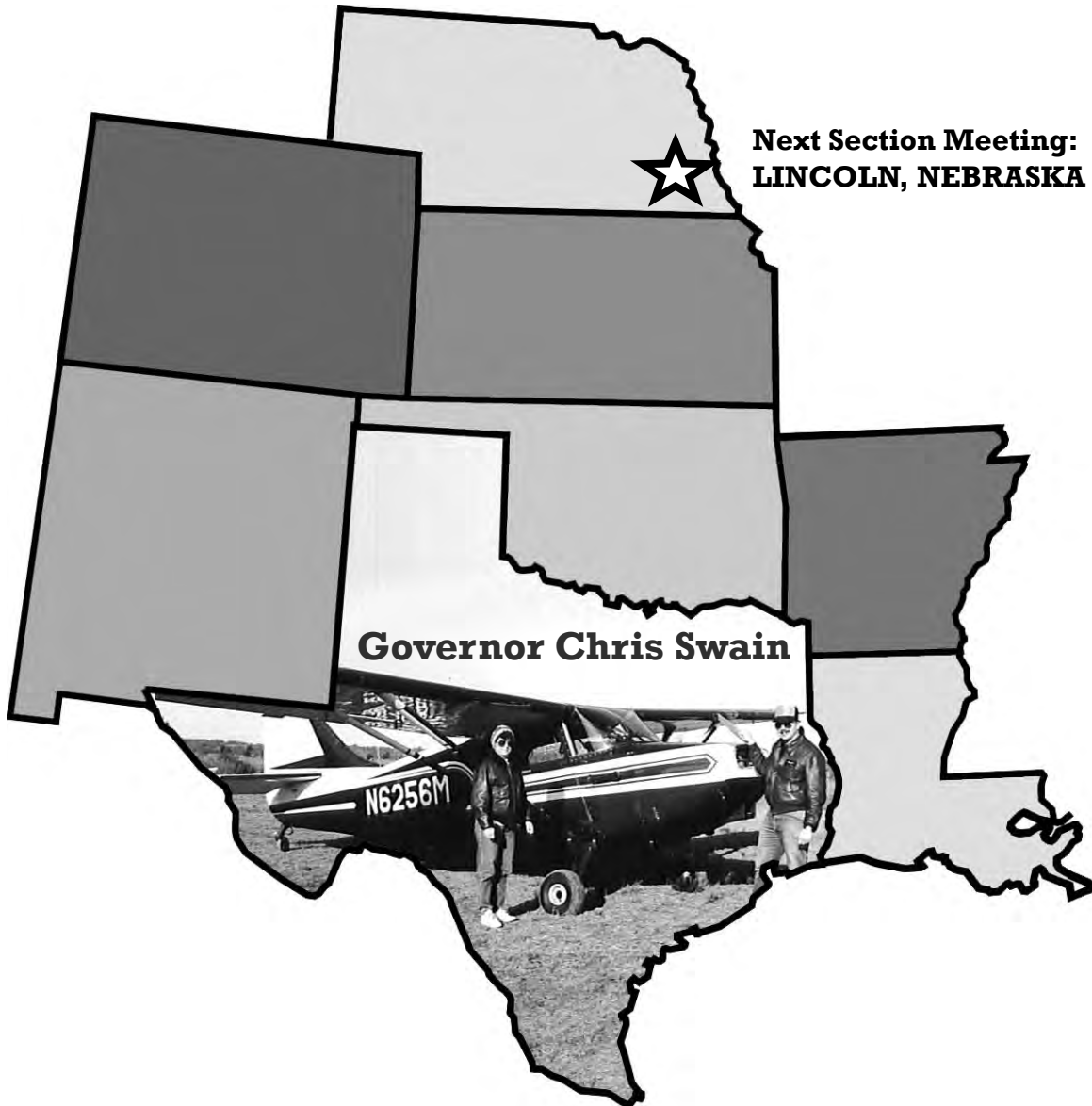


# ***APPROACH***

## **South Central Section 99s**

*The Official Publication of the South Central Section of The Ninety-Nines, Inc. • Spring 2007 • Vol. XXIII, No. 1*



**NEXT SECTION MEETING:**

**Lincoln, Nebraska**

**27-29 April 2007**

**Hosted by the Nebraska Chapter**

***Joint Meeting with North Central Section!***

**HOTEL DEADLINE: 17 March 2007**

**EARLY REGISTRATION DEADLINE: 17 March 2007**

**Registration Form on page 7**

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**NEXT DEADLINE:**  
**22 June 2007**

## GOVERNOR'S REPORT

By Governor Chris Swain

Many thanks to our Purple Sage Chapter for a great job hosting the fall section meeting in Odessa, TX.

Friday night we enjoyed great entertainment by "The Venue," a local comedy group from the Midland Community Theater. This event was held in a local hanger where we checked out a few WWII planes under restoration while we enjoyed delicious barbeque.

Friday afternoon the Section Board and Advisors were updated on preparation for the International Conference this fall. Mark your calendar and plan to attend. It is shaping up to be a great venue. Also see information in this issue of Approach or check out the SCS website.

First order of the business meeting on Saturday morning was installation of the new section officers. Susan Larson, International Vice-President, filled in for Jody McCarrell. With just a short time to prepare, she did a wonderful job. The two main subjects for discussion were the annual donations the section makes each year and the 49 ½ designation and meaning.

The membership voted to hold off making donations until after the Conference in 2007. Questionnaires were passed out before the Governor's Forum and Business meeting at the request of the International President, soliciting feedback from the membership on how the 49 ½ designation should be defined. The results were to be presented at the Fall International Board meeting in October. Also available for our guests were tours of the Chaparral Race Car exhibit and the Petroleum Museum in Midland.

We adjourned early from the business meeting and loaded onto buses and headed out to tour the Commemorative Air Force Museum. This is a "must see" when in the area.

