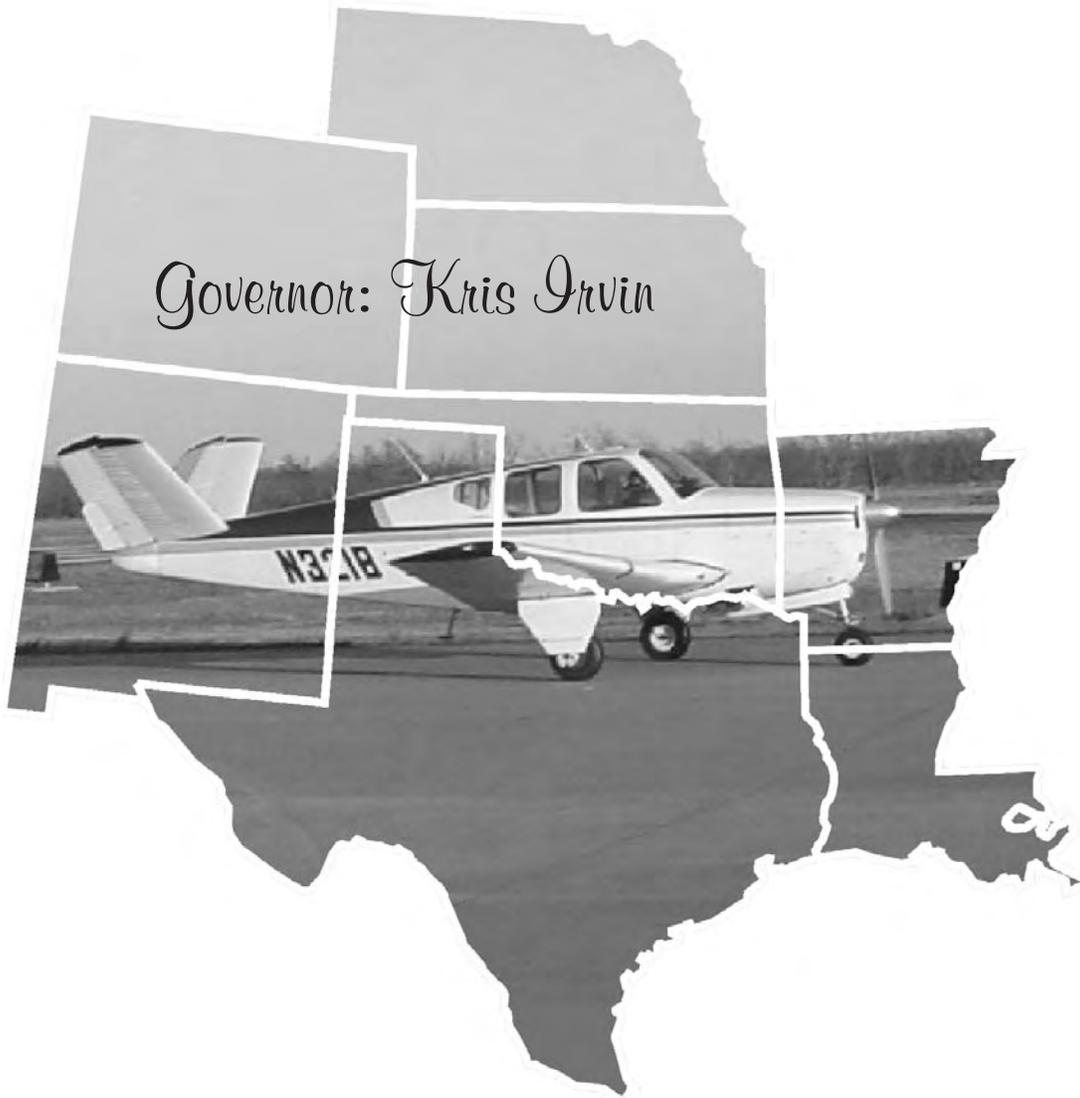




SOUTH CENTRAL SECTION APPROACH



SCS
99s



NEXT SECTION MEETING:

Wichita, KS

19-21 May 2006

Hosted by the Kansas Chapter

HOTEL DEADLINE: 15 April 2006 • EARLY REGISTRATION: 15 April 2006
Registration Form on Page 11

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Editor: Dottie Loveless
123 Ivy Hill Court
Santa Teresa NM 88008
505-589-4307
505-589-4307 fax
nmtxdottie@elp.rr.com

NEXT DEADLINE:
23 June 2006

SCS BOARD OF DIRECTORS**Governor Kris Irvin**

746 Hwy 89N
Mayflower AR 72106
501-470-1452
CPAviator@aol.com

Vice-Governor Chris Swain

348 Kimberly
Mesquite TX 75149
972-285-8286
chris56m@aol.com

Secretary Diane Rose

3720 Oneida Lane
Colorado Springs CO 80918
719-593-8132
drose3720@hotmail.com

Treasurer Jan McKenzie

332 North Shores Circle
Windsor CO 80550-2614
970-686-1233
mckenjn@yahoo.com

Director Margie Richison

1601 Valley Ridge Road
Norman OK 73072
405-364-6661
rrichison@cox.net

Director Deb Price

10207 Julian Street
Westminster CO 80031
303-469-8834
deb.price@comcast.net

Past Governor Frances Luckhart

1806 S. 280th E. Ave.
Catoosa OK 74015
918-379-0018
Flygrl7102@aol.com



We had a good meeting in Colorado Springs last Fall and for those of you who didn't make it, we missed you! For all of us that were lucky enough to get on the NORAD tour Friday afternoon, it was quite fascinating and the scenic drive there was an added bonus!

THE LEFT SEAT



Governor Kris Irvin

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 don't have internet access and can't get someone to print them for you, let me know. I will see that you get a copy.

At the business meeting Saturday morning, the members approved a \$1,000 donation to the Archive Room Floor at headquarters.

During Margie Richison's report on the Museum of Women Pilots, she encouraged all members to volunteer at the museum which is now open on Saturdays. We have a special privilege as well as a responsibility with headquarters being in our Section. I would encourage everyone to visit the Museum and volunteer if you can.

Kay Alley updated us on the Amelia Earhart Birthplace Museum which, of course, is also in our Section. Again, we are very fortunate to have these Museums in our Section and I hope everyone will make an effort to visit and support them.

The International Board meeting was held in Oklahoma City November 17-19, 2005. On Wednesday night before the board meeting, a reception was held at headquarters to celebrate the new floor in the Archive Room that had just been installed. It is a major project and a relief to have it completed. Now we just need to finish paying for it!

The Museum of Women Pilots will have another fundraising cruise in January 2007. It will be an eight-day cruise departing from California. The museum receives \$140 for every cabin booked though the designated travel agency. What a great way to support the Ninety-Nines while having a great time! Be on the lookout for more information on the cruise or contact one of the Museum Trustees.

Jenny Beatty reported on the Ninety-Nines professional pilot mentoring pro-

gram. This program is designed to accelerate the advancement of women in pilot careers. Participants receive one-on-one mentoring in a structured format. Two sessions are held each year. Applications for the next session are due June 20, 2006. Details of this program can be found on the website at www.ninety-nines.org/careers/mentoring.html.

If your Chapter does award scholarships or is thinking about it, take a look at the article by International Vice-President Pat Prentiss in the January 2006 Headquarters Dispatch regarding scholarship rules and our 501(c)(3) exemption. The Dispatch is sent to all Chapter Chairs and is also on the website.

Please pay close attention to the proposed amendments to the SCS Bylaws and Standing Rules which are found later in this issue of the *Approach*. The major change that is being proposed is to change the timing of when the Section officers take office to coincide with the Section's fiscal year in order to facilitate a smoother transition of officers. There are some additional proposals of a housekeeping nature. Please read and discuss these proposed changes with in your Chapter so you can be ready to vote at the business meeting in Wichita.

Don't forget—we 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 will be meeting in Wichita on Friday afternoon so if you would like to volunteer, this is your chance. I hope to see everyone in Wichita!

Kris

LAKE CHARLES

By Sandra Leder

The Lake Charles chapter has been busy helping hurricane victims and making our own repairs, as all were affected in some way. Ninety-Nines in the Marin and Monterey Bay chapters in California sent clothing donations, and the Central New York Chapter sent money. We helped Katrina victims who evacuated to our area. Then when Rita hit us, we helped our neighbors to the south in Cameron Parish.

