



# **SOUTH CENTRAL SECTION APPROACH**



SCS  
99s



**NEXT SECTION MEETING:**

**Odessa, TX**

**22-24 September 2006**

***Hosted by the Purple Sage Chapter***

**HOTEL DEADLINE: 7 September 2006 • EARLY REGISTRATION: 20 August 2006  
Registration Form on Page 7**

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Vol. XXII No. 2

**Fall 2006, Circulation: 950 copies**

The South Central Section *APPROACH* is the official publication of the South Central Section of The Ninety-Nines, Inc., a non-profit organization [IRS Code 501(c)(3)] incorporated in the State of Texas. Two issues per year are distributed to every member of the South Central Section, the International Board of Directors, and the Governors of each U.S. Section.

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**NEXT DEADLINE:**  
**January 12, 2007**



The Kansas Chapter did a great job of hosting us last spring in Wichita. Friday afternoon we had a choice of two excellent tours—as well as shopping for those so inclined. One tour included

### THE LEFT SEAT



**Governor Kris Irvin Herron**

the inside of a Frank Lloyd Wright designed house and the other was a very interesting tour of the National Institute for Aviation Research at Wichita State University. We even got to stand in the wind tunnel with it turned on! Both tours included fascinating historical highlights by a Kansas Chapter member.

Friday night found us at the Mosley Street Melodrama for dinner and show that had everyone laughing. Hope someone got pictures of some of the audience participation!

The SCS Board met Friday morning. The minutes of this meeting as well as the business meeting are posted on the SCS website. If you would like a copy and lack internet access, and can't get someone to print them for you, let me know. I will see that you get a copy.

For those of you not in Wichita, I did make a personal announcement that explains my name change. After a "brief" twelve-year engagement, I finally tied the knot in December.

At the business meeting Saturday morning, the members approved the proposed Bylaws and Standing Rules amendments with a minor amendment from the floor. The change in the Bylaws was primarily to change the timing of when the Section officers take office to coincide with the Section's fiscal year. This will facilitate a smoother transition of officers. The updated Bylaws are posted on the Section website.

We approved the budget for the current fiscal year that began June 1, 2006 during the business meeting.

We also attempted to practice "singing" our invitation to the 2007 International Conference to be given at the end of the business meeting in D.C. Since I'm writing this before the convention, I don't know how it will go. I sure hope some singers show up!

We accomplished a lot at the business meeting but still finished ahead of schedule thanks to the attendees coming pre-

pared on the Bylaws amendments. Thanks!

Don't forget we still need a lot of volunteers to help with the 2007 International Conference in Boulder/Denver. Be thinking about what

you would like to do. The committees met in Wichita and will be meeting on Friday afternoon in Odessa. It's not too late to volunteer. This is your chance to get involved!

By the time you read this, I will have been installed as International treasurer at the July convention. I also will be preparing to turn the Governor's reins over to Chris Swain.

I've enjoyed my term although it has gone by too fast. I wish I could have made it around to visit individual chapters, but I have to work once in awhile to support this habit! I'd like to thank my board and advisors for all their help and support and for being willing to serve because one person can't do this job alone.

Good luck to the new board!

I hope to see everyone in Odessa!

*Kris*

### 2006 ELECTION RESULTS

The Wichita business meeting included announcement of election results. Congratulate our new officers who will be installed in Odessa this fall.

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### NOMINATING COMMITTEE

#### Ginny Boylls

#### Nan France

*3<sup>rd</sup> member to be appointed by board*

### SPRING APPROACH DEADLINE JANUARY 12, 2007

We enjoy hearing from EVERYONE for the Approach! Preferred input is by a Microsoft Word document attached to e-mail. If this is not possible, we will take fax or US mail inputs. We like special events by someone in your chapter as well as chapter news. Everyone likes to see their name in print, so be sure to name all your stars. As to pictures, they need to be high resolution (and make sure you send the actual photo, not the thumbnail if your camera/graphics program does that for you). Do NOT put your photos inside the Word document. If you want to send a photo, send it in a separate attachment. Also, make sure that all your attachments have the "extension" included. That's the .doc, .jpg, .gif on the file name. The extension tells our computers what program to use to open it. It's really, really important.

The Approach is printed in groups of 4 pages. This is the cheapest way to get stuff printed because of the printer's setup. For instance, if we have too much for 12 pages, but not enough for 16 pages, we'll make decisions on what goes in a 12-page issue. Priority is on Section business and Chapter reports. Other articles may wait until the next issue if they're still timely.

There's no need to wait until deadline, either. Write up your report, event, whatever whenever you want and send it in. We'll keep it for the next issue.

## TRIBUTE: RUTH DEERMAN

*By Dottie Loveless, El Paso Chapter*

Ruth Deerman was a pioneer aviatrix who touched the lives of many people. She was born in El Paso TX June 17, 1905 and filled her 100 years with zest for life. She headed for heaven May 6, 2006.

Ruth lived in or near El Paso her whole life. She grew up on a farm near the little town of Canutillo, just a bit west of El Paso. She got the flying bug early. One of her stories was about jumping off the roof of the barn with an umbrella at age seven. She often laughed about that saying that she nearly broke her neck, but she was determined to fly someday.

Although she grew up during the Great Depression, she said that it didn't affect her family much; they always had plenty to eat. But nobody had extra money in those days. Ruth's spending money of a \$1 a week was not enough for flying lessons.

The love of her life, Charles Luther Deerman, began courting her while she was still in high school. While out riding in Charlie's Ford Roadster, she often asked him to go to the airport just to watch airplanes. Charlie was a farmer in the Rio Grande valley.