During the Saturday night banquet, we discovered West Texas has some marvelous talent. We were transported back in time to WWII and a truly entertaining USO show courtesy of Charlotte Larson and friends.

In late October 2006, I attended the International Board of Directors meet-

ing in Oklahoma City, OK. International President Pat Prentiss did an exceptional job of keeping everyone on track and moving along. SCS Vice-Governor Jan McKenzie reported on the feedback received by the attendees of the conference preview weekend held earlier in the month and gave an update on the planning. The minutes of all meetings are posted on the international website for your review. If you do not have access to the internet and would like a copy of the minutes, contact me and I will see that you get one.

See you at the Section meeting!

Blue Skies,

*Chris*

## ABOUT AWARDS

By Gloria Blank, SCS Awards Co-Chair

In recent years only a small number of chapters submitted the annual report used to give information for making awards. Besides awards, the report data is used by the section for other functions. So, chapter chairs, one of your tasks includes submission of the annual report.

Report forms are available on our website (scs99s.org). If unable to retrieve the form for whatever reason let me know. I will mail one to you. The completed report should be sent to: Gloria Blank, 140 Calk Lane #1404, Boerne TX 78006. Have questions? I'll try to answer--either E-mail: luv2fly@kctc.com or phone 830-815-1038.

The awards committee is suggesting that awards be presented during the section banquet rather than the business meeting.

We generally present chapter awards during the fall SCS meeting, but fall this year is busy with the international conference. There is no SCS separate meeting. Accordingly, awards for 2006-2007 will be presented during the spring 2008 SCS meeting.

AWARD REPORTS ARE  
DUE BY JULY 1, 2007

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## 2007 INTERNATIONAL CONFERENCE REPORT

By Jan McKenzie, 2007 International Conference Chair

2007 is upon us. Planning for the International 99s Conference, to be held September 12-16 2007 in Boulder/Denver, Colorado, is on schedule. We have planned great tours, interesting seminars, top-notch entertainment, and a special pre-conference tour. In addition, we have a beautiful resort hotel at which to stay.

### CONFERENCE SCHEDULE

The schedule for the conference is on the next page. Please familiarize yourself with the exciting details. We hope you agree that there is fun and excitement in store.

### CONFERENCE HOTEL

Our conference will be based at the Omni Interlocken Resort, a first-class hotel nestled against the backdrop of the majestic Rocky Mountains. We have arranged a very reasonable rate: \$125 plus tax per night, a single or double. We believe you will enjoy your stay at this resort.

### PRE-CONFERENCE TOUR TO COLORADO SPRINGS

Enjoy breathtaking views of Pikes Peak, the state's most prominent landmark. Visit Garden of the Gods, a magnificent park of red sandstone formations. Take a tour and enjoy lunch at the five-star Broadmoor Resort. Learn about the Air Force, past and present, at the Air Force Academy; the tour will include the Visitor Center and the famous chapel. Then off to the Officers Club for lunch. You'll also visit Cave of the Winds is a system of underground caverns featuring dramatic stalactites and other spectacular mineral formations. Guides



Georgetown Loop Train



knowledgeable in both geology and history conduct visitors along passageways formed by millions of years of water erosion.

### TOURS

Ride the narrow-gauge train that takes you between the old mining towns of Georgetown and Silver Plume. Shop the streets of the quaint 147-year-old Victorian town of Breckenridge in the heart of the Colorado Rockies. Take a custom aviation tour of NOAA followed by lunch in downtown Boulder. Visit Pilatus Aircraft's U.S. turboprop aircraft completion center. Enjoy a beautiful walk at Red Rocks Park, a geologically formed open-air amphitheatre, followed by a tour of Coors Rocky Mountain Brewery with free samples. Tour the extensive historical Forney Transportation Museum and watch replica World War I aircraft demonstration flights at a local airport.

### VOLUNTEERS NEEDED!

The South Central Section, host of the International Conference, needs **volunteers** both prior to and during the conference. Please identify the tours you are planning to attend. Then consider whether you would be willing to assist with that tour upon your arrival at the Conference. Finally, we also will need volunteers for short periods of time to work e.g., the Fly Market, Registration, and Transportation services. **Ready to help?** Please e-mail Jan McKenzie at [mckenjn@yahoo.com](mailto:mckenjn@yahoo.com)

### CONFERENCE REGISTRATION

Watch for your March/April issue of 99 *News* for more information and the official conference registration forms.



Amelia Earhart's 1923 Kissel at the Forney Transportation Museum

## HOUSTON

By Grace Chantos

Our chapter got together on September 28th at the Rockfish Seafood Grill in "The Woodlands."

We met on the patio and had a great time. We plan to continue our "gatherings"

every other month in different areas of Houston. This will allow all our members a chance to have a meeting somewhere close to their homes.

Our annual Fly and Drive Golf Tournament was in October. We like this event that allows fun and raising funds for the chapter. We feature Hole sponsors and a silent auction also.

In November we assisted the Dry Creek Airport with their annual open house. It features flying Young Eagles, a static plane exhibit by one of our members and serving a LOT of hotdogs.



### PERFECT FLIGHT

By Margot Plummer

The perfect flight is mine to find.  
I oft have done so in my mind.  
I rotate and begin to fly,  
And leave the din of earth behind.  
With asphalt gray that whizzes by,  
To a calm air and cloudless sky,  
My airplane banks to its first turn,  
My chosen course is coming nigh.  
I cannot say when I'll return  
From the confine of my sojourn.

The perfect flight is many things,  
On quiet air o'er earth I learn.  
The white and red lights  
guide the wings,  
On the dashes, a hushed landing.  
A tranquil hum, the flaps raising  
The throttle's pushed to start flying  
Again.

