



APPROACH

*The Official Publication of the South Central Section of The Ninety-Nines, Inc.
Fall 2008 • Vol. XXIV, No. 2*



JAN MCKENZIE
GOVERNOR SCS
MCKENJN@YAHOO.COM



SECTION MEETING

12-14 SEPTEMBER 2008

AMARILLO, TX

HOSTED BY THE SCS BOARD OF DIRECTORS
SEE PAGES 6-7 FOR MORE INFORMATION

HOTEL DEADLINE: **21 AUGUST 2008**
EARLY REGISTRATION: **21 AUGUST 2008**

SOUTH CENTRAL SECTION

ARKANSAS COLORADO KANSAS LOUISIANA NEBRASKA NEW MEXICO OKLAHOMA TEXAS

TABLE OF CONTENTS

SOUTH CENTRAL SECTION BOARD OF DIRECTORS 2008-2010

- 3 *Approach* Editors comments
Cover Picture Approach TX78
- 4 SCS Governor's Message
Chapter Newsletter Request
- 5 99s International Board
Colorado Chapter
- 6-7 Schedule & Registration - Fall 2008
Section Meeting in Amarillo, TX
- 8 Eulogy for Margie Richison
- 9 Oklahoma Chapter
- 10 How High Hypoxia
- 11 Brazos River Chapter
- 12 Brazos River Invitation

Governor Jan McKenzie
970-686-1233
mckenjn@yahoo.com

Vice-Governor Jody McCarrell
870-642-2508 or 903-278-0439(c)
jmccarrell@windstream.net
jody99@ipa.net

Secretary Cathy Wappler
281-693-7107
cwappler99@hotmail.com

Treasurer Lisa Ward
817-680-0122
luv2fly530@yahoo.com

Director Jo Agee-Housler
210-646-7739
jeveagee4@yahoo.com

Director Charlotte Larson
214-682-7920
charollette.m.larson@suddenlink.net

Past Governor Chris Swain
972-285-8286
Chris56m@aol.com

Vol. XXIV No. 2

Fall 2008, 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.

Neither the Editors, the South Central Section of The 99s, Inc., nor its Board of Directors are responsible for the accuracy nor authenticity of any of the content of this publication nor for that contributed by members and advertisers who do so without remuneration.

No material may be copied or reproduced for sale or for any other purpose without the written permission of the Editors or the South Central Section Board of Directors.

Editors: Ellie Block (comtrend2@waymark.net)
Nan France (franceflyer@hotmail.com)

NEXT DEADLINE: 23 January 2009

APPROACH EDITORS

By Ellie Block

Editors of the Approach! Wow! When Nan and I decided to take on this job, we had spent hours talking to Anna Taylor and Dottie Loveless, as well as people in printing houses. Learn – we like to learn! And learning is mostly what it is all about at this point. Deadlines, yes, pressure, yes, coordinating different ideas from different people, yes, but we can do it! After all, didn't we learn to fly in a predominantly male field?

Meanwhile, a little about us - Ellie learned to fly when she was 55. Her husband who had flown since he was 16 insisted that she take a pinch hitter course at an AOPA convention. After that, why not fly – landing the plane is the hardest part. After a couple of other airplanes, they bought AOPA's Better Than New 172 in 1999 and have flown it ever since. Joining the Fort

Worth Chapter of 99s helped widen the flying experience by meeting many successful women who flew. After helping around the edges for many years, Ellie became editor of the Glideslope, the Ft. Worth 99s newsletter. She and her husband also are editors for the Longhorn Chapter of the Short Wing Piper Club. Part of her previous experience had been teaching everything from 2nd grade music to high school computer science for 29 years. Then Ellie and her husband started a computer software business which dealt with vehicle leasing. They also got into real estate investments and rentals, which they still do.

Suggestions, please, we need them. Articles, please, we need them. Please follow our deadlines, as we have a lot of pressure to get this done on time. Also, we need a contribution for the next Approach cover and a story to go along with it for the 'About That Approach' section. Please submit your

articles and pictures by January 23rd.

We appreciate all the contributions and suggestions. We really need to give a special thanks to Anna Taylor for her unending patience in answering stupid questions and for her diplomacy when things weren't right, but she leads you to discover that yourself. Thank you, Anna, we couldn't have done it without you! The next issue of the Approach will contain words of wisdom from Nan France.



Ellie Block and Nan France

ABOUT THAT APPROACH - TX78

By Ellie Block

In the early 90's, my husband, Ed, decided we needed an airstrip. We didn't have an airplane yet, nor a hangar, but that didn't matter. After much consideration, we hired a company to build the airstrip. No matter that the approaches were a bit difficult, no matter that it would be only 2100 feet, nor that it had a 50 foot slope from north to south, build it we did. A stock pond had to be removed, almost losing a very big piece of construction equipment in it. Mesquite, oak and pecan trees had to be removed. At last, it was completed. And we eventually did get a hangar and an airplane.

