



APPROACH

*The Official Publication of the South Central Section of The Ninety-Nines, Inc.
Fall 2009 • Vol. XXV, No. 2*



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SECTION MEETING

2-4 OCTOBER 2009

DENTON, TX

HOSTED BY THE GOLDEN TRIANGLE CHAPTER
SEE PAGES 6-7 FOR MORE INFORMATION

HOTEL DEADLINE: **2 SEPTEMBER 2009**
EARLY REGISTRATION: **2 SEPTEMBER 2009**

SOUTH CENTRAL SECTION

ARKANSAS COLORADO KANSAS LOUISIANA NEBRASKA NEW MEXICO OKLAHOMA TEXAS

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NEXT DEADLINE: February 1, 2010

APPROACH EDITORS

by Ellie Block

Guess we need to set up a few guidelines for submitting material. Please proof your article to be sure you are saying what you mean to say. Getting multiple emails from the same person making corrections really gets confusing. Also, please attach pictures separately in as good a resolution as possible. We manipulate them a bit, but there is a limit when the pictures need to be grabbed off the internet or snatched off of

Word documents. The quality goes down. We do have to do some manipulation to go to grayscale and change the size. Starting with good quality makes it easier. People have been great about getting information to us by the deadline, that is, the ones who do get us information. It would be wonderful if we had an article from each chapter, plus a picture or two. That would be only two articles per year. This is YOUR publication. You really don't want to leave it up to our imaginations!

Thank you for all you do that goes unsung!

Ellie Block and Nan France



Landing 17 at Denton Municipal Airport - DTO



ABOUT THAT APPROACH - DENTON MUNICIPAL AIRPORT - DTO

By Mary Wheelock

The cover this time is of the new tower at Denton Municipal Airport. When you fly in, be sure to notice it.

The Golden Triangle 99s continue to plan for the fall South Central Section meeting in Denton to be held in the Fairfield

Inn. Our chapter will celebrate with a 40th Anniversary reception on Friday. A tour of the WASP collection at TWU will be conducted on Saturday. A banquet will be held in the Denton Women's Club Saturday evening. Our theme: "Ninety-

Nines - From Beginning to Beyond". Jacque Boyd, International AE Scholarship Vice-Chairman will be our guest speaker. We will also celebrate Ninety-Nines 80th Anniversary. We look forward to welcoming SCS members in October.

GOVERNOR'S MESSAGE

by Jan McKenzie

Goals

As we wrap up the 2008-2009 fiscal year, I would like to review the two primary goals that I set forth at the beginning of my term.

First I asked each chapter to send in information about projects, events, programs and activities. The response has been great—each month, I receive a lot of chapter newsletters. They report good news and success stories which I share, through a quarterly e-mail, with all 27 Chapter Chairmen in our section. The idea is to circulate fun and interesting ideas that any chapter could try. Keeping our meetings and programs fresh and inventive will help to recruit and retain members. I will continue to spread the good word in the next year.

My second goal was an international effort. South Central had been a sister section to the Mexico Section, but some years ago that group became inactive and lost its membership. In September 2008, International President Susan Larson and I flew to Mexico City. We met with several local women pilots, provided information and promoted the 99s. Seven women joined on the spot. The Mexico Section has been reestablished!!



Actions Items and Results

An action item from the Fall 2008 Section meeting was to develop a Chapter Chair Checklist to be used during the year. The Checklist was completed and mailed to all Chapter Chairman in October 2008. If anyone else would like to have a copy, please just let me know.

A second action item from the Fall 2008 Section meeting was to reinstitute the “Two Minute Chapter Report” at all Spring Section Meetings. I believe all that attended our most recent Spring Section meeting would agree that these reports were the highlight of the business meeting. The reports were informative and fun. We will look forward to these every spring!

New Activities

This spring, our Section Directors, Jo Agee-Housler and Charlotte Larson, developed a South Central Section Supplement Manual to accompany International's Chapter Chair Manual. The Supplement, sent to all Chapter Chairs in June 2009, contains material specific to our section. And as a reminder, the Chapter Chair Manual is available at the “members only” section of the International website (www.ninety-nines.org/secure/pdf_ChapterChairmanManual.php).

Section Meetings

The Spring 2009 Section meeting at Pecan Plantation close to Granbury, Texas was hosted by the Brazos River Chapter. What a unique setting!! Pecan Plantation is a fly-in community with an on-site country club and golf course. “Women Military Pilots” was the theme. A

highlight for me was Samantha Weeks, a USAF Thunderbirds pilot, as our banquet speaker. We spent a delightful cocktail hour with WASP Betty Jo Reid who had many fascinating stories. Topping everything off with a hanger party and great Texas BBQ, Brazos River Chapter brought section meetings to a new height.

The Golden Triangle Chapter is busy planning a great weekend for us in Denton, Texas. This fall is the 80th anniversary of the 99s and the 40th anniversary of their chapter. Planned is an anniversary party, tour of the WASP collection at TWU, and a well known speaker for the banquet at the Denton Women's Club.