## 2007 INTERNATIONAL CONFERENCE SCHEDULE

### Sunday, September 9 –

### Tuesday, September 11

*Pre-Conference Tour to Colorado Springs (optional)*

### Tuesday, September 11

12:00 – 4:30 Registration  
Dinner on your own

### Wednesday, September 12

8:00 – 1:00 *Historic Denver City (optional)*  
8:15 – 2:00 *NOAA/Pearl Street Mall (optional)*  
8:30 – 5:00 *Breckenridge (optional)*  
8:45 – 3:15 *Georgetown Loop Train (optional)*  
9:00 – 5:00 Registration  
12:00 – 4:30 Fly Market  
9:00 – 4:30 Hospitality  
2:00 – 5:00 Pre-Conference Board Meeting  
6:00 – 8:30 International Welcome Reception

### Thursday, September 13

7:00 – 1:00 *Golf Tournament (optional)*  
8:00 – 4:00 Credentials  
8:00 – 4:00 Registration  
8:00 – 1:00 *Historic Denver City (optional)*  
8:15 – 2:00 *NOAA/Pearl Street Mall (optional)*  
8:45 – 3:15 *Georgetown Loop Train (optional)*  
10:00 – 4:00 Fly Market  
10:00 – 4:00 Hospitality  
10:00 – 12:00 Museum of Women Pilots  
Trustees Meeting  
12:00 – 2:00 Endowment Fund Trustees Meeting  
2:00 – 4:00 AE Scholarship Trustees Meeting  
Dinner on your own

### Friday, September 14

7:30 – 8:15 Credentials  
7:30 – 8:30 Registration  
7:30 – 8:30 Jeppesen Continental Breakfast  
**8:30 – 12:00 Annual Business Meeting**  
9:00 – 3:00 *Guest Tour – “Planes, Trains & Automobiles” (optional)*  
12:30 – 2:00 Governors’ and Past Presidents’ Luncheon  
12:30 – 5:00 Fly Market  
12:30 – 4:30 Hospitality  
12:45 – 5:30 *Red Rocks/Coors Brewery (optional)*  
5:00 – 6:00 AWTAR Reunion  
6:00 – 6:45 No host reception  
6:45 – 9:00 AE Scholarship Banquet

### Saturday, September 15

8:30 – 5:00 *Breckenridge (optional)*  
9:00 – 12:00 Post-Conference Board Meeting  
9:15 – 12:00 *Pilatus (optional)*  
9:30 – 5:00 Fly Market  
9:30 – 5:00 Hospitality  
9:00 – 5:00 Seminars  
12:45 – 5:30 *Red Rocks/Coors Brewery (optional)*  
1:00 – 2:00 AE Chairs’ Meeting  
2:15 – 5:00 *Pilatus (optional)*  
6:00 – 7:00 No host reception  
7:00 – 9:00 Awards Banquet

## NOMINATIONS

*By Nan France, SCS  
Nominating Committee*

It’s not too early to think about running for section office! The deadline may seem early--but there will be no Fall SCS meeting this year.

Look at the officers in your chapter for likely candidates and encourage them to run. The Intent To Seek Election form is available on the SCS website. Nominations are due June 30, 2007. Mail to Nan France, 2301 St. Claire Dr., Arlington, TX 76012.

Questions can be directed to any member of the SCS Nominating

Committee: Nan France, Ginny Boylls, or Jody McCarrell.

Serving on the South Central Section Board is a very rewarding experience, as well as a service to your fellow 99s.

## SCS BYLAWS REWRITE

*By Anna Taylor, SCS Bylaws  
Ad Hoc Committee*

We all know that our Bylaws and Standing Rules are in need of a really big Spring Cleaning. Well, that’s the job that I got from the last SCS Board of Directors (thank you SO much, Beverly Stephens!). Instead of a Spring cleaning, I asked, and received, the indulgence of

the section to start with a blank sheet of paper. (When did that happen? At the Section Meeting in Odessa! See what happens when you miss meetings?!) My intention is to make our Bylaws and Standing Rules easy to read, easy to follow and allow our Board and members to act quickly to do the business of the Section without having to constantly rewrite them.

If you have suggestions on what should go in our new Bylaws and Standing Rules, give me a shout on email at [Anna@Taylor-NM.com](mailto:Anna@Taylor-NM.com) or call at 505-286-0069.

As I told the Board when I took this job-- Be careful what you ask for!

**“LNKing the 99s”  
SC & NC Section Joint Meeting  
Lincoln, Nebraska  
April 27-29, 2007**



**Schedule**

**FRIDAY – APRIL 27<sup>th</sup>**

- 9:00 – 4:00 pm Registration in Hotel Lobby
- 10:00 – 2:00 pm SAC Tour for Early Arrivals (meet in Lobby @ 9:45)
- Noon – 2:00 pm Lunch on Your Own
- Noon – 4:00 pm Hospitality Room Open – Husker Room
- Noon – 4:00 pm Fly Market Open – Husker Room
- 2:00 – 3:00 pm 2007 International Committee Meeting – Missouri Room
- 2:00 – 4:00 pm Transportation to Duncan Aviation (Lobby at 2, 3 & 4 pm only)
- 2:30 – 5:30 pm Tour of Duncan Aviation (1 hr tours at 2:30, 3:30, & 4:30)
- 3:30 – 5:00 pm Visit with Harry Barr; view a static display
- 4:30 – 5:30 pm Women & Flying, Betsy Curtis - Duncan Aviation Cafeteria
- 5:30 – 6:00 pm Social Hour - Duncan Aviation Cafeteria
- 6:00 – 7:00 pm Dinner - Duncan Aviation Cafeteria
- 7:00 – 8:00 pm Transportation back to Hotel (7, 7:30 & 8 pm only)
- 8:00 pm NC Section Board Meeting at Hotel – Platte Room
- 8:00 pm SC Section Board Meeting at Hotel – Missouri Room
- 8:00 pm Explore Lincoln on your own