If you fly into TX78, we will tell you to land uphill, coming down between the trees on the south end, if the winds is 10k or less. If not, you will have to land over the 45 foot wires at the north end, but there are 3 orange balls to tell you where the wires are. Also, you will take off downhill, going across the creek at the end before you get to the hill and trees. Even though I didn't learn to fly until I was 55, my little Tri-Pacer seemed to love this airstrip. Also, we have many friends who land here and we have fly-ins for groups we belong to about twice a year. But if you ever do want to fly in, please let us send you more information! Once down, you can taxi right to the swimming pool or down to the lake to do some fishing or hiking.



The picture is N172B taking off downhill over the hill and trees. As you can see, we really make a leap of faith and make very sure we have a well performing airplane. We added vortex generators for better control at slow speeds and a tuned exhaust system to give it extra oomph. Other modifications to the airplane we have made include a docking station for our Garmin 496 in the avionics stack in addition to the original Garmin 155, a new technology 406 MHz ELT, a bar graph engine analyzer and two additional strobes.

A special thanks goes to my husband, Ed, who has contributed to my flying experiences and who encourages and helps me in all my endeavors, including doing the Approach.



GOVERNOR'S MESSAGE

HELLO SOUTH CENTRAL SECTION 99s

As a follow-up to the induction of new officers at the Spring meeting in Albuquerque, I would like to introduce the 2008-2010 Section leadership group. We are all looking forward to working with each of you in the upcoming two years.

Vice Governor.....Jody McCarrell

Secretary.....Cathy Wappler

Treasurer.....Lisa Ward

Directors.....Jo Agee-Housler,
Charlotte Larson.

AE Scholarship.....Rose Lepore

Awards.....Gloria Blank,
Laura Richter

Bylaws.....Beverly Stephens

Legislation.....Charli Lamb

501(c)(3) Tax.....Kris Irvin-Herron

Membership.....Anne Whonic

NASA Project.....Jill Williams

Webmaster.....Linda Horn

Approach.....Ellie Block,
Nan France

Nominating Committee:

Jerry Ann Jurenka,

Stephanie Roberts,

Mary Wheelock

Have you been wondering how to increase membership of your chapter? Do you want to insure your chapter is recognized for its activities and aviation accomplishments? Is one of your chapter members or a local Future Woman Pilot interested in the 99 Scholarships? Our Section has Committee Chairs in each of these areas and many more—and they are all ready to help. Call them, email them—start a dialogue or ask a question. They, along with your Section Officers, are here to serve you.

As Governor, I have two primary goals for this term. First I would like each chapter to share information about their interesting and successful projects, events, programs and activities with the rest of us. I will contact Chapter Chairs and ask to be put on the newsletter mailing list. I will also ask to be informed of special events that don't necessarily get formally mentioned. Then, periodically, I will share the reports and success stories with all the other chapters. Thus, I will try to be a clearing house for good news and good ideas. We can help each other to

better serve our members.

My second goal is international. The South Central Section is the sister unit to the currently inactive Mexico Section. The past Mexico Section Governor, however, is trying to reestablish the group. I have been asked by our International President to offer our support for this effort. We can help our sisters south of the border. We have a lot of good information in our Section SOPs, Chapter Chair Books, and Advisory Committees that might be beneficial to a young, up-and-coming Section. Also, the Mexico 99s are planning a "National Reunion." If the Reunion occurs, to offer maximum support, I will try to attend. Please let me know if you would be interested in making the trip—or if you have any other ideas to encourage this group to become active 99s again.

A few comments on the Spring 2008 meeting are in order. The Albuquerque Chapter did an outstanding job of hosting the event. For example, Friday afternoon we were given a special tour of Eclipse Aviation, manufacturer of a very light jet (VLJ). Their back-order for over 2000 planes is a great confirmation that with the right product aviation is still exciting and growing.

Our gentlemen guests were taken to a great balloon rally. They had an opportunity to act as chase crew for some flights. Several even got rides across the beautiful morning New Mexico landscape. Thanks to Barbara Fricke for one of the best Section Guests tours ever. For a small chapter, Albuquerque did a GREAT job.

If you missed the Spring 2008 Business Meeting in Albuquerque, here is a quick recap on the 2007 International Conference finances. Our goal was to break even for the conference. However, due to three circumstances, we made a profit. First, Sue Osborne from the Colorado chapter was able to secure over \$9,000 in corporate and organization donations to the conference; this was significantly more than expected. In addition, Bev Sinclair and Peggy Long were charged to sell enough ads to cover the cost of printing the full color Conference Program. In fact, they sold far more; revenue exceeded costs. Third, there were almost 200 part-time registrants which increased registration revenue. Total registration was 298 99s and over 100 guests.