**Can't wait to see you
on October 2nd
in Denton!!**

Jan



JAN AND HER MOONEY OVER THE CONTINENTAL DIVIDE

CHAPTER ACTIVITIES

The **NORTHEAST KANSAS CHAPTER** was pleased to host Aruna Kandarpa from India for a couple of days before her induction into the International Forest of Friendship. Aruna is the first woman civilian helicopter pilot in India. Some members from the Kansas City Chapter joined us for a dinner to honor Aruna Thursday June 18.

It is summer, i.e. time for Airmarking!! **FORT WORTH CHAPTER** painted a compass rose at Cleburne, Texas, assisted by **BRAZOS RIVER**. **ALBUQUERQUE** and **RIO GRANDE NORTE** cooperated to paint a compass rose at Santa Fe. Houston invited **TEXAS DOGWOOD** and **SHREVEPORT** to join them to paint a compass rose at Lufkin, assisted by two members of the **FORT WORTH CHAPTER**.

BRAZOS RIVER CHAPTER finished a dynamite section meeting and immediately rolled right into the Air Race Classic Sweetwater fly-by/stop. You gals just don't stop!

OKLAHOMA CHAPTER granted a scholarship to a Southeastern Oklahoma University team competing in the NIFA Nationals. In addition, they gave a \$5000 scholarship to a University of Oklahoma student for her instrument rating. Wow! How impressive, \$5000! Okie Derby planning is well underway for August 14-15, 2009.

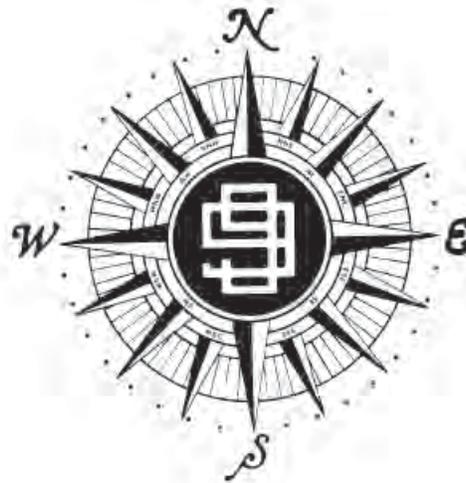
Girl Scouts - **COLORADO**, **HOUSTON**, and **DALLAS CHAPTERS** are all working with their local Girl Scouts for a Aerospace merit badge.

Where is everyone flying? **RIO GRANDE NORTE'S** flyout destination was Tucson. **HOUSTON** flew to Kerrville and **COLORADO CHAPTER** flew to Greeley.

Working the Fly Market at Pecan Plantation, **DALLAS CHAPTER** had great success raising \$\$ for their upcoming April, 2010 section meeting.

TEXAS DOGWOOD presented a scholarship for Outstanding Female Pilot from LeTourneau Univeristy.

Did you know the **AMBASSADOR CHAPTER** has members located in Italy, Puerto Rico, United Kingdom, Netherlands, Canada and Guam. What a privilege to have them as part of our section!



Twenty-five 99s from **COLORADO** and **NEW MEXICO** gathered for a trip to Mars. Challenger Learning Center provided an awesome simulated flight in Colorado Springs for the **PIKES PEAK CHAPTER** and guests.

PIKES PEAK CHAPTER received a collection of aviation books from an estate. The catalog of their library books and videos is shared with all members of the chapter.

GOLDEN TRIANGLE is busy planning a great October section meeting in Denton. It will feature a tour of the **WASP** collection at Texas Women's University.

COLORADO just finished launching the Air Race Classic at Denver, Colorado. Hosting the start of the race was great fun for the whole chapter as well as good community public relations.

BRAZOS RIVER has spent the past six months devoted to planning a really special Section meeting. We wrote an article about the Section for the local magazine, "Granbury Showcase" and put a copy in the goody bags for all the Section attendees.

We installed new officers: Chair, Claudia Sutter; Vice Chair, Konnie Sasser; Secretary, Sue Lewis; Treasurer, Donna McDaniel.

Nona Meinen bought a new Zodiac 650 Sport Plane. Barb Wilson sold her tri-pacer and bought a 1960 Cessna 182. Claudia Sutter's old airplane was certified and flew in England. In June our members will be timing the Air Race Classic participants at their stop in Sweetwater, TX. Brazos River is courting 4 prospective members. Yea!

SCHEDULE OF HOST CHAPTERS FOR SOUTH CENTRAL SECTION MEETINGS

Golden Triangle	Fall	2009
Dallas	Spring	2010
Fort Worth	Fall	2010
Lake Charles	Spring	2011
Colorado	Fall	2011
NE Kansas	Spring	2012
Oklahoma	Fall	2012





**“Ninety-Nines – From Beginning to Beyond”
 South Central Section Fall Meeting
 Denton, Texas, October 2 – 4, 2009
 Hosted by the Golden Triangle Chapter**



Registration Form

Name _____ Chapter _____

Address _____ City _____ State _____ Zip _____

Guest Name(s) _____

Offices Currently Held _____

Past Section & International Offices _____

Day Phone _____ Evening Phone _____

Cell Phone _____ Email _____

NOTE: There will not be space for fly market items.