**SATURDAY – APRIL 28<sup>th</sup>**

- 7:00 – 8:00 am Registration in Hotel Lobby
- 7:30 – 8:30 am Breakfast Buffet – Missouri Room
- 8:30 – 9:30 am NC Pre Business Meeting Com Session – Platte Room
- 8:30 – 9:30 am SC Governor’s Open Forum – Missouri Room
- 9:30 – Noon 49 ½ Tour of Speedway Motors (meet in Lobby @ 9:15)
- 9:45 – Noon NC Section Business Meeting – Platte Room
- 9:45 – Noon SC Section Business Meeting – Missouri Room
- Noon – 1:30 pm 2007 International Conference Advisory Committee Meeting
- Noon – 1:30 pm Lunch on Your Own
- 1:00 – 5:00 pm Hospitality Room Open – Husker Room
- 1:00 – 5:00 pm Fly Market Open – Husker Room
- 2:00 – 3:00 pm NIFA Seminar, Martha Norman – Platte Room
- 3:00 – 4:00 pm “Sharpie” Seminar, Diane Bartels – Platte Room
- 4:00 – 5:00 pm “Timeless Voices of Aviation” Seminar – Husker Room
- 6:30 – 7:00 pm Reception – Cash Bar – Missouri Room
- 7:00 – 8:30 pm Banquet – Missouri, Niobrara, Platte Rooms
- Shane Osborn, author of Born to Fly: the Untold Story of the Downed American Reconnaissance Plane
- 8:30 pm Live Auction – Missouri, Niobrara, Platte Rooms

**SUNDAY – APRIL 29<sup>th</sup>**

- 7:30 – 8:15 am Walking Tour of Downtown Lincoln
- 7:30 am Breakfast – 1 comp coupon per room with Holiday Inn Priority Club

**“LNKing the 99s”**  
**South Central & North Central Section Joint Meeting**  
**Lincoln, Nebraska**  
**April 27-29, 2007**  
**Registration Form**

Name \_\_\_\_\_  
 Address \_\_\_\_\_  
 City, ST, ZIP \_\_\_\_\_  
 Day Phone \_\_\_\_\_  
 Evening Phone \_\_\_\_\_  
 Do you want a Fly Market Table? \_\_\_\_\_

Chapter \_\_\_\_\_  
 Offices Currently Held \_\_\_\_\_  
 Past Section & Int'l Offices \_\_\_\_\_  
 e-mail \_\_\_\_\_  
 Cell Phone \_\_\_\_\_  
 (we will contact you regarding your table)

<b>Full Registration for 99s, 49 ½ &amp; Guests</b> Includes access to hospitality room, Friday Duncan tour, transportation & dinner, Saturday breakfast, seminars & banquet <b>NO REFUNDS AFTER APRIL 6th</b>	Number Attending	Price Each	Total Due
Early Registration Package – March 17th cut off		\$75	
Regular Registration Package - till April 1st		\$80	
Last Minute Registration Package - after April 1st		\$85	

<b>Optional Events &amp; Tours for 99s, 49 ½ &amp; Guests</b>	Number	Price	Total
Extra Friday evening dinner		\$20	
Extra Saturday Breakfast		\$15	
Extra Saturday Banquet		\$30	
Friday SAC Tour (10am-2 pm tour available for early arrivals)*		\$20	
Saturday Morning Speedway Museum (49 ½ Tour)*		\$20	
Additional \$5 per single event after April 1st		\$ 5	

\* If minimum number not met to make a tour, you will be notified of cancellation prior to Meeting by your contact info provided.

**TOTAL (Checks payable to Nebraska 99s)** \$ \_\_\_\_\_

**Mail completed registration form to:** Patsy Meyer, 3125 Kucera Dr., Lincoln, NE 68502  
 e-mail [blueskies@inebraska.com](mailto:blueskies@inebraska.com) or call 402-423-6614 for questions

**HOTEL: Holiday Inn Lincoln – Downtown** at 141 North 9<sup>th</sup> Street, Lincoln, NE 68508  
 402-475-4011; Ask for The Ninety-Nines Rate of \$79 + tax for 1-4 person(s); rate good until March 17; free in-room internet access; one complimentary breakfast coupon per room.

**FBO:** Silverhawk Jet Center, 402-475-8600, [www.silverhawkaviation.com](http://www.silverhawkaviation.com)

\*\*If you are arriving 1 hr. past your ETA, please contact Susan Biba at 402-366-5001

<b>ARRIVAL MODE</b>		<b>Arrival Date</b>	<b>ETA</b>
Private Aircraft**	N & Type		
Commercial Carrier Name			
In Vehicle			

## BRAZOS RIVER

By Bonnie Lewis

Our chapter had two major projects this year: our annual trip to the New Horizons Children's home and sending a young man to EAA Air Venture Camp.

It is our privilege to visit the children's home. This year eight airplanes and 16 people made the trip to the San Saba Airport, where half of the girls met us. They enjoyed sitting in the airplanes and talking with the pilots. Then, we loaded vans and drove to their ranch in Goldthwaite where they showed off their home. We visited with the girls while our 49½s visited with the boys. We gave lots of "goodies" to the girls and then ate lunch with them in their cafeteria. After lunch the boys got "goodies." The other half of the girls rode back to the airport with us for their look at the airplanes and to wave us off as we departed.

Fourteen year-old Chris Webb was selected for our project to send a young man to the EAA Air Venture Camp in July. In September, Chris came to our general meeting and spoke to us about his adventure. His enthusiasm for ev-



Top: Brazos River 99s with girls from the New Horizons Children's Home in front of Sandra Winfield's Citabria. Right: Girls from New Horizons waving the Brazos River 99s off as they depart for home.



everything he learned and experienced at camp was catching. He showed us projects he brought home with him, and spoke of the possibilities of aviation in his future. He also prepared a picture board highlighting his camp activities, which now hangs in our display case at the Granbury Municipal Airport.