The Conference net receipts were in excess of disbursements by \$20,783. By our Conference SOPs, 60% of this was remitted to International while 40% or \$8283 came to our Section. In addition, every Section hosting the International Conference may either engage a professional planner or assume all of the planning responsibilities and keep the regular planning allotment. The Section did not use a professional planner, and so we retained planning monies in the amount of \$9525. Thus, the total receipts to the Section from the International Conference were \$8283 + \$9525 = \$17,808.

At the Spring Section business meeting in Albuquerque, the membership voted to disburse most of these monies as follows:

\$5,000.....Endowment Fund

\$2,000.....Museum of Women Pilots

\$1,000.....AE Birthplace Museum

\$7,000.....Headquarters building

Maintenance Fund

\$1,000.....NIFA

\$ 500.....Endowment Fund Trustees

Operating Expenses

Thank you for your support and I look forward to a fun and exciting two years!

Jan McKenzie



JAN AND HER MOONEY OVER THE CONTINENTAL DIVIDE

99s INTERNATIONAL BOARD

By Frances Luckhart

The International Board of the Ninety-Nines consists of the President, Vice President, Secretary, Treasurer and four Directors, with the immediate Past President as a source of information and guidance as needed.

Twice a year once in the Spring and again in the Fall, the Board meets in Oklahoma City for two days to attend to the business of the Organization. Reports from the Trusts and Committees are heard and discussed. If any action is needed the Board will discuss it and vote yea or nay.

The Governors from all sections attend the board meeting and give updates regarding their sections. The Governors have a meeting during the two days and report to the Board their ideas and concerns. The Council of Governors spokesperson makes the report; she is elected to this position by the other Governors and serves for a year.

The Board meeting is open to all members and we encourage you to attend at least one Board meeting. I know it was an eye opener for me the first one I attended. Your elected officials work very hard during the two day meeting.

COLORADO CHAPTER

By Natalie Corrao

On an overcast and windy morning, thirteen Ninety-Nines and friends swooped into the Wings over the Rockies Air and Space Museum (www.wingsmuseum.org) located in Hangar One at the former Lowry Air Force Base in Denver, CO to paint a compass rose. The museum contains aircraft and space vehicles as well as uniforms. There are exhibits of The Ninety-Nines, the Flying Tigers, and the Science of Flight. The collection includes a B-18A Bolo, an Alexander Eaglerock and an Apollo Command Module.

The Colorado Chapter's Airmarking chair, Jan McKenzie, coordinated adding a compass rose next to the small runway display where children of all ages pedal toy planes. As we were working, I heard a little girl about four say to her dad "I want a pilot's license." The dad said she was too young but I had started dreaming of being a pilot at that age.

This compass rose created a challenge for the Chapter, which usually does several full size ones a year. The average compass rose is 80 feet whereas this compass rose was 10 feet. At first it seemed easy to just

change all the dimensions by a factor of eight. But it wasn't that easy. Usually, we use rollers in many areas; for this one, we used one and two inch brushes. The templates needed to be recreated to the smaller scale and the fine lines would be seen at 2 feet so the lines needed to be more exact than the ones at an airport.

The group laid out the compass rose and then it was carefully filled in. Tami Shores carefully painted the interlocking 99 in the middle circle and with Natalie Corrao at the "N", Emily Warner at the "E" and Margot Plummer at the "M", I mean "W", the Colorado Ninety Nines added one more mark in aviation history. Other painters were Chris Bentley, Vanita Gallo, Donna and Rick Gerren, Anita Hessin, Linda Horn, Jan Lonsdale, Jade Dillon, Margaret Rothermel, Stephanie Wells and Dean Jaros.



Colorado Chapter painting a compass rose at the Wings over the Rockies Air and Space Museum



**“BACK IN AMARILLO AGAIN”
SC SECTION MEETING
AMARILLO, TEXAS
SEPTEMBER 12 – 14, 2008**



There has not been a formal 99 event in Amarillo for a long time. Much has changed in recent years, so please accept the South Central Section Board’s invitation to come back. Aviation is important here. As you land at the International Airport, it is even possible that you might catch a Bell tilt-rotor Osprey in the act of changing from hover to conventional flight.

The featured tour will be the dramatic scenery of **Palo Duro Canyon**. The second largest gorge in the U.S., Palo Duro features pinnacles, buttes, and mesas, all displaying unbelievably brilliant banded layers of rock in orange, red, brown, yellow, grey, maroon, and white. Eons of water and wind erosion have exposed views that, if it is sunny, are fantastic; if it is cloudy, the views are merely amazing.