After marriage, she had time and money to think about flying. Her first lesson was in an Interstate Cadet. It was a noisy open cockpit plane with sparks flying from the engine and so exciting (she said) that she was really hooked.

Ruth related the following in an oral history: "My first lesson was July 1, 1944. I soloed August 7, 1944, and I got my license September 29, 1944. I rented an airplane for a while from Ed Engler, who was also my instructor. I flew an Aircoupe, an Aeronca and a Cessna 140 silver beauty with a Continental 85HP engine. Jundt Field, where he kept his airplanes, was a dirt strip that was dusty and had a lot of corrosion from caleche. The site is near what is now Sunland Park Race Track and Casino."

Soon she bought her own plane, a Cessna that cost \$4,600—tail number 76146.

Charlie was known to say every so often he had to sell another cow to keep Ruth flying.



Ruth went on to earn a commercial pilot's license, plus flight and instrument instructor ratings, and advanced ground school and ground school instructor ratings. She flew helicopters (was Whirly Girl #78) and a board member of the Whirly Girls. Her suggestion of "Collective Pitch" was chosen for the Whirly Girls publication.

She was a charter member of the El Paso 99s, and also helped found the El Paso Aviation Association. She was generous in charity donations, served on the boards of many organizations and belonged to many aviation organizations.

But her real love was flying.

She liked being first in races and contests and filled her home with trophies and plaques. Spot landing champ, navigation czar, you-name-it. Ruth would be there and cheer on everyone.

She, along with co-pilot Ruby Hays, won the 1954 All Women Transcontinental Air Race Classic (Power Puff Derby) flying from Long Beach CA to Knoxville TN.

She donated her winning pink airplane "Cotton Clipper Cutie" to the War Eagles Air Museum in Santa Teresa NM where it hangs from the ceiling near other memorabilia.

Ruth recounted what was expected of women racers in those earlier days. She said, "We had to take with us high heels, silk stockings and hats to wear to events because we were ladies. This contrasted to the overalls we used to prep the plane with our hair up in rollers."

Ruth remained active in the 99s locally, and in the Section and International organizations. She attended meetings well up into her 90s.

Elected as the International President of the Ninety-Nines 1963-1965, she coined the term for would-be pilots in training as 66s, but that is now termed FWPs.

The song that captures her spirit and that she would hum goes, "Oh, give me land, lots of land under starry skies above, don't fence me in. Let me ride through the wide open country that I love, don't fence me in...."

## SCS Bylaws & Standing Rules

*By Beverly Stephens, Bylaws Advisor*

Proposed amendments to the SCS Bylaws and Standing Rules were all approved at the Section Meeting in Wichita. One change from the floor deleted "in even numbered years" from Standing Rule Amendment #3.

The Bylaws and Standing Rules, as changed, can be found on the SCS website at [www.scs99s.org](http://www.scs99s.org).

Because the Bylaws and Standing Rules are somewhat cumbersome and, in some cases, outdated, the SCS Board has decided the entire structure should be reviewed and rewritten as necessary. They need to be streamlined to address our needs without having to constantly revise them. Governor Kris Irvin Herron has appointed Anna Taylor as Chair of the review committee. All members are invited to review the Bylaws and SRs and make suggestions, comments, etc. This is your organization, and your input is solicited and respected.

## NASA Program

*By Jill Williams, NASA Advisor*

I appreciated the encouragement from the ladies at the Spring Section meeting as we get our NASA/Aerospace Education activities up and running again. I look forward to incorporating your ideas and experiences into a great SCS program. Governor Chris Swain is allowing me to continue on as NASA Advisor during her term.

Since the Section meeting, I am also humbled to be asked by Pat Prentiss, our incoming International President, to co-chair the International NASA/Aerospace Education Committee; the other co-chair is Amy McCue of the Oklahoma chapter.

We need your input as we endeavor to actively promote Aerospace Education. Please let us know what you would like to see in the programs, any input from educators you have worked with, etc. And, of course, what has worked for you. Contact me at [jillwilliams99@yahoo.com](mailto:jillwilliams99@yahoo.com). Or Amy at [amy-padgett@ouhsc.edu](mailto:amy-padgett@ouhsc.edu).

A resource guide is in progress to have various types of information in one place for handy reference. I will update progress at the fall section meeting. This will allow attendees to take the information back to the chapters, certify chapter members and start taking that information to schools, youth programs, etc.

## HIGH COUNTRY

By Sharon Delay

At our annual meeting in November 2005—still proud as peacocks over the success of our hosting the section meeting in April—we began mulling over what we could do as an encore.

Admittedly after a couple of glasses of wine (we do live in wine country, you know), inspiration flowed, too. We called it “An Aviation Day for the Girl Scouts of Chipeta Council.” We contacted the Girl Scout Council with our offer of the aviation day for the spring. We had previously worked with the Council when we wrote the requirements for a Girl Scout Aviation Badge, so some groundwork was already done. One of our 99s is in charge of the local Americorps, and she gathered some of her folks to help.

Sounds simple—hah! Little did we know what was in store.

The Council Program Coordinator met with us and determined that we could offer several stations geared to different aspects of flying: Weather Service, control tower, FBO West Star Aviation, fire hangar and equipment, and tour of CAF Museum with WWII warbirds.

We thought that would be a fairly simple format. Remember that “Hah?” Even after we received permission from all entities at Walker Field, we had neglected to get the Airport Authority Board okay. At an emergency meeting between Girl Scout officials, Walker Field safety and security folks, and our 99s, we got the impression that some of the folks thought we were bringing in Girl Scout Commandos...500 to be exact. Walker Field did not have a suitable site for this size crowd.