Both of these projects required fund raising efforts. We held a very successful multiple item raffle and bake sale at EAA Chapter 983's Spring Fly-In. We also served two pancake breakfasts at the Granbury Municipal Airport and held another raffle at one of the breakfasts. Chris Webb and his parents were a great help at these fund raisers.

In August several members participated in a really fun fly-out and overnight stay. The city of Brownwood and the county of Brownwood joined forces to spend a week celebrating the Brownwood pioneer spirit. Many pioneers were remembered, one of whom was Neva Paris. Neva was a pilot and a 99 who flew in the 1929 Powder Puff Derby. Neva made a memorable stop at the Brownwood airport, and we were asked to fly-in on the weekend in honor of Neva. Four airplanes and five chapter 99s flew in, displayed their aircraft, visited and celebrated with the people of Brownwood. Debbie Scanlan, Debbie Dewey, Debbie Keyt, Lana Kraeszig and Karen Sparks were treated like royalty and had a great time. They were also featured in the local newspaper after flying in for interviews a few weeks prior to the event.

In November we made another wonderful overnight fly-out. Three airplanes and five 99s flew to Will Rogers World Airport in Oklahoma City to spend the day working in the 99s Museum of Women Pilots. The FBO van carried Lana Kraeszig, Karen Sparks, Paula Owens,

Claudia Sutter and Bonnie Lewis to the 99s Headquarters where we spent a great day cataloguing and preserving the Amelia Earhart collection. It was a thrill to see and touch (with gloved hands) scarves and a suit of Amelia's as



Bonnie Lewis, Paula Owens, Lana Kraeszig, Karen Sparks and Claudia Sutter at the 99s Museum in white gloves holding AE picture.

well as the collection of information and pictures. We spent the night in the Four Points Hotel right next to the Museum on the Airport and flew home the next morning. Everyone at the FBO and the Museum went out of their way to welcome us. We will be back.

Our chapter had our installation party at Karen and Ken Sparks' hangar-home. We were also celebrating our ten-year anniversary, and invited past members, neighbors and supporters to join us. A nice big crowd turned out to celebrate a decade of flying.

Kathleen and D.R. Bales hosted our Christmas party in their new hangar-home. They had only been in their beautiful new home about a month, and we were all excited to see it. The hangar and garage are on the first floor and the living areas are on the second floor. The silent auction we held provided a successful start to our fund raising for this year's projects as well as the continuation of several bidding wars.

Several members have been hard at work in their hangars. Those who have completed their experimental airplane projects and are enjoying putting time on their tachometers are: Debbie Dewey in her RV10 that she built with Jim Erskine and Claudia and Martin Sutter flying their RV7A. They are both beautiful airplanes.

Bonnie and Tom Lewis are making progress on their RV7A project and plan to fly it this spring. Barb and Steve Wilson are working on their Swift restoration and plan to fly this summer.

**Donations to the APPROACH are gratefully accepted by the SCS Treasurer Deb Price! (Suggested donation is \$2 per chapter member.)**



## OKLAHOMA

By Carol Sokatch

Following the enormously successful Museum of Women Pilots open house, we feted retirement of Helen Holbird and Debby Toland. Helen served over 12 years and Debby for 10 as respectively they edited and distributed our chapter newsletter. They opted to depart on a sugar high, so we had no healthy food for the party. Thanks for a magnificent job well done!

Margie Richison and Carolyn Smith flew the Air Race Classic this year and vow a comeback performance, undaunted and eager. Chapter members, plus TV and press, covered their departure from Wiley Post Airport for Mesa, AZ. We followed their progress by net reports passed to Margie's 49½, Randy. Flying safe, they lost a lot of time to weather.

Our Chapter will host the start of the 2007 Air Race Classic. Our ARC Chairman Charlene Davis along with members Wyvema Startz, Ann Pogson, Phyl Howard, Dianah Harrod and Diana Burton went to Mesa to observe and get pointers for 2007. Of course, all wore cowboy hats with a specially-designed OK 99 logo on them, our uniform for next year. The ARC has been designated an official Centennial Event for the year-long celebration of Oklahoma's 100 years as a state. We're making the race start a gala event, so come and fly it!

Our July Chapter meeting found us car-avaning to Civilian Aeronautical Medical Institute at the Mike Monroney FAA Training Facility. There we could fly simulators for a fixed-wing single engine plane (Malibu) or a helicopter.

Mary Kelly was awarded an Amelia Earhart Scholarship at the 2006 International Convention in Washington, DC. Cheering her on were Charlene Davis, Sue & Bill Halpain, Jody McCarrell, Margie & Randy Richison and Poochie Rotzinger.

The 2006 Okie Derby Scholarships were awarded to Julie Baden, Oklahoma University, Elizabeth Duff (a 99), Oklahoma University and Brittany Jones, Oklahoma State University.

David & Barbara McClurkin (99) won the 2006 Okie Derby, followed by Mike McCue (49½) and Rob School, then Leslie Woods and Kiersten Orrick

(OU and 99). Best 99 competitor was Phylis Hensley; Best OPA (Oklahoma Pilots Association), Mike McCue; 1<sup>st</sup> Time Racer; Leslie Woods and Leslie & Kiersten also were Best Collegiate Team. In other air racing news Mike & Amy McCue again won the Sunflower Rally.