Come visit the River Breaks Ranch and get a taste of the real cowboy lifestyle. With just a 10-minute drive from Amarillo, we will ride through a canyon on covered wagons while watching a stampede storm past. Then we will join the working cowboys for a real ranch dinner. The fun does not end there; at the campsite, we will be entertained by horse races and authentic cowboys roping steers.

For guests (49½s and others), we have both a serious museum and a wonderful spoof. The Panhandle Plains Museum focuses on the immediate area; it features exhibits about topics as diverse as Colt firearms, Native American art, and local archeology/paleontology. Very much a class act, Cadillac Ranch is a take-off on the dramatic druidic monument of Stonehenge, in England. Rather than stone monoliths, this display features upended automobiles, half buried.

Schedule

FRIDAY – SEPTEMBER 12

1:00 – 4:00 pm	Hospitality Room Open
1:00 – 4:00 pm	Fly Market Open
1:00 – 4:00 pm	Registration
3:00 – 4:00 pm	Section Board of Directors meeting
4:00 – 5:00 pm	Governor’s Forum (all 99s invited)
5:30 pm	Dinner at Big Texan (meet in lobby)

SATURDAY – SEPTEMBER 13

8:00 – 9:00 am	Registration
7:00 – 9:30 am	Breakfast on your own
9:00 – 12:00 pm	49½ activity – Cadillac Ranch and Panhandle Plains Historical Museum
9:30 – 11:30 am	Business Meeting
11:30 – 1:00 pm	Lunch on your own (TGIFriday’s in hotel)
11:30 – 1:15 pm	Hospitality Room Open
11:30 – 1:15 pm	Fly Market Open
1:30 – 5:00 pm	Tour of Palo Duro Canyon with Park Ranger (meet in lobby)
5:30 pm	BBQ Dinner at River Breaks Ranch (meet in lobby)

SUNDAY – SEPTEMBER 14

7:30 am	Breakfast on your own
---------	-----------------------



**“BACK IN AMARILLO AGAIN”
SOUTH CENTRAL SECTION FALL MEETING
AMARILLO, TEXAS
SEPTEMBER 12 – 14, 2008**

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 _____

Do you want a Fly Market Table? _____ (**NOTE:** there will only be room for three 6' x 2' tables, so you will have to share and it will be first registered to reserve a table.)

Full registration package for 99s and guests includes Hospitality Room, Palo Duro Canyon tour and Saturday BBQ dinner.

Early Registration (postmarked before **August 21**) _____ @ \$70 each = _____

Regular Registration (postmarked August 21 or later) _____ @ \$80 each = _____

Guest tour (Cadillac Ranch and Panhandle Plains Historical Museum) _____ @ \$25 each = _____

Total (**MAKE CHECKS PAYABLE TO SCS NINETY-NINES**) _____

Friday night dinner attendance at the Big Texan (pay individually) _____ (how many will be going)

No refunds after September 1.

HOTEL: Ambassador Hotel
3100 I-40 West
Amarillo TX 79102
Ph: 806-358-6161 or 800-817-0521 or Fax: 806-358-9869
E-mail: reservations@ambassadoramarillo.com
Tell them you are with The South Central Section of the Ninety-Nines
\$89 (+ tax) single/double 1-4 people in room (deadline: **August 21**)

AIRPORT: Rick Husband Amarillo International Airport (AMA)
General Aviation FBO: TAC Air
After arrival, call the hotel at 806-358-6161 for pickup. Be sure to tell them if you are at main terminal or at TAC Air.

<u>Arrival Information:</u>	Arrival date	Arrival time
Commercial: Airline _____	_____	_____
Private: N _____ Aircraft type _____	_____	_____
Driving: _____	_____	_____

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

For questions, contact: Jan McKenzie, email mckenjn@yahoo.com or call 970-980-9944.

MARGIE RICHISON

September 1, 1941-April 6, 2008

By Liz Lundin

People come into our lives for a reason, and many times it is to meet a need we may have expressed outwardly or inwardly. They come to assist us through a difficulty, provide guidance and support or to aid us emotionally or spiritually. Margie came into all of our lives to enrich them in so many ways, to bring us joy, to give us confidence, and to inspire us to our full potential but most of all to be a loving and caring friend, wife and mother. She left a part of herself with all of us, and we are infinitely better because of her presence.

We met 5 years ago when I arrived in Oklahoma City from Seattle to work for the 99s, and it was an instant friendship that was made stronger by our mutual love of flying. We seemed to operate on the same wave length. We were joined at the hip. She was my soul mate, but most of all she was my friend. We talked at least 3 times a day and went to all 99 events and meetings together. If you had a question about the 99s or the Museum, you would get the same answer from either one of us. They say love is blind, but friendship is clairvoyant. Who was this amazing woman?

Marjorie Jane (Wilson) Richison was born September 1, 1941, in Little Rock, Arkansas, to Robert and Emily Wilson. She graduated from Nebraska City High School in 1959 and the University of Nebraska College of Nursing in Omaha in 1963.

