 274 statute mile leg from Pine Bluff, AR, to Ada, OK, the ground team

logged comments related to race standards of proper approach, radio communication and turnout after crossing the finish line. From these comments, the Judges at the terminus could, and did, ascribe penalty point deductions which affected the team's final score. The final score for the first and second place teams in this year's race was separated by only .014 points.

Plans are already underway for the 2023 ARC which will begin in Grand Forks, North Dakota and terminate in Homestead, Florida from June 20-23. The sixth Flyby timing point will be staged at Sulphur Springs, Texas (KSLR) and volunteers are needed! For 2022 race results, information on flying in the ARC and/or serving as a volunteer, check out <https://www.airraceclassic.org/>

## EAA 1088 Young Eagles Day - July



EAA Chapter 1088 hosted their summer Young Eagles program on June 25th at Gillespie County Airport (T82). As Phil Vaneau, coordinator for the event described it, it was "an epic Young Eagles Day Rally." The final tally report from Debra Gifford, Gwen Fullbrook, and Kathleen Weed: 60 kids received Young Eagle certificates. In attendance to experience the event were families from not only Gillespie County, but Abilene, Austin, Houston, DFW, San Antonio, Sweetwater, Mason... and a family from Oregon who heard about the event while on vacation.



There were eight volunteer pilots, including one pilot volunteer from the Ninety-Nines, and at least 25 ground support volunteers.

Kathleen, Debra and Gwen (pictured left) checked in all of the Young Eagles and made sure the proper paperwork was completed. Sarah Wendt and her boyfriend, Mark, drove in from Austin to volunteer. Sarah flew five flights of kids in Gwen's C-172 while Mark served as their escort ensuring safety on the ramp. At the post-event debrief, Sarah remarked, "I

think I had more fun than the kids today!"

Stories of the day: Volunteer Pilot and EAA Officer Daniel Gifford flew a 9 yo boy in his Grumman Cheetah. "When we were taxiing out, I noticed he was a bit nervous... asked him on a scale of 1-10 how much... "I'd say 7" the youngster replied. After they were airborne, straight-and-level over Fredericksburg, Daniel looked over to see a big smile on his co-pilot's face... "how about now?" "Oh, I'm down to a 5!"

Volunteer Pilot and EAA Officer Bill Lucy was up with a young fellow in his Experimental KitFox 75S taildragger when his headset mic temporarily failed... he could no longer communicate with his rookie co-pilot so they agreed to use "thumbs up/down" as hand signals. "The boy was having so much fun, all I got was "thumbs up" over and over!"

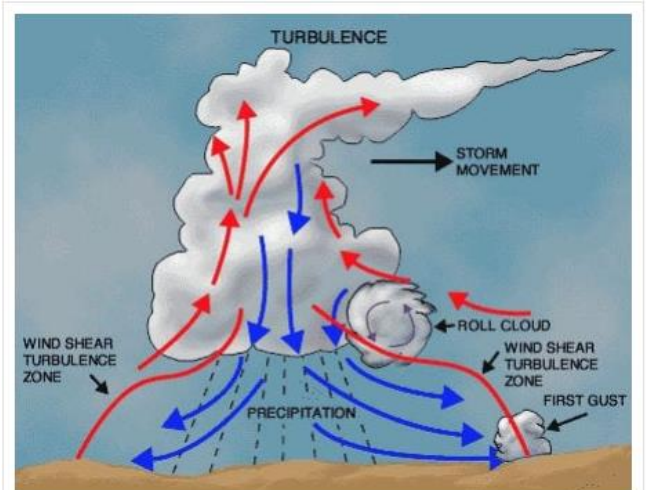
From Debra Gifford, EAA Officer and Registration Coordinator..."one young lady texted her friend and sent with an aerial photo... message said, "you better get out here fast... having so much fun and it's all FREE!"