Our only other option was a small airport at Mack, CO about 25 miles west of

Grand Junction. Ladd Klingsmith, owner of this wonderful little airport greeted our idea with enthusiasm. He was a pleasure to work with. One of our members and her 49 ½ have three planes hangared there and which we used. They also were instrumental in getting the use of some other hangars including the one housing a crop duster.

We learned that one of the best things about working with Girl Scouts is that they pitch in and do most of the work getting ready. They hauled tables, chairs, port-a-potties, furnished lunch and handed out “STAFF” tee-shirts.

STAFF. Wow, that means people are actually going to expect us to be experts and know things. We got to work and set up stations on clouds and weather formations, science of flight, chart reading, airplane lingo, airplane pre-flighting, a fun control tower that the girls “flew” to, and possible aviation careers for women.

Capping all this, Deanna Strand from Strand Flight School made a perfect landing on the short runway in John Hendrick’s beautiful Caravan. (John is a Discovery Channel guy.) One of our 49½s and some of his buddies flew low and fast over the runway. The girls jumped straight up and down in excitement. Even

as long-time pilots, don’t we all think that sound of flight is still special?

We had a wonderful day with great weather. Organization paid off, and consensus among girls, Scout leaders, and the Council was that this was the best ever Spring event. One young girl commented, “I was going to be a veterinarian, but now I’m going to be a flying vet.” What better reward could we have than to inspire even one young girl to take to the skies?

In April our friend Ruth Anderson jumped out of an airplane—she was determined not to let George Bush Senior get ahead of her! Ruth was joined by four of her many grandchildren in tandem skydiving and observed by her children, more grandchildren, a few great-grandchildren and friends. One grandchild said before the jump, “She’s hard to live up to.” All Ruthie’s friends know that, too.

## SKYDIVE!

By Ruth Anderson, High Country Chapter

Jump out of an airplane! The thought rumbles in my brain. Why in the world am I thinking about that! Well, George Bush Sr. jumped twice to celebrate his birthdays. Talk about. Jealous! He will be 82 this year same as me. Okay, I’ll do it—at Longmont CO, a place more easily accessible to my family.

I tell my family and ask if anyone wants to join me. Four grandchildren accept, and now we have five jumpers and get the discount on our jump. The date is firmed up for Saturday, April 18<sup>th</sup> and I worry about the weather that can be terrible in April in Grand Junction. Will the grandchildren make it by airplane from Florida, California and Arizona?

Weather cooperates and we arrive at Mile-Hi Skydiving that is peopled with dozens of jumpers planning free-falls, large group jumps and tandem jumps. We have the largest watching group.

We go to 12,500 feet to jump and free fall to 6,000, then opening parachutes and float gently to the ground. Everyone who joined me for jumping is awe-struck... like the experience of a lifetime. I do have a problem though. My instructor treats me like an old lady. Of course, I am, but I tell him, “Mike, I’m a pilot, quit babying me!” So he is kinder on the rest of the jump and talks to me like a pilot. We’re ready to land. I have a ball, and land right on target—a perfect jump. I’m happy and ready to do it again.



*Kennie Ruth Gimple teaches Girl Scouts about clouds at her station.*



*Here she comes!*



*Cathie Swanson takes the Girl Scouts on a preflight.*



*Ruth and granddaughter Laura Maurer after the jump. Laura’s lettin’ loose with an excited rebel yell! Think she had a good time with her grandmother?*

**HOP ON DOWN TO WEST TEXAS**  
**Join the PURPLE SAGE 99s in Odessa, Texas**  
**SOUTH CENTRAL SECTION FALL MEETING**  
**SEPTEMBER 22 – 24, 2006**

**ARRIVAL:**

Commercially at **Midland International Airport**

General aviation:

**Odessa Schlemeyer Field**

located north of Odessa

**FBO is Farmore Aviation**

**Midland International Airport**

located between Midland and Odessa

**FBO is Avion Deerhorn Aviation**

**LOCAL TRANSPORTATION:**

The Purple Sage 99s and the MCM Grande will provide transportation. See the Registration Form.

**HOTEL:**

The MCM Grande Fun Dome at 6201 E. Business 20 in Odessa, Texas 79762 Reservations line is 866-362-2311. Hotel deadline is September 7, 2006.

**REGISTRATION:**

Will be open at 10 am Friday through the afternoon.

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**SCHEDULE**

**SEPTEMBER 22 – Friday**

**10 AM** Section Officers and Advisors Meeting

Lunch on your own.

**12 – 5 PM** Hospitality Room will open  
**FLY MARKET**

**1 – 4 PM** **Optional Seminars for Pilot safety and fun**

1 PM FAA-presented safety seminar

2 PM Bring your GPS and join us for a fun treasure hunt around the hotel while you learn to use your GPS

3PM One Hour of ground School taught by Flight and Ground School Instructor, Sabrehna Wyche. There is a \$10 charge for this seminar only.

**4 PM** Governor's Open Forum

**4:30–5:30 PM** 2007 Conference Committee Chair Meeting

**7 PM** Dinner and entertainment – We will load up the buses and head to a local hangar for BBQ and entertainment by *The Venue*, a comedy group from the Midland Community Theater

**SEPTEMBER 23 – Saturday**

**8 AM** Breakfast complimentary cooked to order breakfast at the Hotel

**8 – 9 AM** **FLY MARKET** open

**9 AM – 12 Noon** **Section Business Meeting**

*49 ½ Activities during the morning: Tour of the Chaparral Race Car exhibit at the Petroleum Museum in Midland.*