Full registration package for 99s and guests includes Hospitality Room, TWU tour, Friday evening event and Saturday banquet.

Early Registration (postmarked before **September 2**) _____ @ \$60 each = _____

Regular Registration (postmarked September 2 or later) _____ @ \$70 each = _____

Guest tour – JFK Museum in Dallas. \$15 cost for van and gas; _____ @ \$15 each = _____
 Each Guest will be required to pay own museum admission of \$13.50

Total (**make checks payable to SCS Ninety-Nines**) (No refunds after September 18.) _____

Special dietary needs: _____

HOTEL: Fairfield Inn & Suites Denton
 2900 W University Dr, Denton TX 76201
 940-384-1700 - tell them you are with The Ninety-Nines
 \$94 (+ tax) single/double 1-4 people in room (deadline: **September 2**)

TRANSPORTATION: If you are interested and willing to share a ride from DFW or Love Field, please check here _____.
 We will attempt to coordinate/share information on arrivals and departures.

COMMERCIAL AIRPORTS: Dallas-Fort Worth International Airport (DFW) or Love Field (DAL)

Airport _____ Arrival date _____ Arrival time _____ Airline _____ Flight # _____

GENERAL AVIATION AIRPORT: Denton Municipal (DTO)
 Arrival date _____ Arrival time _____ Aircraft type _____ N # _____
 After arrival, call 970-980-9944 for pickup

DRIVING: Arrival date _____ Arrival time _____

Mail completed registration form to:
 Linda Horn, 14437 W 32nd Ave, Golden CO 80401-1475

For Questions: Mary Wheelock, mcorkeyw@sbcglobal.net, 817-281-0387 or
 Jan McKenzie, mckenjn@yahoo.com or call 970-980-9944

“NINETY-NINES – FROM BEGINNING TO BEYOND”



SOUTH CENTRAL SECTION FALL MEETING

DENTON, TEXAS

OCTOBER 2-4, 2009

HOSTED BY THE GOLDEN TRIANGLE CHAPTER



Come celebrate the 80th Anniversary of The Ninety-Nines (1929-2009) with the South Central Section in Denton, Texas! The wonderful town square, with buildings, mostly dating from the 1890s, has something for everyone. The old stone courthouse was, like many others in Texas, designed by W. C. Dodson of Waco. Its broad mixture of styles amazes both architects and casual observers, well worth a photo or two. The square has plenty of antique shops and restaurants and all the other boutique-style shops you may have come to expect on a historic town square.

Tour the Women in Aviation Collections at Texas Woman’s University, official archive of the WASP. The collection also features the Whirly-Girls, Women Military Aviators, the Mercury 13 program (including Wally Funk’s memorabilia), as well as Ninety-Nines artifacts. There is also a special exhibit, “Texas Women Flyers”.

We will also be celebrating the 40th Anniversary of the Golden Triangle Chapter on Friday night with food, drink and fun.

For guests (49½s and others), there will be a tour of the JFK Museum in Dallas.

SCHEDULE

FRIDAY – OCTOBER 2

1:00 – 4:00 pm	Hospitality Room Open
1:00 – 4:00 pm	Registration
	Lunch on your own
3:00 – 4:00 pm	Section Board of Directors meeting
4:00 – 5:00 pm	Governor’s Forum (all 99s invited)
5:30 pm	<i>Golden Triangle Chapter’s 40th Anniversary celebration</i>

SATURDAY – OCTOBER 3

6:30 – 9:00 am	Breakfast on your own (included in room rate)
8:00 – 9:00 am	Registration
9:00 – 12:00 pm	Guest activity – JFK Museum in Dallas
9:00 – 11:30 am	Business Meeting
11:30 – 1:00 pm	Lunch on your own
11:30 – 1:15 pm	Hospitality Room Open
1:30 – 5:00 pm	Tour of Texas Woman’s University WASP collection (meet at 1:15 in lobby for bus)
5:45 pm	Dinner at the Denton Women’s Club (meet at 5:30 in lobby for bus)

SUNDAY – OCTOBER 4

6:30 am – 9:00 am Breakfast on your own (included in room rate)

SCS SPRING 2009 MEETING AT PECAN PLANTATION

AT HOME ON THE AIRPARK II HONORING OUR MILITARY WOMEN AVIATORS

by *Bonnie Lewis*

The Spring 2009 South Central Section meeting was held at Pecan Plantation, TX, May 15-17. The weekend's activities were attended by sixty eight 99s, twenty seven 49½s and thirty five guests. Six airplanes flew in.