She fell in love and married Randy Richison, and they would have celebrated their 42nd wedding anniversary this July. They moved to Oklahoma City in 1967 and to Norman in 1973 and have lived there ever since. They have two beautiful daughters, Cindy and Diane, and four adored grandchildren, Hannah, Jack, Ethan, and Grayson. During Grayson's first year Margie took care of him 2 days a week, and I would go over and help. We laughed about the fact that we took care of our children alone, but it took two of us to take care of one little baby. We went to the mall one day and couldn't get the stroller opened. They certainly had become complicated. We had to go find a mother with a small child to open it for us. Margie also had Hannah & Jack for a week, and we had a great time spoiling them. She loved her family so very much, and they were the center of her world.

Margie was a Registered Nurse for the Norman Hospital Emergency Department

and for the Norman Clinic. She was a Nursing Instructor for the University of Oklahoma College of Nursing and the Moore Norman Technology Center Nursing Program. She was known affectionately by her husband as Margie the Nurse.

She learned to fly at the University of Oklahoma Department of Aviation and became a highly respected, inspirational Ground School and Flight Instructor for OU. She joined the 99s, an International Organization of Women Pilots and was very active in the Oklahoma Chapter. She loved to race and won first place in two Okie Derby Air Races and flew in the last two Air Race Classic races. This is an all women's transcontinental air race that started in 1929. She has been Chairman of the Board of Trustees of the 99s Museum of Women Pilots in Oklahoma City for the past four years. She has taught many people to fly and encouraged many more to learn to fly.

In addition to all of her aviation activities, she was a member of St. John's Episcopal Church, the Daughters of the American Revolution, and the PEO. She was a CASA Volunteer and was named the Junior League and the United Way "Volunteer of the Year" in Norman in 1998. Every summer she spent at least 2 weeks at Pelican Lake in Minnesota, and in 1992 she wrote a book, *Living Near to Nature's Heart: The History of the Pelican Lake Outing Club*. I spent a weekend with her at Pelican Lake, and we took the jet skies out on the lake. It was a sight to see. My jet ski broke down. Margie decided that I should climb on with her, and we would tow mine back. You know what happened: as I tried to climb from mine to hers, they separated, and I fell in the water. When we stopped laughing, I swam to shore, and she went for help.

She loved to travel and visited China, Russia, Africa, Ireland, Europe, New Zealand, and Australia. I think she would have spent every waking minute traveling to some far off place on the globe if she didn't have so many other projects. She often told me that the only thing wrong with me was that I didn't like to travel. I was glad she only found one thing wrong with me. She did get me on a couple of cruises and at least two to three trips a year. We toured the Navy Ship, the Amelia Earhart, during the construction and talked to the Navy about getting the 99s involved in the launch. The ship launched on Sunday. She

was full of ideas, plans, and projects and did more in her 66 years than anyone I know. She was an inspiration to all of us to do more in our lives and to be involved in living every day to the fullest.

One of her most ambitious achievements was Chairman of the Board of the 99s Museum of Women Pilots. When she first became involved with the museum, it was little more than a very nice storage place for a lot of artifacts and history and was virtually unknown in the community. She spent countless hours improving the museum, inspiring volunteers, raising money, and promoting it all over the city. She would speak before any group and did many radio and television appearances. She set up special events and had newsprint and TV reporters and cameramen cover the events. She was a tireless fund raiser, which has resulted in many improvements and a sound financial basis. The Museum is now known all over Oklahoma City and by aviation and aerospace museums all over the US. The attendance has doubled and is continuing to climb. She inspired volunteers with her tours. She couldn't balance a checkbook, and she always said she wasn't overdrawn - Randy was just under deposited. She hated paper work but loved to write thank you notes for contributions. It didn't matter. We would do her paper work and keep her organized. Two years ago she had an idea. She wanted a new museum built with the latest museum technology and wanted to get a Donald Reynolds grant to pay for it. She met with Alan Brown, the architect for the Oklahoma Art Museum which was constructed with a Reynolds Grant, and considered the possibility. She talked to people and spread the idea around, and it took shape. The 99s are now applying for a grant, and someday Margie's dream may come true.

Margie was loving and caring toward everyone and always believed in the best qualities of people. She loved to knit and do that puzzle with all the numbers in it. Her garden was a great delight, and we spent every spring planting annuals in every pot she could find in her backyard. I never knew anyone could have so many pots. I will always think of her when I see flowers in the spring. We sold Diane's puppies on the corner in Norman on a hot summer day, and she convinced me to take the runt who was so little and cute. She is now 52 pounds and my companion. Thank you so much, Margie, for knowing what I needed even when I didn't. All I would have to say is, "Do you want to

go see Margie” and Misty would run and jump in the car. She loved Margie as much as we did.