Sandra Leder flew with a friend over the Calcasieu and Cameron Parishes and saw Holly Beach literally wiped off the map and much destruction in the small town of Cameron. The terminal building at the Lake Charles Regional Airport needs to be replaced. That will take two or more years. A fire station has been converted into a temporary terminal and temporary buildings and tents are in use also. It is a mess!

We sustained damage to the FBO that was under construction, but that is back on track. The grand opening is scheduled for March, and our chapter will be participating.

Sandra Leder is already planning for her 18th aerospace education workshop for teachers and elementary students that will be conducted in July.

We congratulate our FWP Maurine V. Alexander, who earned her private pilot certificate. She lives in Boyce, LA and reports that there are several prospective new members in that area.

Editor's Note: A personal note from Sandra lets us know that her house still has a blue FEMA roof. There is other minimal damage, and she probably can't make the Spring Section meeting because of the continuing struggle to clean up the mess. Her on-site report reminds us that damage repairs continue although the epic effort to take back normal lives are off the radar screens of national news broadcasts.

FALL APPROACH DEADLINE

23 June 2006

Chapter Chairs: How about appointing someone to be your chapter publicist. No resume or experience is required to write up your chapter news. Sharing with Section members is priceless. We love pictures, too. Just send them in your e-mail.

Also, remember your chapter donation to the Approach. Your donations have a significant effect on the SCS budget. We suggest \$2 per chapter member, but we will gratefully accept any donation! Send your donation to SCS Treasurer Jan McKenzie.

KNOW THE CANDIDATES

The Nominations Committee thanks those South Central Section members who so willingly agreed to run for office. It was our pleasure to work through the nomination process with each of them. We feel we have an excellent slate of officers to guide our Section into the future. Please take time to read their candidate statements. Show your support by returning your ballot in a timely manner. Nominations Committee: Nancy Aldrich, Lois Gronau-Fietz, and Phyllis Wells. The ballot is on the back page of this issue. Please follow the instructions and send it in. VOTE! Show your support for our officers!

BOARD OF DIRECTORS

GOVERNOR

Chris Swain

Dallas Chapter

When I joined the Ninety-Nines, I signed my membership application on the horizontal stabilizer of my 172 just after passing my check ride - beside me was a woman who was both mentor and friend. She was one of three 99s who so impressed and inspired me; I just had to be a part of this wonderful organization. Since joining I have been honored to be elected to hold various offices at both chapter and section levels. Each time I have strived to work in the best interest of The 99s, perform duties in a steadfast manner and learn with each step to fly higher.

If elected governor, I would draw on over 20 years experiences in Human Resources, Executive Administration, my current experiences as a Police Communications Operator, my love of aviation and my love of the organization and its members. Representing the SCS in the varied goals set by the members, I would also draw on the many lessons I have learned from watching and listening to not only the three who impressed and inspired me in the beginning, but from the many 99s whom I have met through the years. I am currently serving as Vice-Governor of the South Central Section.

VICE-GOVERNOR

Jan McKenzie

Colorado Chapter

I have been a 99 for 30 years. At the chapter level, I have been Vice-Chairman, Treasurer, and Chairman. At various times I have chaired most of the chapter committees. At the section level, I held the office of Director and I am currently Treasurer. In addition, I am now Chair of the Section 2007 International Conference, a multi-year organizational responsibility. As a private airplane pilot with instrument

rating and a commercial helicopter rating, I have gathered over 2200 hours. I am also active in Silver Wings and Colorado Pilots Association.

Each position that I have held with The 99s has increased my knowledge and experience. I strive to improve our organization and maintain its traditions and diversity. As Vice-Governor, one of my prime responsibilities would be to work with chapters as liaison for future section meetings. My experience in hosting section and international conferences would serve me well in this task. Participating in these past activities has been both fun and rewarding and I would enjoy working with chapters in this endeavor.

I look forward to the opportunity to serve you as your Vice-Governor.

SECRETARY

Charlotte Larson

Purple Sage Chapter

I am a legal secretary and have been secretary for many organizations. When I first joined The 99s, it was my goal to become as active as possible in the organization; however life got in the way. I now have the opportunity and ability to consider running for an office of which I know I can manage easily. My goal for the secretary position is simply to maintain our records as accurately as possible. I am a part-time flight instructor for primary students, a member of the EAA, and involved in community theater - which I suppose you could call my hobby.

At the Chapter level I have held the positions of Secretary and Chapter Chair. I have also been editor of our chapter's newsletter.

TREASURER

Deb Price

Colorado Chapter

I would appreciate the opportunity to serve SCS as Treasurer because I enjoy working for the Ninety-Nines. They have helped

and supported me from when I had just soloed to now as I work as a flight instructor and charter pilot. I know I can count on my friends in The 99s in the future and so I would like to be able to repay the group for the benefits I have received.

In my previous career, I was a project manager responsible for a budget of over a million dollars per year. I am currently responsible for my own budget that is considerably less than a million. On my flight instructor's salary, I watch every penny. I promise to pay the same level of attention to the SCS books. I live near Jan McKenzie and she promised to train me to continue the fine job she has done as Treasurer. I would appreciate your vote.

DIRECTORS

Jo Agee Housler

San Antonio Chapter

At the chapter level, I have served as Secretary, Treasurer, and Vice-Chairman. I helped with the Section meeting hosted by our chapter in 1998. I served as coordinator for vendors at the 100th Year Celebration of Flight in 2003 at the Castroville Airport.

My goal as a Director would be to help the Section address the interests of the diverse membership. The San Antonio Chapter mirrors this diversity: student pilots, Certified Flight Instructors, retired airline pilots, and former pilots who are still interested in aviation. I will strive to keep the executive committee accessible and open to ideas from all members.

Jill Williams

Dallas Chapter

I started flying in 1993 but did not hear about The 99s until several years later, while working as a flight instructor, I was approached by two Dallas 99s who introduced themselves to me and invited me to a meeting. I joined the Dallas Chapter in April 2002 as a direct result of these

KNOW THE CANDIDATES *(continued)*

women. Although my primary job is not in aviation, I keep my CFI certificate current (and occasionally instruct), and am always looking for opportunities to fly and broaden my piloting skills.

In 2003, I took over the Chapter Newsletter editor duties which I continue today. In 2004 I was elected Vice-Chair of the chapter and was fortunate to have the support and help of other chapter members. That support has continued to the present as I am now Chairman.

I believe serving as Director would allow me the opportunity to get hands-on experience with The 99s organization at the section level and to bring that experience and exposure back to the chapter.

NOMINATING COMMITTEE

Ginny Boylls

Rio Grande Norte Chapter

I have been an active 99 since 1974 and have held offices including secretary and chapter chairman in the three chapters I have belonged to in California and New Mexico. I also served as the overall chairman for Section Meetings in the SW and SC sections.

To fully experience and appreciate all that the organization is, I believe it is very

important... and a lot of fun... to attend section and international meetings. It gives a different and wonderful perspective to our organization. As a member of the Nominations Committee I will have the opportunity to get to know a lot of great women who can contribute many skills and points of view to the Section Board. I look forward to the privilege of getting to know all of you.

Nan France

Fort Worth Chapter

Since moving to Texas and joining the SCS in 1983, I have attended most of the section meetings and was in charge of hosting one here in Arlington. I try to meet new members at each 99s meeting as well as renew old friendships. Our section has been fortunate to have a great many very talented ladies who have unselfishly volunteered to hold elected office over the years. I know in the future there will continue to be those who are willing to do their part to serve the Section. I would consider it an honor to serve on the Nominations Committee. I have served as a Director for the SCS and also was an advisor to the Membership Committee.

Melanie Frey-Eppard

Fort Worth Chapter

I am currently the Membership and Airmarking Chair in my chapter, and was previously a Co-Chair and Secretary in the Golden Triangle Chapter.

As a regular volunteer for the Young Eagles and a member of Civil Air Patrol, I enjoy sharing aviation with others, flyers and non-flyers alike. I have also enjoyed the public contact I had working for an FBO as scheduler and dispatcher. I also do some part time work for the FAA. I have worked in marketing and am now a Registered Nurse.

I am finally in a position to take a more active role in The 99s and look forward to attending the upcoming International Conference in Washington, DC, as well as Section Meetings so I may get to know 99s from other areas as well. In the past I've attended a Section Meeting as well as an International Conference. It was great fun, as well as a very moving experience, to meet all these women pilots.