Bill & Sue Halpain volunteered to bring the left wheel pant of Wiley Post's "Winnie Mae" back to Oklahoma City from San Jose, CA. Wiley Post signed it noting that this was on the "Winnie Mae" during his solo flight around the world in 1931. It was discovered in a California home by Jackie Mullarky, whose mother was the first licensed woman pilot in San Jose. The artifact is currently on loan to display in our 99s Museum of Women Pilots until it can be moved to its permanent location in a restored hangar. This hangar (used by Wiley Post) was originally at Two Lakes Airport.

Also, we urge everyone to fly in our annual Okie Derby this coming August. It is a great competency challenge.



## RUSSIANS VISIT OKIES

By Carol Sokatch

Eight Russian women with aviation careers visited Oklahoma October 21-29 2006. They were sponsored by Friendship Force and Open World. One pilot is a European Aerobatic Champion, another flies for Siberia Airlines, and one pilots a rescue helicopter. Several of these young, vivacious women are mothers of small children.

Friendship Force is a non-profit international cultural exchange program promoting short term home-stay exchanges. Open World is a congressional initiative administered by the Library of Congress to expose delegates to their professional counterparts in the US.

The time in Oklahoma began with a reception at the 99s Headquarters and 99s Museum of Women Pilots. Museum

Board Directors, Margie Richison and Carolyn Smith, arranged a special display of Russian aviatrixes including the WWII Night Witches. They attended a Women in Aviation meeting held at 99 Headquarters, where they met General Tom Stafford. Gen. Stafford is a national hero in Russia and meeting him was a highlight of their visit.

They joined the Oklahoma Chapter for their Halloween party featuring a hot dog and "s'more" roast around a campfire, a hayride, and a walk through a maze on a beautiful 80 degree night. One Russian brought her guitar, and the group beautifully sang Russian folk songs. In return 99s and significant others sang American songs.

Saturday morning Oklahoma chapter member Carol Sokatch and another docent guided the group on a tour of the National Cowboy and Western Heritage Museum which is a "must-see" museum when in OKC.

Oklahoma 99 Theresa White, a friendship Force member and Open World Program Coordinator, was a prime arranger and facilitator of the Russians' agenda. The women got to visit the FAA Aeronautical Center, Metro Tech Aviation Career Center, Oklahoma Air National Guard, Rocket Plane, Will Rogers World Airport (including tower and TRACON), GA airports, OU Medical Center MediFlight unit and the Stafford Air and Space Museum in Weatherford.

Additionally, Honorary Oklahoma Citizenship certificates were presented at the state capitol. The helicopter pilot visited the city police helicopter service and, during a flight, was able to observe the MediFlight copter work a traffic accident. Since this is the work she does in Russia, she was thrilled to see the American version of her job.

Phylis & Robert Hensley were a host family and found they had no major problems communicating despite not knowing each other's language. Since Russian has no good translation for "host" the Hensleys were affectionately called "mama" and "papa."

The farewell banquet was held at the Officers' mess at Tinker Air Force Base. The Board of Directors and those attending the Board meeting were invited to attend. Everyone had fun getting to know these Russian women.

## WINGS OVER AFRICA

By Beth Oliver, El Paso Chapter

In May 2006 a friend sent me a brochure about an outfit that offered a tour of Southern Africa by air. The ad looked pretty good and it nagged at me. Somewhat casually, I mentioned it to several of my El Paso 99 friends and the spirit of adventure available in Africa became a hot topic.

Some years ago I had flown commercially in Africa for the UN, so dirt strips and heat that I knew about didn't deter me. I thought, it's not like planning a trip to the moon, and memories of the fantastic countryside came flooding back. Besides, I told myself, I never before had time to just enjoy touring.

By June, Fonda Hivick and Michelle Gutierrez and I were committed and received information from "African Aero Safari" that indicated we could qualify for flying in the Safari.

"Prior to arrival you need stick-time and instructor log-book sign-out for the airplane type you plan to fly. The more familiar you are with the aircraft type, the less dual instructor time you will need. The validation checkride will comprise a simple navigation exercise testing airmanship and communications enroute. We will pre-flight plan the route using ruler and protractor and discuss wind, weather, landmarks etc. The exercise is usually finished in two hours and will include one or two outlandings."

*Wow, I thought, how long ago was it that I used a protractor for a flight? And I guess outlandings must mean other airports.*

Full of enthusiasm, we arrived in Johannesburg, SA in early September. Michelle and I planned to fly together and assumed we would fly a Cessna

172. Fonda was assured a Cessna, and she assumed she would fly with Dr. Han of El Paso, who also signed on to tour with us. Fonda got her 172 but was paired with an older gentleman she met about when ready for that famous phrase "Start Your Engines." Michelle normally flies a Piper and I fly a Lancair ES, but we ended up with a Piper that neither of us had ever flown. We all got our South African pilot's validation though.

We had some unfamiliar "airplane-speak" on the airlaw written test, but also passed that. For example, one question is For enroute cruise at flight levels,

forget that the WAC charts we had were at least ten years out-of-date, and finding landmarks in the Namibian desert was one step from laughable. Fortunately, we all arrived with secret weapons—the 99s were armed with hand-held GPS.