There are so many facets of this amazing woman I could talk about her for many more hours than the short time they have given me. I loved her humor and love of life and trusted her wisdom and creative ideas.

I would like to close with a poem. This is what I think she would say to all of us.



Please make any donations to the Museum of Women Pilots, 4300 Amelia Earhart Lane, Oklahoma City, OK 73059, or your favorite charity.

When I Am Gone

Attributed to
Collius Norwood

When I am gone, release me, let me go.
I have so many things to do and see.
You mustn't tie yourself to me with tears.
Be happy that we've shared so many years.
I gave you my love.
You can only guess how much you gave me in happiness.
I thank you for the love you each have shown,
But now it's time I traveled on alone.
Though you can't see or touch me, I'll be near,
And if you listen with your heart you'll hear
All my love around you, soft and clear.
And then when you must come this way alone,
I'll greet you with a smile and say, "Welcome Home!"

Added lines by Liz Lundin:

Good bye my friend, keep the wind beneath your wings,
and I wish you blue skies and tailwinds
You have given me so much.
God has you in his keeping, and you will always be in my heart.

OKLAHOMA CHAPTER

By Carol Sokatch

Early in December our Chapter united with the Oklahoma Pilots Association for a Christmas party (buffet and a band for dancing). In February, we again held a joint meeting with that group to hear a speaker describe his father's two weeks of survival in Alaska after a plane crash.

Sue Halpain chaired our Membership Reception which was held in the Museum of Women Pilots on Sunday, March 9. We welcome Leona Armanda, WFP, Janice Love and Nicole Dresback as new members. And we were under budget for the event!

Sue and Bill Halpain represented our chapter at the Albuquerque Section meeting and enjoyed a weekend of skiing at Santa Fe.

Sadly we attended the memorial service for Margie Richison who passed to New Horizons April 6. We will miss our vivacious, energetic friend. Carolyn Smith is now Chairman of the Board for the Museum of Women Pilots. Poochie Rotzinger, Jen Cress and Mary Ann Pata continue their weekly volunteering at the MWP.

Theresa White and her copilot Terry Carbonnell form Team Wild Momma, #11

for this year's Air Race Classic and were at the 2008 Sun and Fun and a trip to Bermuda. Terry designed and made two quilts which were raffled to help defray their expenses. Ann Pogson won one of the quilts, and her children will enjoy it as they play Okie Derby with each other.

Congratulations to Gladys McCaslin on being awarded a special trophy as Friend of the Cadets by the Oklahoma CAP Cadet Wing.

Saturday, May 10 the Kansas, Oklahoma and Tulsa Chapters scheduled a joint meeting for fun at Enrique's Café in the terminal of Ponca City Airport. Dana, Trent and Mark Gibson and Phyl and Bob Howard flew in from Oklahoma City as did Kansas Vice Chairman Mandi Bellamy and Josh. Using ground transportation were Kansas Chairman Linda Black and Ron and from the south Charlene Davis, Rita and Leonard Eaves, Donna Jackson, Elizabeth Kondor, Elaine Regier, Poochie and Ed Rotzinger. Charles Perry (Jan Perry's 49 1/2) and his parents were at Enrique's for lunch too and were welcomed. A lot of visiting was accomplished over a fabulous meal.

The Oklahoma Chapter of Women in Aviation cohosted the 4th annual Museum of Women Pilots Open House on Saturday, June 7. Seminars (Wings certified) included

safety and survival by CAMI Director, Dr. Antunana, Jen and Alex Cress on special use air space, Tweet Coleman on training in light jets. Metro Tech and flight schools had information tables. Remote control model airplanes were on display and model rockets were demonstrated. Also featured was a FAA medical examiner, computer simulators, and a special children's activity, under guidance from Girl Scouts, whereby kids could get endorsements at various stations, including a mini-physical and receive an official MWP pilot's license (not to be used for flight).

The 30th Annual Okie Derby was chaired by Phyl Howard, who chaired the very first one. The event was staged from Wiley Post Airport and the Page Building with the banquet at the Biltmore (same place as last year's ARC and Okie Derby banquets).



HOW HIGH HYPOXIA?

By Linda Horn as told to Dean Jaros

© 2006 Dean Jaros

Twenty-four years ago, I attended a Ninety-Nines meeting in Houston. Our officially planned activities included a tour of the NASA space center. Among the many attractions was the oxygen deprivation or hypoxia chamber. Essentially, this facility is a large steel tank inside of which ten or twelve people may occupy test stations. The amount of oxygen in the tank's air can be manipulated to simulate conditions at sea level, 30,000 feet or any elevation in between.

The purpose of this chamber is to train astronauts, high-altitude pilots, or others who may find themselves in oxygen-poor environments. Clearly, it is far better to learn how one may react to hypoxia while safely in this tank rather than while experiencing an actual emergency in an airplane or spacecraft.