As a member of the Nominations Committee, I welcome the opportunity to get to know the wonderful women who are volunteering at the Section level and learning their potential contributions in these positions. Thank you for considering me for this opportunity to get to know my fellow 99s better.

Lois Gronau-Feitz worked the annual NIFA competition in North Dakota. The Ninety-Nines have worked with NIFA for years, but Lois indicated that without the 99s, who volunteer in many capacities for this event, there would not be an event. Both Cessna and Piper aircraft companies are big supporters of this collegiate flying event.

In May we held a well-attended White Knuckles seminar. Also, installation of new officers was held in Grace Chantos' hangar on Dry Creek Airport, and a good time was had by all. In July, Carol Brackley spoke about VFR Rules and Regulations at our Safety meeting.

Our August meeting welcomed home those members who attended the New Zealand International Convention. We are proud that some could go and report back to us.

HOUSTON

By Grace Chantos

In November some of our members worked at the Wings Over Houston event. We also had an open house at Dry Creek Airport in November, with lots of 99s attending. One of our members is a partner in the MVP Flight School, and they had a plane and instructor available there. Dry Creek is home base for the Houston Antique Flyers, and these Dry Creek pilots helped about 60 children earn Young Eagles Awards, along with a hotdog and a cold drink.

We celebrated Christmas at the Chantos' house on Dry Creek with a pot-

luck dinner and gift exchange. We also collected donations for the Women's Shelter.

We sponsor a fly-in every month, now have our web page up and running, and we are blessed with a wonderful and happy group. Some of our members fly for Angel Flights.

We are currently working to have a member installed in the International of Forest of Friendship.



Left: Margaret Nelson starts a walk around with the White Knuckles attendees. Right: Joy Boyden with classroom duties.

PROPOSED CHANGES TO SOUTH CENTRAL SECTION BYLAWS AND STANDING RULES-2006*Beverly Stephens, SCS Bylaws Advisor*

The important changes have to do with the installation of the officers in the Spring rather than the Fall. It is more appropriate to have the officers serve the entire fiscal year rather than a portion of it. Setting goals, making plans, budget responsibility, etc. are much more difficult and less effective if the fiscal year is divided between two slates of officers. Important matters have been overlooked simply because there was confusion as to responsibility. Many of the proposals are related to this change. Other proposals are just housekeeping.

You may find our current SCS Bylaws and Standing Rules at <http://www.scs99s.org/Publications/Bylaws.pdf>

[Editor's note: BL=Bylaws, SR=Standing Rules. Text with ~~strickethrough~~ is verbiage to be deleted, underlined is verbiage to be added.]

Proposed BL Amendment #1**ARTICLE V, OFFICERS, DIRECTORS, AND STANDING COMMITTEES
Section 2. Elections**

The election of the offices of Governor, Vice-Governor, Secretary, Treasurer, two (2) Directors and the Nominations committee will be held prior to the Fall ~~Fall~~ Spring business meeting of the members in even numbered years.

PROVISO: *Provided that this amendment passes, the procedures will begin with the election of offices for the 2008-2010 term.*

Submitted by: Anna Taylor

Rationale: By electing officers, directors, and nominations committee prior to the Spring business meeting, they can be installed to serve during the full fiscal year, instead of only a portion of it.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed BL Amendment #2**ARTICLE VI, BOARD OF DIRECTORS
Section 2. Terms of office**

The term of elected officers shall commence on the first day of the next ~~scheduled section meeting following the election~~ fiscal year immediately following the election.

Submitted by: Anna Taylor

Rationale: To bring into uniformity the terms of elected officers, directors, and standing committees with the Corporation's fiscal year, which is presently June 1 to May 31. The terms of office should begin with the fiscal year instead of several months into the fiscal year. Presently, the handover from one Board to another has been problematic. Questions of responsibility often arise during the period June 1 until the Fall Section Meeting when the new officers are installed.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #1**STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
NOMINATIONS:**

3. Nominations shall be postmarked no later than ~~November 30~~ the date specified by the Nominations Committee of the year immediately preceding the election.

Submitted by: Anna Taylor

Rationale: This would give flexibility for the Nominations Committee to receive the nominations and prepare the ballot for publication in a timely manner.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #2**STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
NOMINATIONS:**

4. In the event that only one candidate is nominated for any office, the Nominations Committee ~~has until December 15 to~~ may solicit additional candidates, whose names will be placed on the ballot.

Submitted by: Anna Taylor

Rationale: This would give the Nominations Committee the opportunity to solicit and receive any additional nominations and still prepare the ballot for distribution in a timely manner.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #3**STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
CAMPAIGN PRACTICES**

1. Campaigning by candidates shall be limited to advertising in the SCS *Approach* and the "Know your Candidates" sheet compiled by the Nominating Committee and ~~mailed~~ distributed with the ballot in even numbered years.

Submitted by: Linda Horn & Nancy Aldrich

Rationale: To change the word "mailed" to "distributed" for uniformity of language and flexibility.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #4**STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
ELECTIONS**

1. The Nominations Committee shall ~~mail~~ distribute a ballot ~~no later than April 1~~ to each member from the most current membership roster supplied by Headquarters for terms of office beginning in even numbered years. If no more than one candidate is standing for election for each office, the election will be declared by acclamation and no ballots will be distributed.

Submitted by: Linda Horn & Pat Ward

Rationale: To change the word "mail" to "distribute" for uniformity of language. It should be unnecessary to distribute a ballot when there is only one candidate per office. The slate can be declared elected by acclamation.

Financial & Legal Impact: Some savings of postage and printing

Board of Directors: Consents

Proposed SR Amendment #5**STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
ELECTIONS****Section 2. Balloting**

A. When balloting is necessary. Mailed ballots shall be returned to the Elections Tellers Committee Chairman and shall be postmarked no later than ~~June 1~~ the date specified on the ballot. The Tellers Committee will count the ballots.



PROVISO: *Provided that this Amendment is approved, paragraph E of this same section shall automatically change "Elections" Committee to "Tellers" Committee.*

Submitted by: Linda Horn & Anna Taylor:

Rationale: When balloting is necessary because of more than one candidate for an office: (1) To remove the word "Mailed" to maintain uniformity of language. (2) To change the return of the ballots to the Tellers Committee, instead of the Elections Committee. The Proviso would also change Paragraph E for uniformity. In practice, we have not had an Elections Committee in years. (3) To provide for a flexible return date of the ballot to enable compliance with the new terms of office and installation time period.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #6

STANDING RULES, ELECTIONS AND APPOINTMENTS (SR-3)
ELECTIONS

2. Balloting

D. Winning candidates shall be installed at the ~~beginning of~~ **end of business at** the Fall ~~Spring~~ Section Business Meeting.

Submitted by: Anna Taylor:

Rationale: To enable officers to begin their terms of office on the fiscal year of June 1.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #7

STANDING RULES, MEETINGS (SR-4)
SECTION 5

A. The Minutes of the Meeting shall be ~~mailed~~ **provided** to each member of the Board of Directors, Chapter Chairman, and Advisor by the Section Secretary within 30 days following the meeting. Chapter Chairmen shall make Section Minutes available to all Chapter members.

Submitted by: Linda Horn

Rationale: To change the word "mailed" to "provided" since the Minutes could be provided by handing directly to the person, e-mailed, or other means. Change of "Chairman" to "Chair" provides consistency of language.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #8

STANDING RULES, MEETINGS (SR-4)
SECTION 5

C. A copy of the Minutes of the last meeting of the Section, approved by the Committee, and the meetings of the Board of Directors, ~~will be posted on a bulletin board~~ **shall be available** at each Section Meeting for the information of the members.

Submitted by: Linda Horn

Rationale: This gives flexibility in how the Minutes are provided. Copies of the Minutes are often provided to each member at the current meeting. Posting on a bulletin board is not always feasible and few read them.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #9

STANDING RULES, MEETINGS (SR-4)
SOUTH CENTRAL SECTION RULES OF THE MEETING BOARD
SECTION 2.

B. A copy of the Minutes of all Board Meetings held since the last Section meeting ~~will be posted on a bulletin board~~ **shall be provided** at each Section meeting for the information of the members.

Submitted by: Linda Horn

Rationale: To give more flexibility as the Minutes could be provided by means other than posting on a bulletin board.