Out of town visitors were housed in the Pecan Plantation Inn and in several homes in the airpark. The Brazos River 99s wish to thank all the neighbors who volunteered to host our guests in their homes. We had more bedrooms than we needed. What a wonderful community in which to live. The 99s who live here feel very blessed.

As this was the second Section meeting that the Brazos River 99s have hosted at the Pecan Plantation Airpark, we chose to call the weekend, "At Home on the Airpark II". Much of the weekend was spent at the airstrip. Registration, hospitality, fly market, continually alternating videos (WWII WASP and Alaska flying trip), Friday's grilled lunch on the porch, Saturday and Sunday breakfasts, Saturday's cocktails with Betty Jo and BBQ hangar party, and lots of hangar flying on the porch all took place at the Lewis' home on the runway. The Board Meeting and Governor's Forum were hosted at the Bales' home on the

runway. Other activities included airplane rides, home and hangar tours, golf cart rides, and limo rides to the Granbury Square for lunch and shopping.

"Honoring our Military Women Aviators" was a continuation of a two year emphasis for the Brazos River 99s. Our journey has included a flyout to Sheppard AFB and three flights to the WWII WASP Museum in Sweetwater, the last being the WASP airlift, Operation Fifinella. At the Section Banquet several past, present and future Military Aviators were recognized with a long stemmed rose. Among those receiving recognition were: Major Samantha Weeks, USAF Pilot and first female solo Thunderbird Pilot; Betty Jo Reed, WWII WASP, class 44-7; Lt. Colonel (Retired), Stephanie Wells, USAF pilot; Lt. Colonel (Retired), Rene Johnson, USAF Academy Instructor; Captain (Former) Mary Erkes, Graduated USAF Academy in first class which included women; Master Sergeant (Retired), Suzette McComas, USAF Boom Operator; Marcia Walker, mother of two military daughters; and Lyndsey Mueller, who has accepted an appointment to the Air Force Academy.

WWII WASP, Betty Jo Reed, introduced our Banquet speaker, Major Samantha Weeks. Major Weeks' presentation was both interesting and inspiring. She explained that flying an F15 was her dream from the time she was 6 years old. At that time the opportunity to fly fighters was not available to women. But by the time she was ready, the opportunity

was there for her, thanks to all the women pilots who came before, paving the way to her dream. Major Weeks has flown 105 combat hours in Northern and Southern Iraq as well as flying over Washington D.C. after 9/11, protecting the President of the United States in Alaska and flying as solo pilot with the USAF Thunderbirds. She plans to continue making a difference in the world every single day and to leave a continuing legacy for all the young girls whose dreams are just beginning. A roomful of proud 99s and guests gave Major Weeks a standing ovation.

Saturday evening Betty Jo Reed told stories of her childhood, her family and her days as a WWII WASP. She spoke for over an hour to a standing room only crowd in the hangar. It is hard to say who enjoyed the evening more, Betty Jo, or the rest of us. What a beautiful lady. She also received a standing ovation. The BBQ hangar party that followed was great fun with good food, plastic airplane flying, DJ and good friends. We were proud to include Lyndsey Mueller as well as Haley Boothe and Chris Webb, both high school students aiming for a career in aviation, as guests for the Saturday evening festivities.

All who attended the Spring 2009 Section Meeting had a wonderful weekend. We were honored to celebrate the history of past, present and future women of aviation with truly special speakers and guests. We are forever grateful for the support of our 49 ½s and the Pecan Plantation Airpark neighbors.



Major Weeks, Betty Jo Reed and Lyndsey Mueller, AF Academy Appointee



99s flag on Lewis' porch (with Karen Sparks and Kris Irvin-Herron)

MORE SCS MEETING PICTURES FROM PECAN PLANTATION



Nona & Max Meinen enjoying the Hospitality Fly Market



Major Samantha Weeks, former USAF Thunderbirds solo pilot.

Stephanie Wells
arriving in her
RV6



Porch flying (similar to hangar flying).



Betty Jo Reed,
WWII WASP

SAN ANTONIO CHAPTER

by Gloria Blank



Sherry Walker and Nancy Aldrich departing Boerne State Airfield for the Air Race Classic 2009

99s are Rebecca Smith of the San Antonio Chapter and Mae Marquet of the New Orleans Chapter. These ladies also flew the Air Race Classic 2009.



Installation/Awards Banquet in June:

New officers are: Reni Moczygamba, Chair;
Jo Agee-Housler, Secretary;
Sherry Walker, Treasurer;
past Chair, Patty Taylor.

The Vice-Chair, Rebecca Smith, was not able to attend.

PIKES PEAK 99s

by Patsy Buchwald

Jamie Miceli received the New Pilot Award of \$1,500.00. A large collection of aviation books was received from the estate of Jesse "Tex" Houston. Member, Patsy M. Buchwald raised almost \$6,000 by having her head shaved as a fundraiser to find a cure to children's cancer.