It was hot, and takeoffs were often at 7500-8000 feet density altitude. We landed on salt pans, safari strips and mountain sides. We exercised our piloting skills at all times, but found it exciting. Getting fuel arranged wasn't simple, and it took up a lot of time and logistics skill. Mostly, fuel was available in jerry cans that had to be dumped from ladders into the tanks. Fortunately

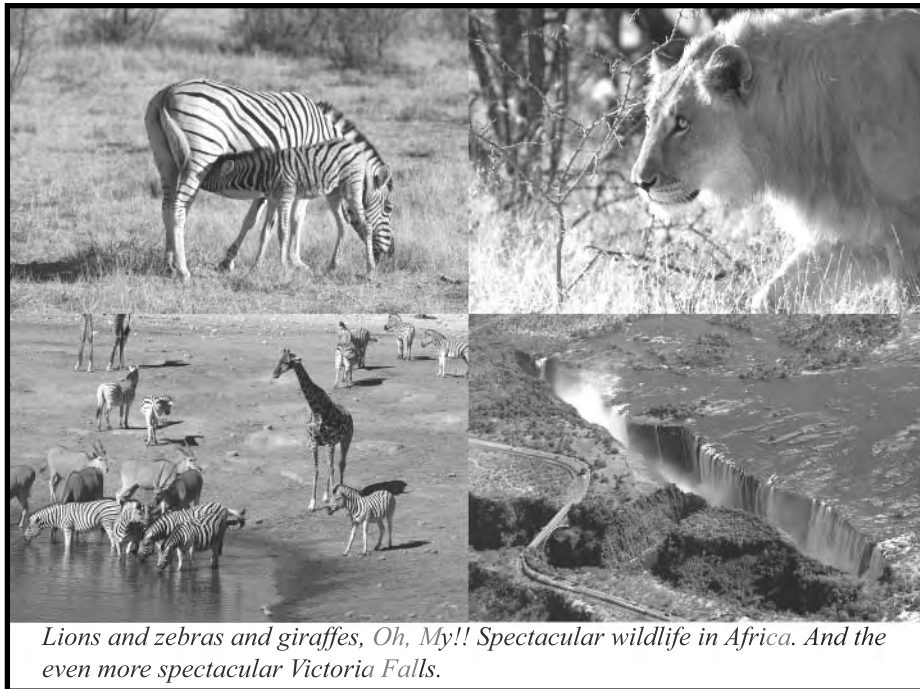
the overnight accommodations are routinely good, and the food is fabulous.

Each country's airspace has many of our rules plus some of its own. Botswana makes use of air "corridors" along major roads and pilots with less than 500 hours total-time are supposed to fly along them. That's good for emergency landings and rescues, but not practical and not followed very much. Over-flying Zimbabwe is permitted only when flying over Victoria Falls. There, keep an extra sharp lookout as

there is a lot of traffic (fixed wing, helicopters, micro lights) and always overfly the falls CLOCKWISE.

I believe that flying over Namibia must be like landing on the moon—so desolate, so beautiful, so remote. We had photo opportunities everyday. Yes, we stopped and went on game drives, met charming people and ate delightful food. Etosha Park in Namibia has wildlife of every kind, and birds of all sizes and shapes. We all came back with pictures of elephants, rhinos, giraffe, wildebeest, lions and birds.

It's hard to do justice to Victoria Falls with only a picture and description; it is



*Lions and zebras and giraffes, Oh, My!! Spectacular wildlife in Africa. And the even more spectacular Victoria Falls.*

what is the Altimeter setting? Answer is 1013Mb. Another goodie is: The phrase "line up and wait" from ATC means? Answer is taxi into position on the active runway and standby for takeoff clearance.

Our safari-rented aircraft included two Cessna 172s, one Piper 28-262, one Cessna 185, and one Agvan (Australian plane that looks like an SUV with wings). The safari plan was to go from South Africa through Namibia, Zambia, Botswana, and into Kruger National Park before heading back to Johannesburg SA.

We had flight briefings, both before we left and on the way, but we'll never

truly amazing! Zimbabwe used to have the bulk of traffic. Now the Zambian side is where most visitors go to see the Falls. World class scenes attract world class shopping. There are markets, shops, hotels and exquisite wood carvings, hand made linens, spears, knives, and other mementos. You name it; you got it. We picked up our share!

Our final stop was in Kruger National Park at a fairly recent opened part with lush, verdant scenery. Our lodge was on a river, so a lot of the activity was right before our eyes because the porch of our rooms overlooked the river. Walkways were built about eight feet above ground so animals could pay a visit. We saw our share of wart hogs, spring bok, and kudo. We also heard noises breaking the silence that could scare you out of your wits.

For three weeks we were in the world of Doctor Doolittle. We flew with fish eagles, spent river time with the crocs, and saw rock art of the Bushmen. We became pros at short unimproved strips and "joining up" is now a normal part of our aviation vocabulary for entering the pattern.

All good things come to an end; but, wouldn't you know, the big bomb scare for flights returning to the USA happened the day before our departure. We left Johannesburg on British Airways only a couple hours late, but on arrival in London entered a madhouse. Nobody had a clue to actual prohibited items, and at random many things were confiscated including water, wallets, and books. We cleared customs for American Airlines and boarded, taxied out, and waited two plus hours for a diplomatic clearance to enter US airspace. Next stop was Chicago and security personnel there were severely uptight and rude. Ahh, for the peace of the savannah I thought!

If you get an itch for faraway places with strange sounding names, think of an aero safari. All three of us are really glad we did.



*Gretchen Jahn and Carol Foy with the Mooney Ovation that took them to first place in the Air Race Classic!*

## **AIR RACE CLASSIC**

*By Carol Foy*

Is there such a thing as a perfect cross-country? Whether flying a C172 or a Citation X, if you want to get there, you'll use cross-country flying skills. Flying a "perfect" cross-country competitively is the goal of participating in the Air Race Classic (ARC).

Gretchen Jahn (at that time she was the CEO of Mooney Airplane Co.) and I flew her 2005 Ovation2 in the 2006 ARC that began in Mesa AZ.

Gretchen and I met to strategize. The course would take us across NM, TX, into LA, then north to MN and finishing in Menominee, MI. Plan was to take four days under VFR conditions and during daylight hours. Our team, dubbed six would compete with 36 other teams. We hoped our fast Mooney would help us along in this handicapped race.

The week began with a series of briefings, safety seminars and opportunity to catch up with long-time racer friends. Then it was time to take off and enjoy the scenery while flying as fast as we could to the first stop, Santa Teresa, NM.