Financial & Legal Impact: None

Board of Directors: Consents

Proposed SR Amendment #10

STANDING RULES, MEETINGS (SR-4)
SOUTH CENTRAL SECTION RULES OF THE MEETING BOARD
SECTION 2.

C. A copy of the Minutes of all Board meetings, ~~held since the last Section meeting,~~ shall be ~~mailed~~ **provided** to each BOD member, Chapter Chairman, and Advisor by the Secretary within 30 days following the meeting.

Submitted by: Linda Horn

Rationale: The wording "held since the last Section meeting" is redundant since this SR already requires that a copy of the Minutes be provided within 30 days of all Board meetings. Also, to change the word

"mailed" to "provided" since the Minutes could be provided by handing directly to the person, e-mailed, or other means.

Financial & Legal Impact: None

Board of Directors: Consents

We'll be discussing these proposals and voting on them at the next section meeting. PLEASE read these now and be ready to discuss in Wichita!

Webmaster

www.scs99s.org

By Linda Horn, SCS Webmaster

Just a reminder about what we have on the South Central Section website:

General Information

Calendar

Upcoming meeting information

Past meeting reports

Advisor reports

Section History

Races and rallies

Links to Chapter websites

Links to other aviation related sites

Documents

Bylaws and Standing Rules

Board & Business Meetings Minutes

Chapter Chair Manual

The Approach

This is just some of the information out there. Go out and see what you can find. If you know of something else that you would like to see on the site, please let me know. In addition, updates and changes (such as chapter officers or website URLs) are welcome at any time.

Remember, we offer space to any chapter that does not have its own website. If you will put together a page or two of a word document, I will put it on the section site and link it to the chapter's page. However, any chapters that do have a website, be sure that we have the link on the SCS site.

If for any reason you are having trouble accessing the site, email me at ljhn1796j@aol.com and I'll try to help you out.

KABOOM! Spring Flying

By Joni Kozdeba, ATP, MEI

Colorado Chapter

You got to love the wind if you fly in the west. Conversely, you don't have to hate thunderstorms, but you sure got to respect them.

Do you remember the three things required for a thunderstorm to form?

1. Unstable air
2. An uplifting source
3. Moisture

If any one item on this list is not present then thunderstorms won't form. Here in the west we don't always have the moisture, but we almost have the lifting source from nearby mountains. Orographic lifting moves the air up the western side of the mountains. If the air is stable, it flows back down the eastern side of the foothills. However, if the air is unstable it keeps moving up and forms our beautiful but dangerous storms.

Certain things should be noted when flying around—or in the vicinity of thunderstorms.

LIGHTNING. Notice that many ramps close and all fueling stops when lightning is within five miles of the airport. Airport personnel are not allowed outside during this light show, so why should you be flying in it? I've seen half a rudder broken off of a jet airliner, countless divots where the strike exited the aircraft, and most avionics were destroyed. The crew was flying about ten miles from their culprit.

VIRGA. The presence of virga doesn't mean you should not take out your stallion and go for that \$100 hamburger, but don't fly under it. The ride can get rather turbulent and your airplane may not be able to hold altitude or worse, it may lose attitude.

WIND SHEAR. As you know microbursts are very dangerous and can produce up to 6,000 fpm downdrafts. What airplane do you know that can out-climb that? Most of the time downdrafts are not that severe, but it's very hard to predict when these scary wind shears will occur. Why take a chance?

HAIL. Hail can cause severe damage to your engines and to the lift of the wings. If you encounter hail, land as soon as possible and get under cover if you can. Only then can you start counting the dents in your airplane.

OTHER. Roll clouds, squall lines and

stationary fronts are other weather issues that you should be aware of along your route of flight. If you don't have weather avoidance equipment in your airplane, ATC.

Can help you avoid weather along your route? If you still decide to fly in the vicinity of a thunderstorm, make sure that you fly at least 20 miles away from it.

When choosing which way to divert from your route, the upwind side tends to be less dangerous. Aim for the lighter clouds if you are really stuck for a way out of the storm. If you cannot pick your way through the clouds, consider a 180 degree turn and head back in the direction from which you flew.

TURBULENCE. If you encounter turbulence beyond your or your plane's ability, then maintain attitude and accept the fluctuations in altitude. Always advise ATC if you are unable to hold altitude and ask for a cruise clearance to relieve some stress. Having extra fuel and an alternate route, even if not required, are very smart ideas. You can never have too many alternate plans or escape routes.

Giving PIREPS are vital to those of us who need or decide to fly. Interpreting them can be another story. What is severe turbulence for a Cessna 152 may be light turbulence for an airliner. It goes without saying that when an airliner reports moderate to severe turbulence it's probably not a good idea to fly the same path with your smaller airplane.

This article is by no means lists all the red flags to watch for when flying this spring and summer. Do remember that talking to ATC and getting weather updates along your route is smart. Preflight planning is paramount.

PIKES PEAK

By Phyllis Wells

2005 was an exciting year for our chapter. Two of our members received A.E. Scholarships. Bridget Rathjen used her scholarship to complete her CFI rating. Our youngest member, Janelle Baron, used hers for an Instrument Rating. We all helped Janelle celebrate graduation from high school and wished her well when she left for college in Kansas.

Marsha Hawk and Leslie Frank along with a group of friends and relatives climbed Mt. Kilimanjaro in Africa. Our world traveler and author Jacqueline

Randolph had another novel published. It is available at Amazon.com under the title, *Deception's Fury*. Jennifer Kaiser was sworn in as an investigator for NTSB. Our Chairman, Kelli King, was hired by Sky West Airlines. That necessitated a move to San Luis Obispo for training in a Brasilia. This left us without a Chairman, so Bridget Rathjen stepped in to fill the position.

In April four of our members traveled to Grand Junction for the spring section meeting. The High Country Chapter members were great hosts and wine and dined us in style. We also got some good ideas for the section meeting we are planning for the fall. Diane Rose was in charge and did an outstanding job of organizing everything. We were pleased that over 80 people attended the fall section meeting and enjoyed a tour of NORAD, a western barbecue, and our banquet speaker from United Airlines, Captain Meryl Getline. Our hospitality suite was a popular hang out for everyone.

Marsha Hawk and Phyllis Wells traveled to Reno, NV to attend the Women's Soaring Seminar and to do some kayaking on Lake Tahoe. Several members worked at the annual Colorado Balloon Classic that is under the astute direction of member Patsy Buchwald. We ended our year with a joyful Christmas party at the beautifully decorated home of Gail Lovelace, complete with snow and mistletoe.

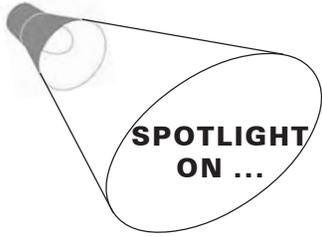
Pecan Caramel Candies

By popular demand from SCS attendees, here is the Rolo recipe that so many enjoyed in Colorado Springs.

- 63 miniature pretzels
- 1 pkg (13 Oz) Rolo candies*
- 63 pecan halves
- *use 8 individual rolls if you can't find pkg of 13 oz.

Line backing sheet with foil. Place pretzels on foil. Top each pretzel with a candy. Bake at 250 degrees for four minutes or until candies are softened; they retain their shape. Immediately place a pecan half on each candy and press down so candy fills pretzel. Cool slightly. Refrigerate for 10 minutes or until set.

Pilot Puzzler: SOLO, HEADSET, SANDBAG, TRUCK. Rain is saved up in **CLOUD BANKS.**



EVELYN SHARP Nebraska's Aviatrix

By Diane Bartels, Nebraska Chapter

As the powerful P-38 lifted off the runway at New Cumberland, Pennsylvania, on April 3, 1944, Evelyn Sharp knew she was in trouble. She did not need to see the black smoke belching from the pursuit's left engine. Her cockpit instruments told her all she needed to know. With not enough altitude, nor engine performance to gain altitude, a twenty-four-year-old barnstorming pilot from Nebraska set the state-of-the-art fighter down on a grassy knoll near a wooded ravine.

In the throes of the Great Depression, amidst red dust and grasshoppers borne by wind from the Oklahoma Panhandle, a young girl named Evelyn Sharp grew up in the north central region of the Nebraska Sandhills.