# The Dangers of Thunderstorms

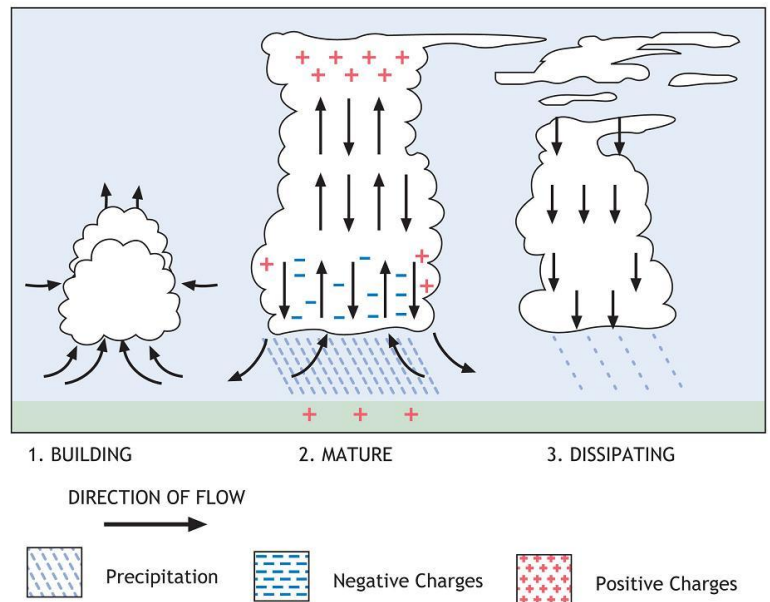
While it has been drier than a popcorn fart in a Texas tornado around here, that doesn't mean summer thunderstorms are not a threat. In this heat, they can pop up anywhere when the conditions are right. A lot of us think it is a no brainer, just steer clear, but even the most experienced pilot can fall prey to the macho hazardous attitude of thinking, "I can make it."

I have my own experience of succumbing to that very thought. Today, I am grateful that my passengers and I were able to walk away from a salvaged landing from stupidly trying to beat a thunderstorm. In the summer of 2015, just outside of Atlanta, I was a seasoned flight instructor on a volunteer assignment giving 12 to 17 year olds their first discovery flights. An event I had been participating in for three years. On my last flight of the day, in a Cessna 172, I had a young boy as my co-pilot and his flight attendant mother observing in the back seat. The flight went smoothly until we were on our way back to our originating airport and we could see a monstrous thunderstorm ahead. From the NEXRad equipment onboard, I could see that it was heading straight for our destination. I convinced myself and my passengers that it was plenty far away and we would have no problem making it back. While on final approach, I could clearly see the rain shaft quickly approaching the field. As I was about 50-100 feet above the ground I had to jockey the throttle to keep my performance. In the last few seconds in the roundout to flare I had to put in almost full throttle and once the wheels touched the pavement, I pulled the power to idle, and heard the mom in the back clapping. Keeping my cool I taxied them back to the ramp, shut down the engine, told them to run inside and I'd take care of the rest. They were halfway to the FBO as the rain started coming down, hard. I sat in the plane uncontrollably shaking from adrenaline realizing how lucky I was to have come out of that unscathed and vowed to never be that stupid with thunderstorms ever again.



*Where is the severe turbulence? Everywhere.*

LIFECYCLE OF A CUMULONIMBUS



Hindsight being 20/20, what were some takeaways? Thunderstorms can move a lot faster than a single-engine airplane. NEXRad and other weather displays can have significant delays and should be used to improve situational awareness but not as your ultimate decision-making tool. Another thing was, I knew what came along with thunderstorms. I knew about windshear, gust fronts, downdrafts, lightning, upper level hail, cyclonic potentials... but that knowledge was pushed away with the thoughts of this being the last flight of the day and not wanting to hold-up the program for the kids or the parents. None of those concerns are worth what could have very well resulted in an

incident or accident resulting in injury or death. Please understand this is not a story I am proud of and I only feel compelled to share to help others learn from my misjudgements.

Here is similar story where the pilot was not so lucky. July 18th, 2006 a Beech BE58P departed Corpus Christi, TX to land at Jeanerette, LA. The 18,300-hours commercial pilot filed an IFR flight plan for the 332-nautical mile flight. The flight was uneventful. When about 15-nautical miles from the destination airport, air traffic control (ATC) cleared the flight for a visual approach and advised the pilot of light to moderate and possible heavy precipitation south of the destination airport. The pilot then canceled his IFR flight plan, acknowledged that he had the weather in site, and changed to the local airport advisory frequency. The destination airport was a non-towered airport without published instrument approaches. No other communications were received from the airplane. Witnesses at the airport observed the airplane touch down long abeam the midfield taxiway on runway 04. Shortly after touchdown on the 3,000-foot long, by 75-foot wide asphalt runway, the increased noise in engine power consistent with an aborted landing was heard. The airplane was observed airborne prior to the end of the runway. The airplane failed to climb and the main landing gear collided with the 5 foot tall airport perimeter fence. The airplane subsequently collided with a concrete block building, a utility pole, several trees, the roof of a house, several strands of power lines, until it collided with a mobile home. The airplane came to rest in the inverted position about 811 feet beyond the departure end of runway 04. The landing gear was found extended and with the flaps in the retracted position. A post-impact fire destroyed the airplane. Witnesses at the airport further reported that a thunderstorm was in the immediate vicinity of the airport at the time of the accident, with heavy rain restricting the flight visibility to less than one mile. Flight control continuity was established to all flight controls. No mechanical anomalies were found with the airframe or the engines. [NTSB Accident Summary Report](#)

If you would like to learn more about thunderstorms, thunderstorm avoidance, and what to do in an inadvertent thunderstorm encounter, please click on the following links for additional reading.