**12 – 5 PM** Hospitality and Fly Market Open

**Noon** Lunch provided

**12:30 – 2 PM** 2007 Conference Advisory Committee Meeting

**2 PM** Tour to CAF Museum - Buses will begin loading at 1:30 pm

**7 PM** Banquet at the Hotel

**SEPTEMBER 24 – Sunday**

**7:30 AM** Breakfast at the Hotel

Weather Briefing and Farewell

TRANSPORTATION BY HOTEL AND PURPLE SAGE 99S

**SOUTH CENTRAL SECTION MEETING  
ODESSA, TEXAS – SEPTEMBER 22 – 24, 2006  
REGISTRATION FORM**

Name \_\_\_\_\_ Name on Badge \_\_\_\_\_  
Chapter \_\_\_\_\_ Office currently held \_\_\_\_\_  
Mail Address \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_  
Day Phone \_\_\_\_\_ Evening Phone \_\_\_\_\_ Cell \_\_\_\_\_  
E-mail \_\_\_\_\_  
Guest(s) Name \_\_\_\_\_ Name on Badge \_\_\_\_\_  
Past Section & Int'l Offices held \_\_\_\_\_

**Full Registration Package** for 99s, 49½, and guests **includes** Friday evening dinner, Saturday lunch and evening Banquet and Saturday afternoon tour of CAF.

Early Registration to August 20, 2006 \_\_\_\_\_ @ \$80 each = \_\_\_\_\_  
Regular Registration to September 15, 2006 \_\_\_\_\_ @ \$85 each = \_\_\_\_\_  
Last Minute Registration after Sept 15, 2006 \_\_\_\_\_ @ \$90 each = \_\_\_\_\_

**Single event** for 49½ and guests (add \$5.00 per single event after September 18, 2006)

Extra Friday evening Dinner \_\_\_\_\_ @ \$15 = \_\_\_\_\_  
Extra Saturday Banquet \_\_\_\_\_ @ \$30 = \_\_\_\_\_

**Optional Activities** for 99s, 49½, and guests:

Saturday tour to Chapparall Museum \_\_\_\_\_ @ \$10 = \_\_\_\_\_  
One Hour Ground School Friday 3 PM \_\_\_\_\_ @ \$10 = \_\_\_\_\_

**Fly Market Space** (on first come basis):

Quarter, Half or Full table (6' x 18") needed \_\_\_\_\_

**Hotel is the MCM Grande Fun Dome** at 6201 E. Business 20, Odessa, TX, 432-362-2311. Rate for SCS 99s meeting is \$79. Each room includes a full breakfast and afternoon reception. Hotel deadline is September 7, 2006.

**Arrival Information:**

\_\_\_\_\_ Private Aircraft – N \_\_\_\_\_ A/C Type \_\_\_\_\_ Arrival Date \_\_\_\_\_ Time \_\_\_\_\_  
\_\_\_\_\_ Commercial Carrier – Name \_\_\_\_\_ Arrival Date \_\_\_\_\_ Time \_\_\_\_\_  
\_\_\_\_\_ Other Mode – Arrival Date \_\_\_\_\_

**Mail completed registration form to:**

Janet Koonce  
12000 W. Hwy 158  
Midland, TX 79707

**NO REFUNDS AFTER SEPTEMBER 18, 2006**

**Questions?** Call Betty Jones @ 432-332-8959 OR e-mail to erasew@cableone.net

## FORT WORTH

By *Melanie Frey-Eppard*

Our chapter has been very active this year.

The January meeting kicked off 2006 at Wally Funk's home with a screening of "Wings of Their Own" featuring several of our members.

In February, Michelle Hovey was awarded a 99s 737 type-rating scholarship. Also, our visiting 99 from the Netherlands, Ina Derksen, passed her private pilot check ride and received the Check Ride Scholarship from our chapter for this accomplishment.

In late March we began re-painting the compass rose at Gainesville Municipal Airport, which took three weekends. It was a great time of camaraderie (and exercise) for our ladies. We have received many compliments on this from area pilots.



*Painting the compass rose at Gainesville Municipal Airport.*

Carol Morris was wonderfully surprised at Sun 'N Fun in April when her beautiful RV-7 won the Outstanding Aircraft Award in the very competitive Homebuilt category. Around 150 aircraft competed for judging. Carol, the only woman entered in this category, said she received a lot of compliments from the judges on her instrument panel and lots of good feedback on the paint scheme and colors.

May was very busy, starting out with two members attending the Texas Thunder Air Show at the Fort Worth Naval Air Station which included static displays. Aileen Hummel was with "Chuckie," the B-17 from the Vintage Flying Museum, based at Meacham Airport. She is studying to be a Flight Engineer on the aircraft. Melanie Frey-Eppard was with the Civil Air Patrol's Cessna 172.

Our annual pancake breakfast was held at the Denton Air Fair. A highlight this year was the Extreme Air show Challenge, a competition pitting eight pilots against each other over the course of 12 air shows.

Aerospace Education Advisor Karen Slater presented the NASA program to 125 fourth graders at Bebensee Elementary School in Arlington. She had FAA-donated balsa gliders for demonstrating the four forces of flight and discussed Bernoulli's Principle.

On Memorial Day, we held a farewell party for our Dutch 99, Ina Derksen. Her work contract was finished and she was scheduled return to the Netherlands in June. Ellie Block graciously hosted this party at her beautiful pecan plantation and airstrip.



*Farewell party at pecan plantation for Dutch 99 Ina Derksen.*

Wally Funk has been very busy as a presenter with former Space Shuttle Commander Eileen Collins, who hosted a luncheon at the Women in Aviation conference in Nashville.

Wally received an email from a member, Jennifer, about Jennifer's Cessna 120. While researching the history of 29V, Jennifer noticed that Wally had soloed in it at Stephens College in Columbia, MO in December 1957, and went on to use it to obtain her Private Pilot certificate.