She assimilated values of perseverance and commitment and acquired a sense of adventure which would clearly define her character. Evelyn did not settle for the security of marriage and home. She wanted to fly.

Born humbly, she was adopted by a loving childless couple who moved often, finding opportunity wherever it seemed to be. In her adult life, Evelyn would learn that a woman known to her as Aunt Elsie was in fact her biological mother.

Evelyn was into every activity Ord High School had to offer, and she graduated in 1937 as the best girl athlete in the history of the school. During that time, an itinerant flight instructor, behind in his room and board bill at John Sharp's rooming house, offered to give Evelyn free flying lessons. Her fate was sealed.

Evelyn took her first flight when she was fifteen years old and soloed one year later. The Ord businessmen put a down payment on a brand new Taylor Cub for her, and in return, she promised to repay them through promotional advertising of the North Loup Valley during barnstorm-

ing tours. It was a good deal for both.

Evelyn earned her private pilot license at seventeen and a commercial-transport one at eighteen. During 1938 and 1939, she made appearances at county fairs, rodeos, and other community celebrations, giving over five thousand people a sky-ride. For many of them, this was their very first time in an airplane. By the age of twenty, she was one of ten women flight instructors in the United States.

Evelyn taught flying to more than 350 men in the Government's pre-WWII Civilian Pilot Training Program in South Dakota and California. By this time, she was the sole support of her parents.

When the WAAF was organized in 1942, she qualified as its seventeenth member. She brought 2,968 hours to the Ferry Command, more than any of their other pilots. Freeing male pilots for combat, Evelyn flew nearly every airplane in the Army Air Forces inventory. She only needed to transition to the B-17 to earn the highest rating then available to women.

That fateful day in 1944 during the Lockheed P-38 delivery to Newark, New Jersey, Evelyn did not survive the forced landing. It was only nine years since she had taken her first flight off the pasture strip along the beautiful North Loup River in Valley County, Nebraska. But she

left indelible memories in the hearts and minds of those who knew her.

For those who did not know her, there are many remembrances of a woman who has been called Nebraska's most famous aviatrix. A P-38 propeller marks the site of the ORD airport named for her. Pictures and prints line the walls of the FBO building there.

The Nebraska State Historical Highway Marker at the entrance to Sharp Field, the renaming of a portion of Highway 11



to Evelyn Sharp Road, the yearly celebration of Evelyn Sharp Days, and the filming of the biographical documentary "Sharpie: Born To Fly," are other tributes to her memory.

Evelyn did not let role expectations, struggles, or disappointments stand in her way. She earned the reputation of being one of the finest pilots in the nation, but more importantly she was kind to her family and friends.

She did not forget the roots of her upbringing. In 1941, when a *Bakersfield Californian* newspaper reporter asked if there were a place for women in aviation if war broke out, she replied without hesitation: "Certainly! There's plenty of things a woman flier can do to help the aviation branches of the services. I'll do everything I can." For Evelyn Sharp, that statement became prophetic. She gave her life for her country.

Diane Bartels is a member of the Nebraska Chapter and author of the book Sharpie: The life Story of Evelyn Sharp.

PURPLE SAGE

By Betty Jones

With great trepidation the Purple Sage pilots agreed to host the fall section meeting in 2006. Brainstorming and much planning have already kept us busy. In fact, the event is the focus of most of our meetings for the past few months.

December found us celebrating at the home of Nancy Day, with lots of food and visiting. Following dinner we enjoyed our annual White Elephant Circus. Hmm... seems like some of those gifts came to this annual party last year! A short meeting followed to report on hotel choices for the looming SCS meeting.

Our members are a diverse group... One has been racking up hours in a Cirrus, another is busy with her role in a local production of "Cats." News of one member included acquiring a daughter-in-law in a ceremony held in Hawaii AND acquiring a vacation home on the Texas Gulf coast. Like everyone else we just keep hopping along with daily routines.

FLY IN "OVER THE RAINBOW"
Join the KANSAS 99s in Wichita, Kansas
SOUTH CENTRAL SECTION SPRING MEETING
MAY 19 - 21, 2006

ARRIVAL:

Commercially at **Wichita's Mid Continent Airport.**

General aviation **Jabara Airport** (AAO) located in north east Wichita - **FBO is Midwest Corporate Aviation.**

LOCAL TRANSPORTATION:

The Kansas 99s and the Holiday Inn Select will provide transportation. See the Registration Form.

HOTEL:

The Holiday Inn Select at 549 South Rock Road in Wichita, Kansas 67207 Reservations line is 1-888-890-0242. Fax is 316-681-5099.

REGISTRATION:

Will be open at 10 am Friday through the afternoon.

MAY 19 - FRIDAY

10:00 AM Section Board Meeting at the Hotel

Lunch on your own. Suggest the **Green Mill** at the Holiday Inn Select.

12 to 5 PM Hospitality Room will open.
FLY MARKET

1 to 4 PM Tour Options for the afternoon Include:

Optional - Trolley Tour of two well known Frank Lloyd Wright designed buildings: The Allen-Lambe House and the Corbin Education Building at Wichita State University. Limited to the first 20.

Optional - Trolley to the National Institute for Aviation Research (NIAR) at Wichita State University: Limited to the first 40 that sign up a tour of the unique facilities at NIAR. Requested all labs including the Walter H. Beech Wind tunnel, the composite lab, the crash dynamics lab.

Optional - Afternoon at Old Town: lunch on your own at one of the many excellent Old Town restaurants, and then go to the **Museum of Ancient Treasures.** Or visit and shop in the many stores and galleries.

Optional - Shopping and lunch at Bradley Fair or Towne East Square shopping centers. Walk to Town East across the street from the hotel.

4:00 to 4:30 PM Governor's Open Forum

This meeting replaces the Chapter Chairs' Meeting and is open to everyone.

4:30 to 5:30 PM 2007 International Conference Committee Chairs Meeting.

6:30 PM Mosley Street Melodrama in Wichita's Old Town Welcome Reception and Dinner
Expect to have a GREAT evening and join in the fun of a great audience participation event.

MAY 20 - SATURDAY

8 AM Continental Breakfast served in Section Business Meeting room.

8:30 AM to NOON SECTION BUSINESS MEETING

49 ½ Activities during the morning: We are arranging for one or more of the following options:

1. Attempting to arrange a visit to the restoration of the B-29 "Doc."
2. EAA Chapter 88 Fly-In at Highpoint Air Park, a residential airport with Kansas 49½s providing transportation.
3. Wichita Riverfest activities—Wichita's annual community party.

12 to 2:00 PM 2007 International Conference Advisory Committee Meeting.

12 to 5 PM Hospitality and Fly Market Open

12 to 5 PM Lunch on your own

Seminars and Tours available

1. **Seminar - Speaker on the new Sport Pilot Regulations for both the pilot and the airplanes eligible,** and how these are being implemented.
2. **Optional Tour Bus to the Kansas Cosmosphere and Space Museum at Hutchinson** Limited to the **first 50 persons.** Include a box lunch and drinks.
3. **Optional - Repeat** Old Town and Bradley Fair options from Friday agenda.

6:30 PM Reception and Banquet at the Hotel

MAY 21 - SUNDAY

7:30 AM BREAKFAST at the hotel with **Weather Briefing and Farewell. Transportation** by the Hotel and the Kansas 99s.

**SOUTH CENTRAL SECTION MEETING
WICHITA, KANSAS - MAY 19 - 21, 2006
REGISTRATION FORM**

Name _____ Name on Badge _____
 Chapter _____ Office currently held _____
 Mail Address _____
 City _____ State _____ Zip Code _____
 Day Phone _____ Evening Phone _____ Cell Phone _____
 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 Melodrama and Dinner, Saturday Breakfast and Banquet, and Sunday Breakfast.

Early Registration to April 15, 2006 _____ @ \$80 each = _____
 Regular Registration to May 15, 2006 _____ @ \$85 each = _____
 Last Minute Registration after May 15, 2006 _____ @ \$90 each = _____

Single event for 49½ and guests (add \$5.00 per single event after May 15, 2006)

Extra Friday evening Melodrama and Dinner _____ @ \$25 = _____
 Extra Saturday Banquet _____ @ \$30 = _____
 Extra Sunday Breakfast _____ @ \$12 = _____

Optional Tours for 99s, 49½, and Guests (NOTE that tours without minimum number will be canceled).