New Officers Installed: Chair, Jamie Miceli; Vice Chair, Danielle Malanczuk-Mooneyham; Secretary, Diane Rose; Treasurer, Mary Reppard.

Outgoing Scholarship Chair, Marita Dragten, presented incoming Scholarship Chair, Phyllis Wells, with the updated scholarship manual.

In June our guest speaker, Chick Meyers, updated us on the National World War II Aviation Museum located in Colorado Springs. It is scheduled to open the summer of 2011.

Our Chapter has developed a program to support women military service members who are attending Doss Aviation's Initial Flight Screening (IFS) program. That is the Air Force's initial pilot and Combat Systems Officer (CSO) flying screening and training course under command of Air Education and Training Command (AETC). Doss Aviation, under contract with the United States Air Force (USAF), conducts flight screening for up to

1900 USAF officers annually. As the Gateway to USAF Aviation, Doss provides initial flying training to allow students to successfully transition to Undergraduate Flying Training (Pilot and Combat System Officer) at one of several Air Force bases throughout the United States. The 45-acre IFS campus is located adjacent to the Pueblo Memorial Airport, Pueblo, Colorado. The Pikes Peak 99s, with homemade fudge or chocolates in hand, meets once a month with each class that has women students in order to offer support and encouragement. Our visit includes a Power Point Presentation about Military Women Pilots and the 99s.

LAKE CHARLES CHAPTER

by Sandra Leder

The Lake Charles Chapter will join with the New Orleans Chapter in hosting the combined meeting of the South Central and Southeast Sections in the spring of 2011. Sandra Leder attended the first planning meeting with the New Orleans chapter that was held in the home of a Lafayette member. The section meeting will be held in Lafayette and a lot of great aviation-related and cultural events are in store.

In July Dr. Leder held her twentieth aerospace education day camp for elementary students. She now teaches this in conjunction with a science education graduate class at McNeese State University.

E. Anne Wallis Self will also be doing missionary work for two years. The chapter has several prospects for reinstatement and new members. Jennifer Marshall Lentini, a former member, was recently referred to the Purple Sage Chapter.

GOLDEN TRIANGLE CHAPTER

by Mary Wheelock

Our 2008-2009 fiscal year started and ended with 16 members, including four life members. The chapter was represented at the International Meeting in Anchorage and the SCS fall and spring meetings in Amarillo and Pecan Plantation.

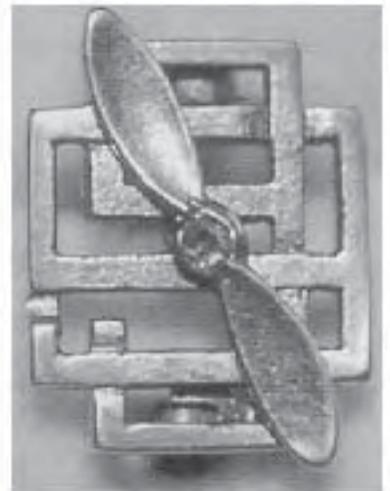
In June, we visited the new Denton Airport Terminal Building and control tower. We congratulated the Arlington Airport Control Tower personnel for another successful year of operation in August.

In December, goodie bags and our thanks for service to pilots were given to the Arlington Airport, Tower and Northwest Regional Airport.

Cookbooks, crocheted items, aloe vera plants, etc. were sold at the Bowie Airport Fly-In/Drive-In in April by Beverly Stephens, Ellen Hamlett, Betty Thomas and Mary Wheelock.

Shirley Roberts hosted our quarterly meeting in April and furnished lunch while we discussed business and activities.

Carolyn Brooks enlightened members of her quilting club regarding the Ninety-Nines, and the AE Birthplace Museum as an Amelia Earhart quilt was the theme of their May meeting. It was also an opportunity to sell our cook books.



OKLAHOMA CHAPTER

by Carol Sokatch

We celebrated Valentine's Day enjoying "That's Amore," a variety entertainment based on Dean Martin's TV show featuring many of his famous guest artists at the Yellow Rose Dinner Theater. Desserts were huge and to die for.

Jen Cress, Helen Holbird, Heidi LaPine, Elvra Lee, Liz Lundin, Mary Ann Pata, Poochie Rotzinger, Sherry Stubblefield are our volunteers at the Museum of Women Pilots. MWP Board of Directors Chair Carolyn Smith is there Saturdays and often after work on week days. Carol Sokatch does the filing regularly at Headquarters office. The Museum of Women Pilots has seen a growth in the number of guided tours over the year. NASA's traveling exhibit, "Why We Are Returning to the Moon" was hosted by the MWP on Mother's Day (free admission). A special feature of the exhibit was a touchable moon rock. Phyllis Scott, Tulsa Chapter and MWP BOD member, helped host.