Weather and strategy dictated that we continue along the course as quickly as possible to beat developing thunderstorms in TX and stage ourselves for strong tailwinds on the northern legs. That first day we flew 4 legs, covering 1075nm of the 2153nm course. ARC team six was ahead of the race pack.

The winds were there next day along with bugs, windmills and interesting landscape as we prepared for our fly-by to stop our time at Lawrence KS.

The race is composed of eight legs which start and end at a timing line specifically located at each designated air-

port, also serving as a point to start and stop race times.

After a six-hour weather delay, we continued on to Menominee to finish the race in a record two days.

As the deadline for finishing the race approached more airplanes arrived, and we began the anxious wait to see who will beat their handicap by the most, and win first place with a \$5000 cash prize.

While waiting, we swap stories with race friends, tour Enstrom Helicopters and meet with local girl scouts to share our aviation enthusiasm.

During the banquet, Gretchen and I are proud to know how well the college teams and our competitors have done. Finishing this race is an accomplishment all by itself.

When we found out that we won first place, we decided this achievement would be a lifelong aviation highlight. We are in agreement that it would be impossible to have done this feat without the help of many others.

We thank our competitors, the ARC, volunteers working at each stop, Mooney Airplane Co., and family and friends. All supported us in flying our most perfect cross-country ever!

## **NEXT SECTION MEETING IN ALBUQUERQUE, NM! SPRING 2008!**

Since we are not having a section meeting in Fall 2007, the Albuquerque Chapter would like to give you a little taste of what to expect **next** year for the Spring 2008 "Mystery Weekend."

Have you been wanting a handheld GPS? We have the perfect excuse to get one: there's going to be a geocaching game going on all weekend. It's all part of the Mystery Weekend!

Also, we are planning a tour to Eclipse Aviation. See the early production cycle of the lightweight jets now coming on the market!

Of course, get your taste buds ready for really good New Mexican food! YUM!

More information to come in the next **APPROACH!**

## **GOLDEN TRIANGLE**

*By Coleen Campbell*

Another year has come and gone. Our chapter celebrated our 49½ husbands in February with an appreciation dinner at Danny D's Barbeque in Hurst, TX. Chapter Chair Mary Wheelock put together and presented a creative program honoring our guys and thanking them for all their support in our flying endeavors and can chapter events.

Also in February, member Anne Witcher accepted a new position flying DC-8's with Air Transport International. We are proud of her accomplishments and wish her the best.

We elect new officers in April. Mary Wheelock will remain chairperson. Coleen Campbell is vice chair. Beverly Stephens accepted the secretary position, and Joan Weightman remains treasurer for another term. Ellen Hamlett will cover airmarking, Beverly Stephens is our scrapbook chairperson, Coleen Campbell is our membership and chapter reporter, and Betty Thomas heads up the scholarship committee. We look forward to another year of fun and productivity.

Beverly & J.C. Stephens represented our chapter at the spring SCS meeting in Wichita, KS. As always, the event was enjoyable.

We installed our new officers during the June meeting. Dottie Hughes conducted a creative ceremony with a quilting theme. She compared the making of a quilt to our chapter because of

how we all come together, each offering something different. The result is a supportive and successful organization. Of course, we have fun at the same time.

Mary Wheelock visited our member Carolyn Brooks in Centerton, AK in July. They reported a good time catching up on all the news.

We were lucky to be the first to welcome the air traffic controllers to the new tower at Arlington (GKY) on August 4th. Coleen



*Dottie Hughes, Coleen Campbell, Mary Wheelock and Joan Weightman at the new Arlington tower.*

those who take good care of us in the sky. It was also a great chance to ask questions about new procedures at the airport.

As a membership incentive our chapter decided to pay for an "Introduction to Flight" session at any flight school of choice for a potential Future Woman Pilot (FWP) and future chapter member.

In early September, member and FWP, Debbie Taboada experienced

a flight at the US Flight Academy in Denton, TX that addicted her to flight. Under supervision of flight instructor Howard Hurlbut she flew in a brand-new Light Sport Plane Comco-C42E (2006). She eagerly plans to continue training.

Debbie was the first to go for a flight under our program that successfully garnered a new member. We plan to support her all the way to reaching her pilot's license.

Our chapter congratulated member Ellen Hamlett on September 16th on her first grandchild (and future Ninety Nine) Lola Elizabeth. We also welcomed new member Kate Landdeck and soon to be FWP Sabrina Hernandez

The fall SCS meeting hosted by Purple Sage chapter was attended by Coleen Campbell and Mary Wheelock, who flew in together, and by Beverly & J.C. Stephens who drove in their motor home. Our chapter took the travel award and first prize for operations and best scrapbook. Special thanks goes to Beverly who once again burned midnight oil putting final touches on the "best scrapbook in the Section."

In November Coleen Campbell and Mary Wheelock, along with son Terry, sold recyclable items that had been donated to the chapter. The occasion was the annual Northeast Recycle Day Flea Market in North Richland Hills, TX. It was fun meeting people, haggling over prices, spreading the word about the Ninety-Nines and making money for our chapter

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## **SOUTH CENTRAL SECTION APPROACH**

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Approach definition is - to draw closer to : near. How to use approach in a sentence. 2a : to make advances to especially in order to create a desired result was approached by several Broadway producers. b : to take preliminary steps toward accomplishment or full knowledge or experience of Try to approach the subject with an open mind. intransitive verb. 1 : to draw nearer The time is fast approaching. 2 : to make an approach in golf. approach. noun. plural approaches. Definition of approach (Entry 2 of 2). Approach definition: When you approach something, you get closer to it. | Meaning, pronunciation, translations and examples. Word forms: plural, 3rd person singular present tense approaches , present participle approaching , past tense, past participle approached. 1. verb. When you approach something, you get closer to it. He didn't approach the front door at once.