Friday Trolley to Frank Lloyd Wright buildings _____ @ \$20 = _____
 Friday Trolley to Nat. Inst. for Aviation Research at WSU _____ @ \$10 = _____
 Saturday Bus Tour to the Kansas Cosmosphere and Space Museum in Hutchinson _____ @ \$35 = _____

TOTAL (checks payable to Kansas 99s) _____

Fly Market Space (on first come basis):

Quarter, Half, or Full table (18" X 6') needed? _____

HOTEL is the Holiday Inn Select at 549 South Rock Road in Wichita, Kansas 67202. Reservations line is 1-888-890-0242. Fax is 316-681-5099. Rate for SCS 99s meeting is \$79 - reservations **MUST** be made by April 15, 2006 to get this special rate.

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:

Vicki Hunt, Hunt's Landing
 3820 South Seneca, Wichita, Kansas 67217

NO REFUNDS after May 15, 2006

Questions? Call Linda Black @ 316-978-5631 OR email to linda.black@wichita.edu

GOLDEN TRIANGLE

By Coleen Campbell

Our Chapter got the summer of 2005 off to a great start with their barbeque and pool party at the home of Betty and Jerry Thomas in Arlington. Fourteen chapter members and their guests enjoyed a refreshing swim in the pool and a delicious assortment of hot dogs, appetizers, salads and desserts. After lunch we toured Betty and Jerry's new motor home—truly "luxury on wheels."

Chapter member and Purdue University student Connie Irvine completed her AEMSF Maule Tailwheel Training program and received her endorsement last July in Georgia. She is now concentrating on graduating in May 2006. Congratulations to Connie, who will surely keep up the good work.



Golden Triangle Anniversary Front: Coleen Campbell, Joan Waightman, Beverly Stephens, Penny White. Back: Jody McCarrell, Mary Wheelock, Betty Thomas, Tiara Roberts, Dottie Hughes, Linda Hooker.

Coleen Campbell completed her WINGS IX in September. Beverly Stephens, Mary Wheelock, Penny White and Nan France attended the SCS meeting in Colorado Springs in September. This year our chapter scrapbook was first winner and our chapter took second place in the operations category.

On October 7th, Coleen and Dave Campbell flew to Albuquerque for the annual balloon festival and joined friends Penny and Phillip Moynihan from southern California. Penny is a member of the San Gabriel Valley 99s chapter. On Saturday morning all four of us were able to rise in a beautiful hot air balloon, along with some 500 other balloons in the dawn ascension. It was a truly a wonderful experience and a spectacular sight to behold.

Our chapter hosted their 36th chapter anniversary reception on Saturday, Octo-

ber 23rd in the terminal lobby at Arlington Airport. An anniversary cake, cookies and punch were served. This event went from a fun get-together to a reunion when we were surprised by a visit from two former chapter members, Linda Hooker and Jody McCarrell, who is a past Ninety-Nines International President.

We sadly bid farewell to Penny White who passed from this life peacefully on Sunday, October 23, 2005 in her home in Arlington. Penny joined the Golden Triangle chapter 36 years ago when it was first chartered and she remained a member until the time of her passing. She so enjoyed all 99 activities. Penny is dearly missed by all who knew her. She will always be fondly remembered.

We held out chapter's annual Christmas party in Flower Mound at the home of Coleen and Dave Campbell on December 10th. Fourteen members and guests enjoyed a buffet dinner of turkey, with Dave's red wine gravy, and ham with all the trimmings. Dinner was followed by a gift exchange and loads of hangar talk. Donations collected were given to the Arlington Charities Women's Shelter.

As we begin this new year of 2006, the women of our chapter are looking forward to good health, good times and camaraderie to be shared by all, and not least, lots of flying time.

Scrapbooks are Priceless

By Beverley Stephens

Scrapbooking now is a very popular craft, small wonder, considering the preciousness of photos as family history and memories. Likewise, chapter, section, and international histories and memories are precious and important. If your chapter is not keeping a scrapbook, you may want to consider doing so. It can be as easy and simple as just mounting photos, newspaper clippings, etc. in an album. Alternatively, it can be as elaborate as your time, creativity, and finances permit. Just do it! Here are a few tips to get you started.

Select a photo album or scrapbook that

is large enough for the items you want to display. A book with 12-inch by 12-inch pages is usually sufficient. The album should permit adding pages as needed. Be sure it is acid-free, as well as all the glue, stickers, papers, ink, and other supplies you use. Rubber cement seems to release over a long period of time, and its fumes can immediately warp and disfigure plastic page covers. All craft stores carry acid free materials for scrapbooking.

Color and theme pages are also available. Try an assortment of borders, stickers, etc. Templates are available, or cut your own from cardboard.

Identification of photos and articles is very important. What good is having them if no one knows who, what, where, when, why? After twenty years nobody in the chapter may even recognize people in photos or remember events.

Why not start now? Who knows, your Chapter may be the next recipient of the Section Scrapbook Award.

Question: For chapters that do already have scrapbooks, when was the last time they were updated? Usually current activity pictures and newspaper articles gets stuck in a file and there is no organized attempt to keep the scrapbook up-to-date. A suggestion is to have a chapter meeting just to update the scrapbook. Looking at old pictures can be a fun meeting, and your scrapbook can also be in line for an award.

Chapters, have a member bring your scrapbook to the SCS meeting!

JOIN THE PURPLE SAGE CHAPTER FOR THE FALL 2006 SECTION MEETING!

**SEP 22-24, 2006
ODESSA, TX**

We'll be in Odessa, Texas at the MCM Grande Hotel (www.mcmgrande.com). Rates will be \$79+tax with up to four people in a room, which includes a full hot breakfast and cocktail reception in the evening.

Plans are in progress for a trip to CAF Museum on Saturday afternoon. Please plan to join us!

Cheyenne Mountain Air Force Station Tour

By Bonnie Lewis, Brazos River

Bonnie and Tom Lewis were thrilled to tour the Cheyenne Mountain Air Force Station as a part of the South Central Section meeting in September. Tours used to be open to the general public. Since 9/11 tours are only given to groups with a sponsor that has something to do with their mission. Therefore, we felt very lucky to have the opportunity. If you would like more official information, check out <https://www.cheyennemountain.af.mil>.

The 99s vans took us to a parking lot where we were left in the capable hands of military personnel who immediately took our drivers licenses and ushered us into a briefing hall. There a Navy man (he inserted the words "go Navy" every chance he got) gave us an overview of the Cheyenne Mountain mission with a slide presentation.

The most commonly known portion of this facility is the North American Air Defense Command (NORAD) Combat Operations Center (COC) which has evolved into the Cheyenne Mountain Operations Center (CMOC). Today, the Cheyenne Mountain Complex is known as Cheyenne Mountain Air Force Station (CMAFS). NORAD, and other commands hosted at CMAFS, is the central collection and coordination center for a worldwide system of satellites, radars, and sensors that provide early warning of any missile, air, or space threat to North America. CMOC is different from most military units because it's a joint and bi-national military organization comprised of professional men and women from the Army, Navy, Marine, Air Force and Canadian Forces. (CMOC also has its first female commander—Brigadier General Bailey.) This is the primary warning center for North America. There are nine smaller branches in other regions of the US and Canada. Seven operational centers are manned 24 hours, 365 days a year at the Cheyenne Mountain facility.

Questions were asked about the Space Control Center. There are approximately 8500 man made space objects being tracked, 80% of which are space junk. They must inform NASA if one of the objects might affect their vehicles. Due to space objects the space station has been moved six times and the shuttle has been moved twelve times. Russia must be notified if

an object is expected to re-enter over their country as objects may have the same heat signature as a missile.

It was President Eisenhower who decided during the cold war that we needed underground secure space. In 1961 excavation was begun by the Corp of Engineers. It took 367 days to excavate. The facility was activated in January 1966. The entire facility is housed 2000 feet inside the mountain with access through a 1/3 mile long tunnel. The entrance is equipped with a pair of 25 ton steel blast doors. The doors can be closed hydraulically in 30 seconds or 3-5 minutes by hand. Admiral Keeting is the facility commander and in case of an emergency the doors are closed immediately after he is inside. There is enough food to keep 800 persons in lockdown for thirty days although there are usually only 300-400 military and civilian persons working there any given day. Of course, only three days would be fresh food and MREs (meals ready to eat) would be eaten thereafter. Fifteen buildings, free-standing without contact with the stone walls and joined by flexible connections, make up the inner complex, 12 of these buildings are three stories high. All of the buildings are mounted on 1319 steel springs weighing approximately 1000 pounds each. The springs allow the complex to move twelve inches in any direction. The facility houses its own police department, fire department, barber shop, convenience store, medical and dental clinics, chapel, fitness center, basketball and racquetball courts, baseball field and picnic area. The complex cost \$142 million to build which would be about 25 **billion** in today's dollars.