Congratulations to the Brazos Chapter for their warm hosting of the Spring Section Meeting. Oklahoma was represented by Diana Burton, Charlene Davis, Jody McCarrell, Poochie and Ed Rotzinger, Carol Sokatch, and Wyvema Startz.

Oklahoma University will sponsor two teams in the collegiate division of the 2009 Air Race Classic. Because our budget had been committed, the Chapter itself could not help financially, but individual members contributed financial support. Julie Orrick, a former Okie Derby Scholarship winner, is coach of the team. Of the five team members, one has been copilot for several Okie Derbies and won twice, another is former Okie Derby scholarship winner and Okie Derby competitor (happens to be the daughter of the coach), and yet another is our newest chapter member.

Our Oklahoma Chapter officers for 2009-2011 are: Chairman, Charlene Davis; Vice-Chairman, Theresa White; Treasurer, Wyvema Startz; and Secretary, Carol Sokatch. Their installation was celebrated June 8 with dinner at Coach's in Norman. At the same time we celebrated the induction of Rita Eaves in this year's Forest of Friendship. Rita's list of activities with our Chapter and Ninety-Nines International is long as is the list of an equal number of achievements with her husband, Leonard, with EAA and Sun 'n Fun. They began attending EAAs annual meeting beginning prior to EAA finding

a permanent home in Oshkosh. Our Chapter has sponsored her nomination and will sponsor Phyl Howard, Ann Pogson and Wyvema Startz for induction in 2010.

Leona Aranda, winner of our 2008 Wings of the Future Scholarship that was awarded at the Okie Derby Banquet, is chairing the 31st Annual Okie Derby to be held August 14-15 at Wiley Post Airport, Bethany, Oklahoma. Come fly the Derby with us.

Saturday, June 13 was the Museum of Women Pilots Annual Open House. Phyllis Scott, Tulsa Chapter, and Carol Morris and Linda Stoneking of the Ft. Worth Chapter helped our members host the public. KOMA broadcasted live on site with interviews. We repeated our successful special children's activities, including issuing each young visitor a MWP log book to be notated at designated booths. If all these sites were logged, they were awarded MWP licenses. Popular with both children and adults were fact scavenger hunts with those finding all the correct answers being able to select a favor and being able to use FAA simulators for flight or air traffic control.



June 13 MWP Open House

Theresa White pins the wings that accompany the MWP license to Kiera White while Aubry Delucca watches



Installation of Officers for 2000 -2011

From left to right are Wyvema Startz, Carol Sokatch, Charlene Davis, Liz Lundin and Theresa White (Vice Chairman)

TEXAS DOGWOODS 99S (EAST TEXAS)

by

Caroline Geer

One of our own, Jerry Ann Jurenka, has distinguished herself by a gracious spirit, a big heart, and remarkable accomplishments. Others have noticed these qualities, too; so Mayor Jay Dean and the City Council of Longview, Texas, declared May 26, 2009, Jerry Ann Jurenka Day. Dr. Andrea Mayo read the proclamation to a surprised and pleased Jerry Ann. Jerry Ann graciously thanked everyone for the honor bestowed on her through the Zonta Club of Longview's choosing her as the Woman of Achievement 2009. She remembers her mentors through the years and encourages us all to invest in the lives of others.



Jodi McCarroll, Caroline Geer, Jerry Ann Jurenka, Camille Easton, Kathleen Collum, Stephanie Roberts

PROPOSED SCS BYLAW AMENDMENT

- CURRENT:

ARTICLE II - AFFILIATED ORGANIZATIONS

The South Central Section of The Ninety-Nines, Inc., is a Texas corporation affiliated with the international organization of women pilots known as The Ninety-Nines, Inc., a Delaware corporation.

- PROPOSED:

ARTICLE II - MEMBERSHIP

The membership of the South Central Section of The Ninety-Nines, Inc., shall be members of The Ninety-Nines, Inc. and shall be composed of members of chapters located in the states of Arkansas, Colorado, Kansas, Louisiana, Nebraska, New Mexico, Oklahoma, and Texas, and the Ambassador Chapter, as well as Section Members as determined by the Bylaws of The Ninety-Nines, Inc. Rules for membership and the classification of members as stated in the International Bylaws of The Ninety-Nines, Inc. shall govern the South Central Section.

- Submitted by: Beverly Stephens at recommendation of Ninety-Nines General Counsel, Cecile Hatfield.
- Rationale: International Bylaws, Article IV, "Affiliations," refers to the International Corporation's affiliation with "other aviation organizations". An example of other aviation organizations would be AOPA, EAA, etc. Moreover, Article IV, Section 2, of the International Bylaws states that such "affiliation" does not confer membership in the corporation. Section Bylaws must not be in conflict with the International Bylaws or Certificate of Incorporation. A South Central Section member must first be a member of the International Ninety-Nines. Accordingly, SCS's Article II should be amended and re-titled.
- Financial & Legal: None

AVIATION SAFETY REPORTING SYSTEM

by Deena Sveinsson

As pilots we must follow the rules. From our first flight we are taught to use aircraft checklists, and we learn the nuts and bolts of the Federal Aviation Regulations. We have manuals such as company specific Flight Operating Rules and aircraft specific Minimum Equipment Lists. These are to insure that we follow the rules. You break a rule or procedure; there are possible ramifications such as company action or FAA violations.