All ten of us on the tour were invited to do a hypoxia test. I was delighted—not only because it would be a novel, interesting experience, but also because at the time I really was a bit concerned about my respiratory ability. Though I had flown my 180 hp modified Cherokee for many years without incident, I was at the time a smoker. I knew that smoking had the potential to reduce one's oxygen-processing capability. The results might have a lot to tell me.

All of us entered the chamber along with a trained instructor who was from the outset equipped with an oxygen mask. According to a fixed regimen, the oxygen content of the air was reduced. First we went to the equivalent of 8,000 feet, similar to that of a typical airliner cabin. That level was maintained for several minutes. Then we went progressively "higher." At each level, we were given simple tasks to perform—such as adding a column of figures or recognizing common words.

When a person could no longer complete these tasks correctly, or at the onset of other signs of incapacitation, she was given an oxygen mask. Each person's "score" was determined by the altitude, and elapsed time at altitude, at which this occurred.

I no longer remember my exact altitude or the length of time I endured it. But I sur-

vived longer without oxygen than most of my colleagues. I felt quite vindicated. I must have very good innate breathing ability.

So, I told myself, I do not have to worry too much about hypoxia. As long as I remained below FAA-determined altitudes, continued flying in the Rockies would be problem-free.

And so it was for seventeen years. Moreover, during that time I had stopped smoking, so I figured that my hypoxia resistance might even have improved.

Then, in 1999, Nancy Reinhardt and I decided to fly the Denver to Jackpot NV air race once again. The outbound trip was fun but completely uneventful, even to the point of not winning anything. My Cherokee is not a stock airplane and so it never gets a good handicap—at least this is what I tell myself.

But the return trip was another matter. It was a hot early afternoon by the time we made our fuel stop at Rock Springs. To avoid having to fly through mountain passes, to avoid turbulence, and to avoid heat, we determined to fly the remaining distance VFR at 11,500 feet. In retrospect, I realize that it had been about a year since I had been at this altitude for any sustained period.

Nancy was flying this leg while I, equipped with GPS and sectional chart, was navigating. I had planned a reasonably direct route home passing south of Medicine Bow Peak, crossing the Front Range north of Fort Collins, and then turning due south to Jeffco.

But soon I knew that something was amiss, although I did not mention this fact to Nancy. The GPS seemed to be giving me bad information. As I peered out of the windshield and consulted—carefully, I thought—the sectional chart, I was certain we were well south of where it was placing us. Believing my senses instead of the instruments, I edged us further north, away from the higher terrain that I imagined would soon loom before us. Had Nancy been familiar with the route, landmarks would have told her that I was grossly wrong. As it was, she dutifully followed my instructions.*

Without a clue and way off course, we continued east. Eventually we were clear of all the higher terrain and Nancy announced

her intention to descend. I don't remember agreeing, but we started down. At a lower altitude, things started to look very different. It turned out we were nowhere near Medicine Bow or Fort Collins. Instead, I realized we were due east of Casper! Of course, this realization was confirmed by a now unclouded look at the GPS. Able to reason a little better, I set a new course for Jeffco where we arrived without further incident.

There was never any real danger. Nancy is a fine pilot and she was not about to fly into terrain or let us go until the tanks ran dry. But it is clear that in less benign circumstances, an error of this magnitude could have been disastrous.

At first, I was reluctant to accept that this had been a hypoxia incident. Were we not flying at only 11,500 feet? Had I not, in a sophisticated NASA test, demonstrated superior oxygen-deprivation response?

Two facts answer these questions. First, as I should have remembered from the hypoxia chamber, individual people vary in their susceptibility. There is nothing sacred about 12,500 feet. Many people will indeed give out at much lower levels. Second—and this I learned subsequently—people generally become more prone to oxygen starvation as they age. Like much else in human physiology, the body's O₂ processing equipment just runs down with time.

In short, on the basis of a 20 year old NASA test, I lulled myself into a false sense of security. Though this security worked for a time, the return trip from Jackpot was a far more relevant learning experience. The next week I went out and bought a portable oxygen bottle. Now, if I fly over 10,500 feet for more than 15 minutes, I use it. No exceptions. Admittedly this is a personal criterion, but it has kept me hypoxia-free ever since.

My advice to any pilot is straightforward. Does something seem not quite right at an altitude that was perfectly comfortable a year or so ago? Does a detail or two of a flight—even one below 12,500 feet—escape your memory? If so, accept that you are getting older, get out the cannula and the tubing, turn on the valve, and breathe easy.