This was just the overview, now it was time to follow our navy man to a bus that would take us into "the mountain" itself. Walking from the bus a short distance through the granite tunnel to the 25 ton blast doors felt a little like a scene from a movie—they were impressive! Whenever we were outside of a building the floor was damp with a few puddles and an occasional tiny stream of water. The water slowly seeps through the granite from the surface of the mountain, but it takes two weeks to do so. To keep water from dripping on people, canvas tarps are hung from the ceiling like umbrellas in many places. On the surface of the chiseled granite walls large steel bolt heads can be seen arranged in a grid looking pattern. They are huge

expansion bolts and their purpose is to apply pressure on the granite to fool the mountain into thinking that this big hole is still filled with granite, thus preventing the mountain from collapsing.

As we walked through the hallways it looked much like any other office building except when moving between buildings you could see the granite and the springs underneath the buildings. We were taken into the Air Warning Center where we were briefed by the commander of the day, a woman named Captain Quick. We were seated facing a full wall display showing all the aircraft in the US and Canada. Since 9/11 they work much more closely with the FAA and have access to all its data as well as military data. The FAA now has a seat in the command center and have access to long range radar, short range radar, aerostats, balloons and surface vessels, and to all flight plans and everything airborne. They watch all TFRs and watch for violators; they watch for aircraft that deviate from their course or turn off their transponder or engage in other suspicious behavior. There are 3000-3500 aircraft in each sector being watched at any one time and 7000 aircraft enter from outside the USA every day. In December they also do Santa tracking.

From here we were taken to the Civil Engineer Division where we saw some of the equipment necessary to sustain the complex. There are six 2800 hp diesel generators which act as back up power to that provided by the city of Colorado Springs. There are 21 air filters to be used in case of nuclear incident. The water supply comes from an underground well within the mountain; it is collected in four 1.5 million gallon reservoirs. Three of these serve as industrial reservoirs and the remaining serves as the complex's primary domestic water source. One reservoir holds 500,000 gallons of water with diesel fuel floating on top to power the generators. An alternate outside water source can be used if necessary. From this area we were also able to view clearly the huge springs that support all the buildings. We were told that a direct ICBM hit would probably destroy the complex, but operations would continue elsewhere and their mission would be complete as they would have already warned the world.

This was a truly amazing tour and one we will never forget. We are grateful to the Pikes Peak 99s for making it possible.



TRIBUTE

By Coleen Campbell

Vivian Hamilton White, known to all as "Penny," flew her last approach and landed in heaven October 23, 2005.

She was born in Boston July 11, 1921 at a time when women's rights and abilities were still very much in question. A time before even the Ninety-Nines were organized. Penny was truly a lady on the leading edge of many accomplishments.

She attended Dean College in Franklin MA in the late 30's intending to study medicine, but her teachers inspired her to aim for a teaching career. She left after a year with a goal to reach young children with guidance in life. She stayed connected to the school because of, "the great teachers I had, the friends I made along the way, and the love and support I received while a student."

Penny went on to Westbrook Jr. College in Portland, Maine for two years and studied medical laboratory technology. She then married Donald White and they moved to Oklahoma City. There, with Donald's support, she completed her undergraduate degree at Oklahoma City University. She received her master's degree in South Pacific Music during 25 years of teaching first graders. She always loved education and encouragement of small children.

At age 40, Penny received her private pilot license in Manhattan, KS and later joined the Fort Worth Chapter of the 99's after moving to Arlington TX in the early 60's. She was one of the five charter members when Golden Triangle Chapter was chartered in 1969. Except for several years away in Japan, she remained a very active chapter member until her death.

After her husband's death, Penny worked for the Border Patrol where her fluency in Spanish was an asset. At age 73, Penny was honored with a retirement luncheon conducted by the regional commissioner.

Always an active member of the Arlington TX community, she talked to junior high school groups, was a board member of the Wesley Foundation for Methodist students, and volunteered tirelessly with Help Mission Arlington that uses grants to help with food, clothing and medical needs.

In 1990 Penny received "Outstanding Citizen of the Year" of Arlington TX and soon after was awarded the Rose of Honor by Sigma Alpha Iota (honorary music). She was a lady of many accomplishments and adventures including trips to Alaska, New Zealand, New Guinea, Australia, Japan and Saipan. She lived life to the fullest, made the most of every day and gave generously to others.

Truly an inspiration, she will be greatly missed. Cheers, Penny, heaven has a new shining angel.

BRAZOS RIVER

By Bonnie Lewis

Our Chapter loves to fly, and we've done lots of it recently. Many of our trips around this beautiful country were by individuals. As a chapter we have actually had good weather for flying. In August we flew to Graham TX for BBQ lunch and Dairy Queen ice cream. In October we lunched at Decatur, and November found us in Hillsboro for mall Christmas shopping and lunch. At Alliance airport in Fort Worth (January) we were treated to a tour of the FEDEX hanger thanks to Debbie Dewey who made arrangements. We saw the full operation of sorting and loading packages and envelopes. We also welcomed new member Sue Lewis.

We also love to party, and we had a great time at Christmas at the home of Crystal Campbell and Mickie Pawticky. They allowed us to fill their home to overflowing with food, auction items, people and noise. The silent auction was great fun and will provide funds for our next year trip to New Horizons Children's Home. We also hosted two fun pancake breakfasts as more fund raisers.

Pilot Puzzler

Unscramble each word and write into the corresponding boxes. Take the shaded letters and re-assemble into the final answer. Answer elsewhere in issue.

OOLS	<input type="text"/>				
ATDSHEE	<input type="text"/>				
GNAASBD	<input type="text"/>				
KURCT	<input type="text"/>				
RAIN IS SAVED UP IN					
<input type="text"/>					
<input type="text"/>					

Thanks to Judy Allerheiligen for the puzzle!

Our July program included a talk covering myths, damage by birds and wildlife, and avoiding bird strikes.

Bonnie and Tom Lewis represented the chapter at the fall SCS meeting. A highlight was the tour of Cheyenne Mountain operated by the USAF.

We are proud of our member's accomplishments: Debby and Bill Scanlan and Debbie and Kick Keyt participated in the Air Venture Cup Race 2005. Paula and Russell Owens participate regularly in Texas Mission of Mercy events to do dentistry for the underserved. Marcia and Roe Walker transported supplies for Hurricane Katrina relief. Debbie Dewey sold her plane to concentrate on working with Jim Erskine on her RV10 project. Claudia and Martin Sutter expect to fly their RV7A very soon.

Melanie Frey-Eppard Wins FAA Award

Melanie Frey-Eppard, Fort Worth chapter, was presented with a Flight Safety Award from the Fort Worth FAA Flight Standards District Office at the annual Aviation Safety Counselor Training session. This award recognizes outstanding support of Flight Safety Program Activities in the general aviation community of his district.

Ms. Frey-Eppard has been a volunteer aviation safety counselor since 2001, and she has served under three Safety Program Managers. Also, she has recently hired into the Air Traffic Services/Airway Facilities department of the Southwest Regional FAA Headquarters.

A Goal to Reach

By Becky Smith, Austin FWP

Christmas morning 2003, and the envelope on the tree had my name on it. My husband of 2 months had created a computer-generated certificate for flight training. As I opened it, I gasped and my heart was beating so fast I thought it would explode. A flight instructor was waiting that very day at our local airport for my very first flight lesson!

I've loved airplanes since I was very young. No pilots in the family, but for some reason I was in love with airplanes. I never missed the 50's TV program, "Sky King." I didn't know how, but I knew some day I would learn to fly. It was Fifty+ years later before I had my first lesson.

After an exciting first flight, I assumed it would be just as exciting in each lesson I took.

That first lesson was at a major airport an hour's drive from our home. My husband and I decided to find a flight school closer to home, and we decided on a flight school a bit closer.