Jennifer and her husband restored 29V and flew it to Nashville to show to Wally. Coincidentally, Wally was this year's commencement speaker at Stephens College, where she was presented with the first ever Doctor of Science Honoris.

Wally also recently judged at the NIFA competition where she awarded the Wally Funk Safety Competition Award to this year's winner, Southeast Oklahoma State University. Additionally, Wally will be giving two weeks of flying lessons to Bobbi Trout Scholarship winner Meg Lent of Truckee, CA.

## SCS Website

[www.scs99s.org](http://www.scs99s.org)

By *Linda Horn, Webmaster*

Visit the SCS website to see information on upcoming events, advisor reports, sec-

tion history, links to chapter websites and official data like bylaws and minutes of board meetings. Also, an advance issue of *APPROACH* magazine prior to printing and the chapter chair manual is available.

**Be sure to update your chapter info, such as new officers.** Browse to your heart's content. You may be surprised at what you find. Links to other chapters are interesting. If for any reason you have trouble accessing the site, email me at [ljohn1796@aol.com](mailto:ljohn1796@aol.com) and I'll try to help you out.

## DALLAS

By *Jill Williams*

Our Chapter started off 2006 remembering our history. We gathered at the home of Dorothy Warren, one of our Life Members, and spent the day going through various scrapbooks, articles and other saved items to identify them. The Women's collection at the Texas Woman's University is now the caretaker of all our memorabilia, there to be archived, stored and available for research projects.

Our February and March events were cancelled due to inclement weather.

In April, we held officer elections at a local Spaghetti Warehouse. Sadly, we also lost one of our chapter Life Members, Hazel Correy.

In May, we installed officers at Susan Wilson's hangar at the Collin County Regional Airport with Jerry Glennie conducting the ceremony. Of course there was lots of good food and fellowship afterwards. In May, Chris Swain and Jill Williams represented our Chapter at the SCS meeting in Wichita. Also in May, we proudly note that one of our Future Woman Pilots, Sarah Ranstrom, made her first solo in a Robinson R-22 helicopter.

The beginning of June found us busy cooking pancakes and sausage at Mid-Way Regional Airport (south of Dallas) for their annual fly-in; we served 500+ people. At the end of June, we cooked pancakes and sausage as well as hot dogs and hamburgers for the Ercoupe owners' annual convention fly-in at Terrell Municipal Airport (east of Dallas).

We've added several new members to our chapter in the last six months and look forward to remaining busy in the community as well as bringing in new 99s.



## RIO GRANDE NORTE

By Susan Larson

We had a cool and stormy June week here in New Mexico after months of extreme drought. It was welcome, but we planned a fly-out on Saturday June 10<sup>th</sup>. Luckily that day dawned cloudless with a dry and warm forecast (bloody hot if you ask me).

Our chapter outing and meeting was to the War Eagles Air Museum (WEAM) in Santa Teresa (5T6) NM about six miles west of El Paso TX.

We gathered up three planes originating from three different airports. Amazingly, those three aircraft arrived within three minutes of each other. There were seven of us and we had a great 'ol time with Dottie Loveless of the El Paso chapter who made all the necessary dining and touring arrangements.

Dottie arranged to have "Wild Bill" Swartout be our docent while she organized the lunch fixins upstairs in the museum's wonderful meeting room with kitchen space and that looks out to the north and overviews most of the airport.

To whet our appetites, we marveled at a Corsair, a P-38, a couple of P-51s, a Hawker Fury and even Ruth Deerman's pink Cessna 140 she flew when winning the Powder Puff Derby. For those unfamiliar with Ruth, she served as 99s President 1963-65 and died this spring at age 100.

There are many more airworthy aircraft in the collection that is actually a private museum founded and funded by John and Betty MacGuire of Texas. You might want to schedule a fly-in there. For info, go to [www.war-eagles-air-museum.com](http://www.war-eagles-air-museum.com).



Rio Grande Norte 99s greeted by Dottie Loveless of the El Paso Chapter at the War Eagles Museum.

Just to ensure the tax deductibility of the day's flying activities, we held our monthly meeting over lunch. On our re-

turn from 5T6, we all stopped at Double Eagle airport ABQ to enjoy yet more food—this time hot dogs roasted on an open fire in 90+ degree heat. We were trying to cool off after a toasty and somewhat topsy-turvy flight on a typical summer afternoon of cloud and updrafts. It was the annual New Mexico Pilot Bash. There we visited with Greta Moore of the Albuquerque 99s.

In March the chapter pulled together some 22 pilots and guests for an outing to Durango to honor German 99 Dr. Cecilia Rentmeister who was in northern NM visiting Amy Ecclesine. She and her partner Hollis Walker visited Germany in 2004 and met Cecilia and other 99s there. Now it was time to act as hostesses and tour guides. While in Durango members had a great opportunity to meet young pilots in training at the Mesa Development Program. These gals had such great fun with us.

Four of them flew out to Los Alamos the following week to participate in the Expanding Your Horizons program sponsored by Women in Science and Engineering. Here, our member Elizabeth Hunke volunteered as one of 14 instructors to raise the awareness of young (8<sup>th</sup> to 10<sup>th</sup> grade) gals. She had great support from eight or more of our members. As usual, we have more fun teaching than the students do learning. You should have seen those paper airplanes fly!

Not to think we had a relaxing year so far, the chapter joined with the Albuquerque chapter 99s to present a Flying Companion Seminar. We also worked with the Española School District to make presentation (eight in total) to all students in the AVID program. And there was member Lori Heimdahl Gibson disguised as the Tooth Fairy arriving by Harley Davidson to visit FWP Arlene Walsh's delighted kindergarten class.