*This strong distinction between "pilot" and "navigator" turned out to be an example of poor Cockpit Resource Management (CRM). The original plan was for Nancy to pilot as we searched for lift to cross the Rockies while I was to keep track of our position. Nancy and I should have discussed the flight more thoroughly beforehand, including route, altitude, and prominent landmarks. In this way, we would have been more of a team with each knowledgeable of goals and planned procedures. Under such conditions, any errors of one are more likely to be recognized by the other.

BRAZOS RIVER

By Bonnie Lewis

In January the Brazos River chapter gathered at member Kathleen Bales beautiful new hangar home with the local Zonta chapter as our guests. We enjoyed getting to know each other as we shared a potluck meal followed by member Donna Kelleher's presentation of Amelia Earhart's accomplishments.

Chairperson Lana Kraeszig along with her son-in-law, Lt Col Selectee, Brad Gillette, made arrangements for a wonderful tour of the Sheppard AFB Euro NATO Joint Jet Pilot Training (ENJJPT) base in February. Twenty five Brazos River 99s and their guests arrived at the Kickapoo airport in six airplanes and two cars. We rode a bus to Sheppard where we were treated to a point presentation, a lite lunch, and the use of two T-38 simulators for an hour and a half. Each 99 had a turn flying the simulator with an instructor through take off, loops, rolls, low passes and landing. We also inspected and took pictures of a T-37 and a T-38 on the ramp and got a look at the new T-A6 II Texan trainer. It was our joy to take Kelly Rapp, a high school junior with her private license only two weeks old, to Sheppard with us. As a young woman looking forward to an Air Force career, Kelly was given special treatment. She tried on a G-suit, was given use of her own simulator and taken to the flight line. This trip was a highlight of our year.

At the February chapter meeting member Debbie and 49½ Dick Keyt introduced their Dennis Polen Aviation Educational Foundation. Each summer they offer a paid internship to an aviation student. This summer Amy Getzsch will be finishing her private license with them as well as working on projects in their extensive shop. The chapter made a contribution to the Foundation.

WASP REUNION IN SWEETWATER

Major Bridget McNamara, USAF

Mary Vandventer

Ty Hughes-Killen,

Major Nicole Malachowski, USAF

Betty Jo Streff Reed,

Flora Belle Reece

Dorothy Lucas

BRAZOS RIVER 99s IN FRONT OF THE T-38 AT SHEPPARD AFB



Bonnie and Tom Lewis flew to Albuquerque for the South Central Section Spring Conference in March. In spite of 50 mph head winds, this was one of the best Sections yet. Many thanks to Albuquerque. After finding Amelia Bearhart in a Geocaching game, Bonnie and Tom have had lots of fun sharing Amelia's travels on the Section web page.

In April the chapter and friends of the chapter flew out to the Crawfish Open, an annual Festival held in Llano, TX. Barb Wilson arranged for us to have the airport van for transportation to the festival. We ate all the crawfish and BBQ we could, enjoyed the lake, the crafts and the rodeo. Amelia particularly enjoyed her first crawfish and her first ride on a horse.

Also in April, Lana Kraeszig, Karen Sparks and Sally Perkins attended the christening and launch of the USNS Amelia Earhart. They sat up front in a section reserved for 99s and were thrilled and impressed with the festivities.

On Memorial Day weekend several 99s and guests flew to Sweetwater, TX,

for the WASP reunion. It was a very special event attended by five WWII WASP, a van load of cadets and one instructor from the Air Force Academy and Major Bridget McNamara, USAF, the first woman B1 Instructor pilot. The evening speaker was Major Nicole Malachowski, USAF, the first female Thunderbird pilot. 120 guests attended the evening banquet.

Nona and Max Meinen hosted the chapter's spring picnic and installation at their beautiful lake house in Grandview, TX. A tour of a neighbor's Native American museum was an added treat this year.

The chapter celebrates its member's joys and accomplishments. Sandra Winfield was reelected EMS chief at Pecan Plantation. Crystal Campbell has returned to college in pre-pharmacy. Barb and Steve Wilson have done the first flight of their rebuilt Swift. Bonnie and Tom Lewis' RV7A has a beautiful new paint job. Several members are studying their new WAAS GPS. 49½ Dick Keyt retired from American Airlines. Blue skies and tail winds to all.



SOUTH CENTRAL SECTION APPROACH

Ellie Block & Nan France, Editors

PO Box 306

Alvarado, TX 76009

Fall 2008

Vol. XXIV, No. 2

Brazos River invites you to

"At Home on the Airstrip II"

Honoring our Military Women Aviators

May 15 - 17, 2009

Stay in a home on the airstrip, or camp on the river, or stay in the Inn. Plan to spend a casual weekend on the airstrip complete with airplanes, hangar parties and plenty of hangar flying on the porch. Watch for more details and registration in the next "Approach." Ya'll come!!

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.

Jan M^cKenzie

332 N. Shores Circle
Windsor, CO 80550

OR

mckenjn@yahoo.com