In General Aviation there is an Aviation Safety Reporting System (ASRS), otherwise known as NASA reports. These are reports identify issues in the system which need to be addressed, but does not include aircraft accidents or criminal activities. These reports only protect the individual who submits it, and you must prove that the occurrence was reported within ten days. The FAA may investigate a possible violation that was learned via a source of the NASA reports but the FAA can not ask for or use the reports in an enforcement action. While these reports can not be used for FAA enforcement purposes such as certificate actions for violations of the FARs the following must be met:

1. The violation was inadvertent and not deliberate, and

2. The violation did not involve a criminal offense, and aircraft accident, or action under section 609 of the Federal Aviation Act (specifies that the FAA may, from time to time, reexamine any civil airman), and

3. The reporter has not been found to have been in violation of the Federal Aviation Act or Regulations for a period of five years prior to the date of the reported occurrence, and

4. The event giving riser to the alleged violation was reported to ASRS by the violator within 10 days of its occurrence.

Taking it one step further, many FAR Part 121 and FAR Part 135 air carriers in cooperation with the FAA have developed a similar system that is specifically tailored for the airlines, the ASAP Reporting System. The ASAP program provides a confidential and voluntary pilot reporting of safety relating incidents which provides FAA enforcement immunity. The only actions the FAA may elect to use are FAA Letter of No Action, FAA Letter of Correction, and FAA Letter of Warning as no FAA Violations will be enforced. The information included in the ASAP reports provides the companies with safety related information that would otherwise be unavailable and aids in focusing on

making effective safety related policy and procedural changes. In addition to the Flight Crews, some airlines have also extended this reporting system to other departments such as Maintenance Control, Dispatch, and the Flight Attendants. To use the company specific ASAP filing system one should check with their airline and their associated procedures. In general, the following acceptance criteria must be met:

1. For a question or possible FAR violation the ASAP report must be filed within 24 hours of the event or from being notified of the occurrence of the event,

2. ASAP reports only apply to the person making the report,

3. The event does not involve criminal activity, substance abuse, controlled substances, alcohol abuse or intentional falsification or disregard for safety,

4. The alleged FAR violation was inadvertent and does not involve apparent intentional disregard for safety or security.

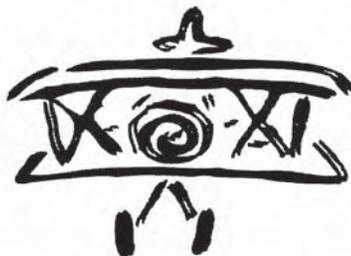
Beware that neither of these reporting systems are "Get Out Of Jail Free" cards. These reporting systems are meant for the rare occasions that we inadvertently make an error amongst all the rules we must follow.

FUTURE ARTICLES ??

Ladies - what would you like to see? We can include more safety articles like the ones by Deena Sveinsson and Phyllis Wells or articles about avitrixes such as Laura Ingalls and other lesser know women. How much do you want to get involved in the Approach? How about including information and pictures about some of our mem-

bers airplanes or airport homes? Are we curious about each other? Do we do some things which we think others would be interested in? Do we want to ask questions for others to consider and suggest answers? What about more information about our officers and people who are willing to serve to help make our organization better? What about big bloopers we really don't want to tell but would like others to avoid? You do

not have to wait until the deadline to submit ideas and articles. We can manage to save them over long periods of time. It would be wonderful to have a backlog of ideas! We still would like to have logos for all chapters too.



The Ninety Nines, Inc.
HOUSTON CHAPTER

DOWN AND LOCKED OR DOWN AND OUT?

by Phyllis Wells as told to Dean Jaros

I think of myself as a careful pilot and the certificates and ratings I hold (glider, instrument, commercial, instructor) should mean that I have developed many good flying habits over the years. But one September day in 1999 showed me that a series of little slip-ups can quickly lead to the brink of disaster.

I was off to visit friends at Tucson's La Cholla Airpark, flying from my home base at Fremont County (CO). Time en route promised to be about the maximum that my Mooney could make comfortably on its 52 gallons. Here I made a good decision: rather than push it, I would refuel at Moriarty (NM) where I knew the people who ran the FBO. It was a routine stop with a little good conversation thrown in.

As I dropped into the pattern at La Cholla, I thought of what a nice day this had been. Even now, my friends, who lived at the airpark, were bantering pleasantly with me on the Unicom frequency. Gear lever down and flap lever to the half position on downwind. Reduce power on base. More power reduction on final. Then my feelings of well-being and satisfaction were shattered by a tinny but loud "Shriek, Shriek, Shriek." What in the world was that?! It took me several seconds to realize (realization #1) that it was the gear warning horn. My wheels were not down!

I recovered quickly enough and aborted the landing, but I was momentarily baffled as to how I could have gotten all the way to short final before discovering that I had a problem. I was really close to a belly landing. The horn, which had not uttered a peep in years, fortunately was not rusty from lack of use.

The answer soon became very clear. As I glanced at the panel, there was the "gear unsafe" light glowing brightly. A look down at the little floor window standard on Mooneys gave me the same message: no wheels to land on. I had ignored two clear signs of trouble. I had become used to everything working well; I had taken my airplane's excellent (but not perfect) reliability for granted. My embarrassment over this lapse made my face get warm—adding to the rising temperatures caused by the Arizona sun. Right there on the spot, I resolved (resolution #1) to re-develop my landing check list habits.

I talked calmly to my friends on the radio

and I gained some altitude. Since I had refueled en route, I had lots of time to work my way out of this fix. I was not greatly worried. I would have to use the emergency gear extension procedure, but I had done so once before—following a complete electrical failure. This, I thought, would be old hat. I popped the circuit breaker and tried to engage the hand crank. Now I began to get a little anxious, for it would not work. There is a knob which travels in a slot to latch the crank handle, but it would not move—even after several tries. I had an uncomfortable realization (#2): the emergency gear extension procedure was not intuitively obvious from the appearance of the hardware. I remember thinking that this was an extremely important point and I resolved (resolution #2) to get out the aircraft manual and study all the emergency procedures in some detail.

Of course, the manual! The other time I had to muscle the gear down I had a passenger. He read aloud the emergency gear procedures as I cranked. Maybe I just listened to the instructions rather than learning them. That was why I did not now remember the exact details. Time to get out the manual again. Then came another awful realization (#3). I had stowed the manual in the baggage compartment—completely inaccessible from the pilot seat. Now I knew I was in serious trouble. It seemed to be getting hotter in the airplane, but this was only partially due to the weather. As I felt a trickle of perspiration, I came to Resolution #3, an obvious no-brainer. Relocate the manual so the pilot can reach it!

Throughout all this I continued to talk to my friends on the ground. They were very encouraging and supportive. Tom said, "Phyllis, I just remembered that Rick Chamberlain, an A&P, lives here on the airpark. Maybe he has the right Mooney manual." Tom called Rick, who indeed had a Mooney manual. Eileen ran to get him while I circled above still futilely working the gear extension crank.

Rick read me the emergency procedures for gear extension, but they did not help. The wording seemed too general. I thought I was doing exactly as the manual directed, but the wheels remained stubbornly in the "up" position. By now, the heat—real or imagined—was intense. Maybe I would soon discover how much a new prop, new

crankshaft, and new belly pan would cost. But I was not yet ready to admit defeat. I thought of the old motto, "Never give up." And I didn't.

Then it somehow occurred to me to pull that knob laterally rather than to push it along its presumed course. It popped out with a click and a corresponding pin engaged the cranking mechanism. Yet another realization (#4): the descriptions in manuals may not be sufficiently detailed or clearly enough worded to govern the quick actions necessary in an actual emergency. Of course this led to one more resolution (#4). Don't only read the emergency procedures in the manual as in resolution #2, but do hands-on exercises that translate the written descriptions into real actions that one is ready to perform.

Having realized and resolved for the better part of an hour, I cranked the wheels down and made an uneventful landing. Tom, Eileen, and I spent a pleasant weekend trading flying stories and reliving both ancient and recent airborne adventures. Rick recycled the landing gear and rewired the retract lever on the Mooney. A loose connection at the switch seems to have been the mechanical cause of it all.

The human cause of it all was a series of related assumptions, all subconscious, that I had made: 1) I really don't need check-lists; 2) Once I have performed an emergency procedure, I can always remember it; 3) I really don't need access to the airplane manual; 4) manuals contain all the information necessary to solve emergency problems.

However, these assumptions have now been banished. The four resolutions I made in the course of this experience are now my mantra. I am religious about check lists. I periodically review the emergency procedures in the manual. Needless to say, the manual now resides in the pocket of the seat-back. At least once a year, I perform emergency procedure exercises so that I will not forget exactly what to do. In short, I keep these four resolutions far better than any I have made on New Year's Eve.



SOUTH CENTRAL SECTION APPROACH

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Host: Dallas Chapter

April 23 - 25, 2010

At the Hampton Suites in Mesquite, Texas

Fall 2010 Section Meeting

Host: Fort Worth Chapter

October 22 - 24, 2010

**At the American Airlines Center in Fort Worth,
Texas**

CHAPTER NEWSLETTER CHAIRS/EDITORS & CHAPTER CHAIRS

Please send your Chapter Newsletters or communications to Jan McKenzie, Governor of SC Section!!
Please put me on your mailing list or your email list so I can enjoy and share in your fun events and
communications of your chapter.

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