*There ain't no grass growing under our wings!*



"Are you really the Tooth Fairy?" RGN 99 Lori Heimdahl Gibson & the Harley Tooth Mobile visit RGN 99 Arlene Walsh's kindergarten class.

## ALBUQUERQUE

By Barbara Fricke

A little late, but back in March we presented a Flying Companion Seminar with the Rio Grande Norte chapter. There were 16 attendees and, it was a great day of learning held at the Balloon Museum in Albuquerque.

Everyone used sample instruments, models and charts to help those attending to better understand each topic. We think this is the beginning of an annual event for us.



Top: Rio Grande Norte & Albuquerque 99s after a well-received Flying Companion Seminar. L to R: Greta Moore (ABQ) Kathy Hancock (ABQ), Elizabeth Hunke (RGN), Barbara Fricke (ABQ), Ginny Boylls (RGN), Susan Larson (RGN) and Anna Taylor (ABQ). Bottom: Anna Taylor with her mouth open. As usual...



On June 10<sup>th</sup>, we had an information table and display at the annual NM Pilot Bash (a BIG aviation party!) held in Albuquerque. While at the Pilot Bash, members helped to sell raffle tickets for the Bash's aviation scholarship. The Pilot Bash is always a great way to renew friendships and to recruit new members.

Four members attended the 2006 International Conference in Washington, DC. For our little chapter that is major event!

## New 99s Brochure!

By Gloria Blank, Membership Advisor

The Ninety-Nines new recruitment brochure is available for placement in airports and flight schools to catch women's attention. Order them by calling Headquarters at 1-800-994-1929 or 405-685-7985.

## EL PASO

By *Suzanne Azar*

What a great meeting/event we had on June 20<sup>th</sup>. We lived up to our reputation of hospitality as we welcomed 31 aircraft with about 65 women pilots at their first stop on the 2006 Air Race Classic.

With our members help, we treated the pilots to snacks, cookies, drinks, fruit and veggies. We also had a "Goodie Bag" that included a handy survival kit put together by Marsha Mascorro and "high Altitude" cookies prepared by Eve Fitzpatrick.

We really enjoyed meeting all the pilots as they swarmed the airfield. They

are welcome at Santa Teresa anytime, and we are thrilled to be named co-host "Top Stop."

After the stop in El Paso (and a couple of others!), Gretchen Jahn of the Colorado Chapter went on to win the Air Race Classic with Carol Foy co-pilot. They flew a Mooney M20R Ovation GX, and covered 2400 miles from Arizona to Michigan.

Many thanks go to members helping that include Debbie Reavis, Beth Oliver, Marsha Mascorro, Elissa Huggins, Mary Fulton, Polly Coleman, Debbie Torres and Pat Johnson. Eve brought several extra helpers and Pat brought her grandchildren Chad and Sara Beth.



*Left: El Paso 99s greet Air Racers. Right: Those Air Racers must be hungry folks! There was plenty of food waiting for them!*

## Houston

By *Grace Chantos*

Our first fly-in of the year was arranged by Louise Bickford to Bryan, Coulter Field. Some members flew and some drove—the folks that flew had rides with the folks that drove. We all headed to Sodalaks Restaurant where we enjoyed a wonderful meal. Would you believe that they consider a fourth of a pie to be one slice?!

After eating more than we should, we drove back to the FBO at Coulter Field. The people there are just grand and they were most gracious. We had the use of the conference rooms, where they served us coffee and cookies.

Our January safety meeting surprised Hank Henry by telling him that he was going to be inducted into the Forest of Friendship. He was so surprised that he was speechless.

Louise Bickford, Barbara Biggi, and Grace Chantos had a delightful lunch with Linda Marshall from Belgrade, Montana. She recently served on The 99s Board of Directors.

We shared a table with WAI at the Gulf Coast Wings on April 29<sup>th</sup>. Carol Brackley

and Vicky Croston were very active, holding several seminars. We honored Maybelle Fletcher at the Sunday Morning Breakfast.

Two of our members, Carol Brackley and Linda Hayes, were speakers for the May Safety Meeting. We gathered at a local restaurant for a Happy Hour and much fun was had by all.

Our Chapter plans to have a gathering about every other month in different locations in Houston just for fun and lots of talk about flying.

Happenings in the works are: doing a Compass Rose at Eagle Lake Airport and a Fly and Drive Golf Tournament at Glenlock Farms October 23<sup>rd</sup>. We are holding this very close to Hooks Airport. We will have cars at the airport to drive the golfers to this beautiful course. Our web site at [www.golf.gleannloch.com](http://www.golf.gleannloch.com) has more information about this beautiful golf course. We hope this will be a good way to find new members.

Our new officers are: Chair Linda Hayes, Vice Chair Elizabeth Frankowski, Susie Bradley, Secretary, Lois Gronau Fietz, Treasurer. We passed the torch and enjoyed Brisket and goodies June 3<sup>rd</sup>. We are blessed to have these officers.

## OKLAHOMA

By *Carol Sokatch*

Karen Baskin, Liz Lundin, Margie and Randy Richison and Ed and Poochie Rotzinger enjoyed the Carnival Legend Southern Caribbean Cruise in January. Our 99s Museum of Women Pilots cleared \$2000 and is already planning a 2007 cruise out of San Diego to Mexico and another in 2008 with Galveston port of departure.

Helen Holbird is first to offer her airplane for sale for the Wings for History program. The Museum profited handsomely. Thanks to Helen!

We are now designated as an official Oklahoma Centennial Event; Oklahoma celebrates 100 years of statehood in 2007.

February was a sad month when Norma Vandergriff, Anita Floyd-Marshall and Jack Sokatch moved to New Horizons.