[The Thunderstorm Threat - General Aviation News Thunderstorms Don't Flirt 'Em - FAASTeam Library Inadvertent Thunderstorm Encounter - Bold Method](#)

## Scholarships

Are you a little short on funds to continue your aviation goals? There are quite a few scholarships you can apply for with deadlines this Summer/Fall 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:

- July 30, 2022: [NBAA Scholarships](#)
- July 31, 2022: [NGPA scholarships](#)
- July 31, 2022: [Air Line Pilots Association Scholarships](#)
- August 15, 2022: [Calvin L. Carrithers Aviation Scholarship](#)
- September 2022: [Ninety-Nines AE Memorial Scholarship opens](#)
- October 1, 2022: [Ninety-Nines Fall First Wings Award](#)
- October 12, 2022: [WAI Scholarships are now OPEN! Deadline October 2022](#)
  - \*\*\*64 total scholarships available 33 of them flight scholarships\*\*\*
- November 1, 2022: [EAA Flight Training Scholarship Application Opens](#)
- November 30, 2022: [Spatz Association Flight Scholarship](#)
- [Civil Air Patrol Programs and Scholarships](#)
- [Flying Musicians Association FMA Solo Program & Learn to Fly Scholarship](#)

# Mark Your Calendars!

In July, we will be having a wonderful intimate presentation from Susanne Azar on her adventure flying in Kenya, Australia, New Zealand, Germany, Mexico, and more! Join us on July 23<sup>rd</sup> at 10:00 the morning at the Georgetown Airport (500 Terminal Dr., Georgetown, Texas 78628) in the terminal building meeting room. There will be coffee and light refreshments of fruit and pastries.

August we will be having a celebration of the Austin Ninety-Nines chapter's founding 58 years ago! Final plans are being ironed out. Keep an eye on your email, social media and our website.

AHC 99s will welcome Fall on September 10th with our quarterly FlyOut business meeting at T82 with an option to Zoom in. A new conference microphone has been purchased to make it easier for those on the web to hear all participants in the room.

Next up— a collaborative event with the newly formed Austin Women in Aviation Chapter. We will celebrate the annual “Girls in Aviation Day” on September 24<sup>th</sup>. More details to come. Right now, we're seeking female professional pilot presenters in the following specialties: commercial airline, military, charter, corporate, ferry, demo, instructor, etc. Please email Sarah Wendt if you would like to present or volunteer in any capacity.

## Calendar

### 99s/ WASP Events

#### July

- 23<sup>rd</sup> - at Georgetown Airport terminal building. Adventure flying around the world. Presented by Suzanne Azar
- 24<sup>th</sup> - Amelia Earhart's Birthday

#### August

- TBD - AHC 99s Founding Day Celebration (est. August 22<sup>nd</sup>, 1964)

#### September

- 10<sup>th</sup> - AHC 99s Q3 FlyOut and Meeting at T82. Zoom will be available.
- 24<sup>th</sup> - Girls in Aviation Day event collaboration with Women in Aviation Austin Chapter.

### General Aviation Events

#### July

- 23<sup>rd</sup> - EAA 1607 Monthly Pancake Breakfast @ KRYW
- 25<sup>th</sup> - 31<sup>st</sup> - [EAA AirVenture Oshkosh](#)

#### August

- 10<sup>th</sup> -12<sup>th</sup> - [OBAP Conference](#) (Phoenix, AZ)
- 20<sup>th</sup> - EAA 1088 Monthly Meeting T82
- 27<sup>th</sup> - EAA 1607 Monthly Pancake Breakfast @ KRYW

#### September

- 14<sup>th</sup> - 18<sup>th</sup> - [STIHL National Championship Air Races](#) (Reno, NV)
- 16<sup>th</sup> - 17<sup>th</sup> - [International Forest of Friendship Annual Induction Ceremony](#) (Atchison, KS)
- 17<sup>th</sup> - EAA 1088 Monthly Meeting T82

Would you like your event on the calendar? Please send all pertinent information to Sarah Wendt to be posted in our newsletter and on social media sites.

# Chuckles

## CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER

