

# TALEWINDS

TUCSON CHAPTER 99S

9/1/2017

Tucson99s.org

*Chair Com by Evelyn Cowing*

## Looking Forward

September is here! Are you looking forward to autumn like I am? Reasons for looking forward to the fall can vary from the practical (like less humidity, cooler nights and lower electric bills) to personal pleasures such as a return to college football or numerous pumpkin flavored delicacies (one of my favorites!) plus countless other reasons too many to count. Most likely a pilot (a 99 like Wendy who is still flying) might possibly say the cooler temperatures resulting in better aircraft performance!

Other reasons to look forward to this fall includes: #1) our upcoming tour of the new FAA Control Tower. We will have two separate tours with the first on Wednesday, September 20<sup>th</sup> and the second on Saturday, October 7<sup>th</sup>. If you haven't yet signed up, please contact me (it might not be possible to accommodate you because of the restrictive group size but it's worth a try); #2) nearing the end of the on-going task of revising the Chapter's Bylaws which started back in June; #3) the October fly-out that Wendy and Amanda have once again planned (see separate article); and way, way forward....#4) DMAFB's Thunder and Lightning Over Arizona in March 17-18, 2018 ... hopefully we can be a participant again providing we have enough volunteers to do so.

It's with great pleasure that I can now say that we officially have Kate Reikofski as our editor for the Talewinds!! This is something that I can most definitely look forward to after being substitute editor for the past few months!! Kate came through in answering our desperate call for help for an editor and will begin her new position with the October issue. I know our newsletter is being placed in very capable hands and I am anxiously looking forward to working with you, Kate, so.... WELCOME ABOARD!!!!!!! Kate has quite the diverse and interesting aviation background which you will see when you read her bio on the next page....and I'm sure she's not telling everything!!

As we move into the fall season we can continue to look forward to having more events and activities in addition to our regular monthly meetings, the next one being Saturday, September 9, 2017...same time (11 a.m.), same place (Four Points Sheraton Airport). Hope to see you there! If it's been awhile since you have attended, swing by and get re-acquainted! We'd love to see you!

*Look forward to tomorrow....  
Instead of looking back on yesterday.  
(Unknown)*

### NAME TAGS AND CHAPTER DONATION:

- Name tags may be ordered through the Chapter Chairman and are \$10 each. Payment must be paid in advance to the Chapter Chairman (cash or check payable to Tucson 99s).
- Voluntary Annual Chapter Donation: This \$12 donation is used to help defray various chapter expenses such as our storage room rent, the chapter website, printed handout materials for events, etc. Your donation can be paid in cash or check payable to Tucson 99s at any chapter meeting or mailed to our Chapter Treasurer.

## GETTING TO KNOW OUR NEW EDITOR

### An Unconventional Aviation Life by Jean Kathleen (Kate) Reikofski

I loved watching airplanes take-off & land at Denver's Stapleton Airport – I was a girl child who wanted to fly! I wore glasses, a no-no for pilots then. When I found there were exceptions for glasses & contacts, I found a flight school at an FBO in Spokane WA. Within a week, I took my first lesson – very, very apprehensive! Dave (now my husband) was patient and seemed to have faith in me. I happily added flying lessons to my schedule: teaching, coaching, running, and playing cello in a musical show. I studied for my written test at home, I passed my private pilot exam missing only one question (what is virga?), and I bought my first airplane, a beautiful Cessna-172 for \$12,500, four days before my Private check ride. Then I joined the “Inland Empire” 99s chapter (Eastern WA, North ID, Western MT) in 1976, just after I got my private license. Dave became a 49-1/2er!

I loved the camaraderie of women pilots; women speak ‘pilot’ differently than men. These women were people you only read about! One was a WASP – another missed the cut because she was too short; one used to bundle her young kids up in furs and take them with her over the Rockies in her open cockpit airplane; one was a glider and balloon instructor (on her FAA check ride, she and the examiner had to put down on an island in Lake Coeur d’Alene and wait for a boat); many owned their own planes (much more affordable then); almost every summer Saturday there was a fly-in breakfast somewhere. Pilots from all the aviation organizations (WA pilots, EAA, 99s & 49-1/2ers) joined in. For fun, we painted compass roses on many rural airports! For money, we flew rides.

18 months later, I had my Instrument, Commercial, and CFII. Then came my Part 135 certification ride so I could fly charter for our new Part 135 KD Air Charter business. We added a 200-member flying club (with three airplanes) and equipped a Cessna 172 for aerial photography. At that point, we were maintaining 18 airplanes – half owned/half leased – and had eight pilots working for us during the flying season. I also served as an FAA designated pilot counselor, and as Chairman of the 99s for one year. I was busy but my 99s workload was light; so many members helped out!

Then Dave was hired as a pilot for a commuter in Idaho, Gem State Airlines. That morphed into Golden Gate Airlines based in Monterey CA. We sold the club, sold all the planes but our Cessna 182, and gave up the charter for our Part 135 business. I took a non-flying direction, earned my airline dispatcher's license, and became a Golden Gate (GG) dispatcher. I moved up to director of flight control, then assistant to the VP of flight ops. GG was the first feeder commuter for United Airlines. As such, UAL helped my staff set up a hub schedule but the airline owner thought he knew better. He lost business and closed operations. With both of us out of work we went back to Spokane...

We restarted our aerial photography business, which ended when I was elected to Spokane City Council and we had to give up our photo contract with the city. I got into the politics of aviation as chairman of the Spokane Airport Board, and Vice-Chair of WA State Air Transportation Commission. That meant time in Washington DC supporting all aviation activities for Spokane and Washington State. But then I accepted a job in Romania for Washington State University. This is when I dropped out of flying with a little over 1,000 hours under my belt. After two years in Romania, WSU sent us to Siberia for a similar project. After almost two years in Romania, we got back to Spokane in the ice & snow of December. We didn't stay; we moved to Tucson. I did a little glider flying here and joined the Tucson 99s but (hate to say this) wasn't very active. My next project sent us from Tucson to Kyrgyzstan for two years. When we finally retired, we chose 12 years on the road in a motor home. Then Tucson beckoned again; we are at home here. Now our aviation “fixes” are ground-based at Pima Air and Space Museum/PASM. I joined Chris Bentley as the second female docent on the AMARG (Boneyard Tour). PASM is the third largest air museum in the world, and the largest among museums operating without government funding! Hope to see you out there sometime soon.

## TALEWIND TIDBITS

### SEPTEMBER ANNIVERSARIES:

Christina Bentley – 9/8/1987  
(Continuous – 9/8/1987)

Marilyn Chase – 9/25/1973  
(Continuous – 6/25/2013)

Laurel Peterson – 9/2/1982  
(Continuous – 3/15/1990)

Christine Richard – 9/4/1990  
(Continuous – 10/20/2014)

Nikki Yogi – 9/24/2015  
(Continuous – 9/24/2015)

*If you don't like something, change it.*

*If you don't change it, change your  
attitude.*

*Maya Angelou*

## TIA vs GENERAL AVIATION

*Editor's Note: At the July monthly meeting, Barbara Harper shared with us that she has corresponded with the Tucson International Airport Board and the mayor of Tucson regarding the demonstrated neglect of General Aviation operations and facilities at TIA. Following is Barbara's full report.*

For a long time the FAASTeam has been trying to resolve some pertinent issues at the airport. We tried to have them corrected by talking at the User meetings and their staff. It was not productive. So, we wrote a letter to all nine Board of Directors. These issues were no General Aviation parking (Executive Terminal was closed over two years ago and no alternative was selected). There were no restrooms for General Aviation except at Leading Edge where they did not meet Public Health standards. Also, we tried for over 13 years to get taxi lighting on the West Ramp, this gave in to the planned taxiway and runway soon to be started.

Due to the runway incursions (34) over the past year, we tried to get Hot Spot signage and a video for the airport website. Both were turned down by the airport authority staff. We sent out about 12 applications for grant monies and are still waiting for responses. However, after the Board met this month, some monies were found for the video and they agreed to fix the restrooms. The restrooms are about finished.

In the past, The Airport Authority have committed preventable mistakes. And, they underestimated the consequences, overlooked and ignored information that revealed a flaw in the planning of General Aviation at Tucson International. The basic principles of behavioral economics is to encourage good decision making at the airport. Hopefully, this good behavior will continue.

Barbara Harper  
FAASTeam Lead Representative

## *Join us for the Tucson 99s October Fly-Out!*

(Submitted by Wendy McCool Lewis)

In July, we flew northeast. In October, we're heading northwest to the beautiful Lake Havasu area. Fly-outs are a great way to get back to what our organization is really all about - flying! Please consider joining us Saturday, October 21 for the Tucson 99s October Fly-Out. We'll be meeting at 10 AM at Lake Havasu City Airport (KHII). It's 203 NM northwest of Tucson, and promises to give you sights you won't see around Tucson flying (like water!).

We have already reached out to the Lake Havasu 99s, and they are very excited we are coming. As it turns out, there is quite a bit to do in the area on October 21. In addition to brunch with some of these wonderful ladies, there will be an antique car show that day, and one Tucson 99s member has already expressed interest in visiting it (you know who you are :).

If you want to get closer to the water, you can rent paddleboards and kayaks down in the channel, by the hour, or by the day. Or, you can take the casino boat across the lake. It leaves from the dock in the channel on the hour (\$2 ticket round trip) and then it comes back across on the half hour.

Along with the Lake Havasu area 99s, we'll also be notifying the Phoenix 99s - several of them joined us in July. We'd love to see more Tucson planes come along for this trip. It's ok to rent, borrow or bring your own plane. For students, we welcome instructors who may also want to join us for the adventure. You can also bring family members, friends or additional Tucson 99s members.

If you are interested in participating, please RSVP with Wendy McCool Lewis at [mccoollewis@gmail.com](mailto:mccoollewis@gmail.com). Send your name, tail number, aircraft type, and a phone number for texting on the day of the event. The night before, a list will be sent to all those participating, so we know what call signs to listen for in the air, and we know who to look for once we land.

*We all have our time machines.*

*Some take us back, they're called MEMORIES.*

*Some take us forward, they're called DREAMS.*

*Jeremy Irons*

## *JUST FOR LAUGHS*

At a recent software engineering management course in the US, the participants were given an awkward question to answer. "If you had just boarded an airliner and discovered that your team of programmers had been responsible for the flight control software how many of you would disembark immediately?"

Among the ensuing forest of raised hands, only one man sat motionless. When asked what he would do, he replied that he would be quite content to stay onboard.

With his team's software, he said, the plane was unlikely to even taxi as far as the runway, let alone take off.