Our special February meeting featured Tweet Coleman presenting "Dealing With Your Bullies," a seminar that she also presented at Women in Aviation International Conference. She is a dynamic speaker. We learned strategies to use daily and had fun.

Elaine Regier held her yearly reading encouragement program for Wiley Post Elementary School. Groups representing police, fire fighters, zookeepers, doctors, military and pilots. The aviation segment was presented by 99s Karen Baskin (military), Kelly Pietrowicz (aerobatic) and Debby Toland (private pilot). Friends of 99s, Mike Grimes (Oklahoma Highway Patrol flight) and Patrick Almond (instructor) also spoke.

When the Oklahoma Aeronautics Commission sponsored an Aviation Awareness exposition in the State Capitol Rotunda March 6, Phyllis Hensley, Margie Richison, Ann Pogson, Carol Sokatch and Wyvema Startz staffed our booth to promote International and Oklahoma Chapter Ninety-Nines, our Museum of Women Pilots and the Okie Derby and 2007 Air Race Classic Start.

Hangar renters on McCaslin Field hosted a Fly-In, Drive-In on April 22 that attracted pilots from Oklahoma and Texas. Attending from our chapter were Sue and Bill Halpain, Carol Sokatch, Elaine Regier, Karen Baskin and Gladys McCaslin. A fly-by of an Army National Guard Black Hawk rescue mission patrol was an added attraction as well as lunch at Big Belly BBQ.

Poochie continues to stress the desperate need for our chapter and section (continued on next page)



(continued from previous page)

members to participate in NIFA events.

Two booths were available for us for Lt. Governor Mary Fallin's annual Aerospace Exposition and Summit at the Cox Center on May 1 and 2.

Margie Richison had an eye-popping display to promote the 99s Museum of Women Pilots with an interactive iPod program. Margie Richison and Carolyn Smith assembled an awesome group of aviation activities for the 2<sup>nd</sup> annual 99s Museum of Women Pilots Open House on Saturday, June 3<sup>rd</sup>. Gary Stearman (yes, his uncle designed the Stearman), Henry Benedict and Tom Miller—popular KTOK radio host—broadcast live from the Museum.

Harriett Quimby, enacted by Giacenta Bradley Koontz, dressed in her 1910 clothes and displayed her purple flight togs as she talked with visitors. CAMI made available a helicopter simulator, strength test equipment and a vertigo chair.

Available all day thanks to Susan Jordan and her crew (all women except for one) was a Black Hawk rescue mission helicopter. Visitors could enter the craft and also talked to the crew. AWACs was presented by Jen Cress of our Chapter. Tinker AFB personnel talked with visitors, and FAA provided a medical examiner.

Headquarters tenant, Rocketplane, was delighted to make the public aware of their intention to begin suborbital flights within the next year or two. Girls Scouts supervised activities including paper airplane making and launching. There was a photo opportunity in a poster open cockpit plane (equipping pilot with goggles, helmet and scarf). Bonita Ades, Francis Luckhart, Elaine Morrow and Phyllis Scott helped host the event, along with Tweet and Patrick Coleman, Jen Cress, Charlene Davis, Helen Holbird, Liz Lundin, Jody McCarrell, Gladys McCaslin, Lin and Carmen Modestino, Randy Richison, Carol Sokatch and Lucille Watkins.

## Aviation Scholarships

*By Rose Lepore, Aviation Scholarship Advisor*

This year we received 12 applications for AE Scholarships, no FWP applications, and no Maule Tailwheel Training application. The Chapters submitting applications and the applicants themselves did an especially

good job of completing the application forms. The 2006 forms were completely changed from previous years and applicants had to complete them carefully. The new forms presented challenges to the applicants, Chapter AE Chairs and the SCS Scholarship Committee. Committee members reviewing the applications for 2006 were: Rose Lepore (Chairman), Clancey Maloney, Carol Rayburn and Cathy Wappler. Becky Hempel didn't participate in the committee activities this year since she was an applicant.

Of the 12 applications submitted, the Section Scholarship Committee voted to withhold three and send the remaining nine to the Trustees for further review. (The Section quota was nine applicants based on membership.) The three applications withheld had issues we could not resolve before the deadline. Of the nine submitted, six were selected as finalists. Four of the six finalists were ultimately winners.

The following is a list of the AE Scholarship applicants whose applications were selected by the Section committee to be sent to the Trustees: Cheryl Casillas (San Antonio), Natalie Corrao (Colorado), Becky Hempel (Austin), Michelle Hovey (Ft. Worth), Monica Neilsen (Ambassador) and Deb Price (Colorado). Congratulations to Natalie, Becky, Michelle and Monica for winning their scholarships!

These were all very good applications and all deserved to win. Congratulations to those who were selected as finalists, and winners, but also to those who made the effort in pursuit of their aviation goals. Those who were not selected this time should be encouraged to keep working toward their goals and try again next year.

I'm not sure why we had no FWP applications. According to the Trustees, this was the case across the organization. Maybe the opportunity to apply for this award twice a year instead of once will bring more FWP applicants forward. Money available for these awards has been an issue and consequently the number of awards is limited. Keep the FWP Awards in mind when making Chapter donations to insure that more of these very deserving ladies get an opportunity to complete their rating. The award has been increased to \$1500.

We did have one mid-year FWP application which has been forwarded to the Trustees.

Of our 2005 winners, I've received notification that all three have completed their rating: Janelle Baron (Instrument Rating),

Victoria Croston (Commercial) and Bridget Rathjen (Certified Flight Instructor).

I hope all the Chapters make their contributions to the Amelia Earhart Scholarship Fund so the Trustees will have the financial ability to award a record number of scholarships in the future. I also hope that those of you who support the Future Woman Pilot Award make donations this year for that award, and that you clearly indicate your donation is to be used for that purpose.

Application forms for 2007 should be available on the Ninety-Nines, Inc. website soon. There will be changes to the forms again this year, and although I haven't seen them yet, I believe the changes will be significant. When I know what the process will be for 2007, and the deadlines for applications, I'll post that on the Section website along with current contact information for Section Scholarship Committee members.

## Other Aviation Scholarships

There is an extensive list of aviation scholarships available on the Ninety-Nines website ([www.ninety-nines.org](http://www.ninety-nines.org)). Several of these have links to the specific website for the scholarship, i.e., AOPA ASF Scholarship, EAA Aviation Foundation Scholarships, International Society of Women Airline Pilots, Women in Aviation International, Women in Corporate Aviation, and Whirly Girls. There are also websites listed that deal with financial aid, etc.

## “LNK”ing the 99s

The Nebraska 99s invite you to the Spring 2007 section meeting.

**North Central Section** will join the **South Central Section** in a celebration of spring!!

April 27 – 29, 2007

Lincoln, Nebraska

Holiday Inn Downtown

Rates: \$79+tax

FBO: Silverhawk Aviation

Commercial: United, Northwest

Contact: [blueskies@inebraska.com](mailto:blueskies@inebraska.com)



## MEXICO ADVENTURE

By Carol Foy, Austin Chapter

What a month! I am a flight instructor and was working hard to get my student ready for a checkride. My friend Wini was finishing up a project. Looking for better circumstances, Wini suggested flying my Mooney 201 to Puerto Vallarta, Mexico.

"What? Are you nuts? That's a two-day trip, and I've never flown my plane into Mexico." I said. "Besides, I'm not sure how to use my new navigation equipment." She replied that she just thought it would be fun! So, the idea was planted.

That evening I dialed up DUATS to look at a flight plan from Spicewood, TX to Puerto Vallarta, Mexico, thinking probably at least an 8 hour trip. I was amazed when 4.5 hours popped up. Hmm! It might be doable.

Next day, I identified preparatory tasks: Buy a customs sticker, obtain a radio license, find charts, arrange for insurance, learn about Mexican airspace, practice approaches with the new Garmin, put together a survival kit, pack, get the oxygen bottle filled and calculate its endurance for two people, gather forms and documents, and check my passport expiration date. WHEW! The internet brought quick answers and a load of packages to the door. Now I was looking at charts, planning the route and getting excited about the trip. I realized that the MEA on the return leg would be at 15,000 MSL, and I had never taken the plane beyond 12,500 MSL.

Later that week, after practicing approaches with the new Garmin, I became a test pilot of sorts and climbed the Mooney up to 16,000 MSL—it took 30 minutes, and the plane climbed 300 fpm at 90 knots.

On Saturday morning just a week and a half after my friend said, "I just thought it

would be fun," we lifted off from Spicewood on an IFR flight plan. Two women in an airplane—I would never be the same! As we approached the border Houston Center handed us off to Nuevo Laredo Approach. A deep and heavily-accented voice cleared me for the approach to Nuevo Laredo (MMNL). On arrival, airport officials could not have been more accommodating. They completed a Mexican flight plan for the arrival leg from the States and filed another one for our leg to Puerto Vallarta.

The airport commandant reviewed airplane documents, my pilot credentials and the Mexican insurance policy. We were then escorted to the terminal to fill out immigration forms, then back to the commandant's office to pay about \$50 in fees. Finally, all original documents were handed back, other papers stamped, our flight plan filed, the plane fueled, and we taxied out for the trip to Puerto Vallarta.

The long climb out of MMNL to 14,000' took 33 minutes. We donned oxygen at 10,000 MSL. The green of the Rio Grande valley gave way to tan deserts, brick-colored mountain peaks and a lot of desolation.

"N377VK, report 50 DME south Torreon VOR," the controller said. I had to ask for a

repeat several times during the flight until I got the hang of the unfamiliar accent in familiar aviation-speak on the radio.

We zipped along and about an hour to go, the skies turned smoky from crop burning below, but we were able to spy the spectacular Copper Canyon, Mexico's Grand Canyon. "N377VK, radio contact, cleared for the Puerto Vallarta VOR DME 3 Rwy 22 approach." To get down from 14,000 to sea level on this step-down approach, I calculated the descent rate to be at least 1000 fpm. Down we go! "It's going to be a slam-dunk," I thought as I managed throttle and mixture, turned off oxygen and watched the needles wind down rapidly. Finally looking up from the gauges, I remarked with glee, "Look! There's the runway and the Pacific Ocean." That got Wini laughing and asking, "What did you expect—a truck stop?"

We taxied to the ramp where we were dubbed the "little plane" by the line crew, and it would rest under the watchful wings of much bigger jets. Hector, with perfect English, welcomed us, called for the rental car, collected our arrival report, and took good care of my airplane.

Later that evening with the Pacific breezes rusting the palm fronds, Wini remarked, "They are never going to forget us." She explained that after I had shut down the engine, she overheard the line crew speculating on the identity of the man and woman who flew in the "little airplane." Then she said, "I wished for a camera to take a picture of their faces when they saw two blond ladies climb out of the plane. They won't stop talking about us for a month."

We laughed and I thought about the adventure and accomplishment achieved that day. Now I'm thinking—baby steps toward commanding an international jet flight. Well, maybe so.



Carol & Wini are all smiles in Mexico!

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## SOUTH CENTRAL SECTION APPROACH

Dottie Loveless, Editor

123 Ivy Hill Court  
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Fall 2006  
Vol XXII, No. 2