We walked in the door and had to search to find someone. I proudly introduced myself and said, "I want to learn to fly." The young instructor looked at me, and I'm sure he was thinking: what is this old lady doing here. I boldly asked if he was up to teaching a "mature" student.

He laughed and assured me there was no problem. Then he sold me the Jeppesen kit and told me to read the first four chapters. I scheduled two lessons for the next week and went home to read!

What he failed to say was that there was a book on maneuvers, a book on test questions, a book on regulations, a book on weather and a very big book with a lot of chapters on aviation.. Which four chapters???? I was frustrated and overwhelmed.

My husband Jim, now retired, was a commercial airline pilot with thousands of PIC hours in many different kinds of single and multi-engine aircraft including jets. He planned to stay out of my training and let the instructors teach.but he saw my increasing stress and frustration. He suggested I meet with the instructor and tell him exactly what I wanted to accomplish before we got in the plane and have time after the lesson to discuss what I did right and what I needed to do to prepare for the next lesson.

About this time, we went to Oshkosh for vacation. There I met John and Martha

King at their booth. I lamented my frustrations to them. They encouraged me to bring the syllabus (what syllabus?!), sit down with the instructor and ask where I was and where I was going. Back home, my instructor looked at the list, said "ah, you've done this, this and this" ... and suggested I fly with one of the other instructors.

Instructor #2 liked to fly the plane and "demonstrate" what we would do more than he allowed me to actually fly. The day he yelled at me for braking without reducing the power I knew I was done with this guy.

I had 17 landings in my log-book, yet I had never done even one without his hands on the yoke! At this point, my husband decided I was done with this flight school.

My life long dream of learning to fly was slowly beginning to fade. I questioned my ability to learn and remember all the information that was being blasted at me. Confidence was shot.

I am upper level manager with a large national communications company. With over 700 employees, ten offices and a multi-million dollar budget, I never had a self-confidence problem. What happened?

Four months after my last lesson, my husband Jim arranged for me to meet Lou Ann. She is the wife of the husband wife instructor team an hour away from our home. We sat down in the classroom and discussed what we would do and then headed to the plane, a clean, well maintained Cessna 150 with a new engine.

I did the pre-flight, climbed in and taxied to runway 18. Throttle all the way in....60 mph.....rotate.....I was flying! I feared I had forgotten everything I had learned, but it was all coming back.

Climbs, turns, 30-degree bank turns, slow flight, crosswind landing at a nearby airport, take offs. Wow, I can do this and it is F-U-N. This is how it was supposed to be. I'm sure my first two instructors are competent pilots, but as instructors, they almost destroyed a lifelong dream.

Equipped with a sectional chart, reading assignments and an explanation of what we will do at my next lesson, I feel a "solo" is in the near future. I can't wait!

RIO GRANDE NORTE

By Susan Larson

The portion of The 99s mission statement to "provide aviation education in the community" has been the chapter's mantra this winter. Lori Heimdahl Gibson chaired the program which brought Rio Grande Norte 99s into Española classrooms in order to present each middle and high school AVID classes (Advancement Via Individual Determination). Each presentation was a one hour demonstration of basic aviation principles. We did eight presentations over two days.

We finished off our teaching frenzy with the Expanding Your Horizons program for girls at Los Alamos in March with Elizabeth Hunke at the helm.

Our next teaching job will be a joint presentation with the Albuquerque Chapter of a Flying Companion Seminar with instructors from both chapters. This presentation will be in the Anderson-Abruzzo Albuquerque International Balloon Museum.

We are pleased with the growth of our "new" chapter. We were chartered at the Tulsa Section Meeting in October 2003. Now we boast 22 members. Three are from Farmington, many in the Santa Fe area and the rest scattered across Northern New Mexico.

Let's Go to Washington, DC! 2006 International Conference

The 99s International Conference is scheduled for July 5-9, 2006 in Washington, DC, hosted by the Mid-Atlantic Section. Conference information is in the Jan/Feb 99 NEWS and is also on The 99s website at www.ninety-nines.org/conference.html.

The pre-conference tour is a trip to Colonial Williamsburg 2-4 July with stops at the Yorktown Victory Center and the Jamestown Settlement. Other conference tours include: a dinner cruise to watch 4th of July fireworks, a White House (and lots more!) tour, Pentagon, Udvar Hazy Museum, War Memorials, Air & Space Museum, and more, more more.

If you've never been to Washington, DC you'll find the Metro is the best way to get around the city. The Mid-Atlantic Section has been working hard on this conference, so come see our nation's capitol on our birthday!



OKLAHOMA

By Carol Sokatch

Sue Halpain, Liz Lundin, Jody McCarrell and Margie Richison were our delegates to the New Zealand International Meeting.

At the Amelia Earhart Scholarship Banquet, Sue Halpain presented the Oklahoma Mary Kelly Scholarship to Sandra Rutledge, a member of the Ambassador Chapter living in Calgary, Alberta, Canada.

The 29th Air Race Classic that started at Purdue University set Bartlesville as a non-mandatory RON. Ann Pogson and Wyvema Startz worked with Dianah Harrod to plan details for Bartlesville and were delighted and overwhelmed that 32 of the racers elected BVO as an overnight stop. Dianah's six months of planning was culminated on June 21st and 22nd with a true sense of accomplishment.

Chapter members Charlene Davis, Rita Eaves, Phylis and Robert Hensley, Phyllis and Bob Howard, Helen Moulder, Poochie Rotzinger, and Jan and Charles Perry helped, along with Lake Tenkiller Airpark residents.

Because Oklahoma will celebrate 100 years of statehood in 2007, our Chapter was asked to work the 2007 Air Race Classic starting point. Dianah Harrod and Charlene Davis will serve as Chapter Co-chairmen. Dianah has raced in the event as well as coordinated a stop and Charlene coordinated for Elk City being the terminus a few years back.

The theme for the 27th annual Okie Derby was Luau on the Prairie and leis were presented to entrants. The governor declared August 15-20 Okie Derby Aviation Week. Congratulations to Phylis Howard for chairing such a successful competition and to all the Chapter members and friends who contributed their time and energy.

Of the 33 racing teams, 1st Place went to Vicki and Jack Hunt (Kansas Chapter). Vicki also was Best 99, and they won Best Out-of-State and Best Fuel. 2nd Place went to Chris Johnson and Gary Bush, 3rd Place to Jim Bynum and Bruce Self. Three scholarships were awarded (thanks to our generous sponsors) to Kiersten Orrick, Nathalie Thomas and Theresa White.

Attending the Fall SCS meeting in Colorado Springs were 99s Charlene Davis, Sue & Bill Halpain, Jody McCarrell and Margie & Randy Richison. Our Chapter was proud to receive the Governor's Award for Outstanding Chapter of the Year.

Poochie and Ed Rotzinger were judges at the October 17-24 Region 6 NIFA held

Several Dallas Chapter members have passed various milestones recently. We learned one of our founding chapter members, Doris Weller, passed away last winter. Another of our founding chapter members, Romona Upfield, celebrated 50 years of 99s membership in October 2005.

Two of our FWP's passed private pilot check rides: Sherry Coffey in August, Lauren Aldinger in September. FWP Megan Strandstra is busy enjoying flight training and college experiences at Embry-Riddle Aeronautical University in Prescott Arizona.

We have mixed things up this year by holding fewer business meetings but still



Above: Megan Strandstra. Right: Dallas members at their Poker Run.

DALLAS

By Jill Williams

trying to get together as a chapter as often as we can. In August we were represented at the International Conference in New Zealand

by Jerry Glennie and Ann Koenig.

In September we met at Corsicana (south of Dallas) to repaint the airport name. Also in September, we were represented by Chris Swain and Holly Barr at the Fall section meeting.

In October we met for supper at a local Italian restaurant. In November we held a poker run with participant planes including a Twin Comanche, a Bonanza, a Mooney, and several Cessnas. Our prizes included various admission packages to aviation museums throughout Texas. In December we held our chapter Christmas party at a local steakhouse, and were specially pleased to have Gabriela Adam-Rodwell, who is currently living in Oklahoma, join us.



at Warrensburg, MO at CMSU. Poochie constantly urges more members to participate in all NIFA competitions.

Members toasted each other and enjoyed great Mexican food at our Halloween dinner in Bricktown. Thanks to Amy McCue for another good party!

We painted a half-size compass Rose at McCaslin Field on November 5th and were favored by marvelous weather. Thanks to Gladys for lunch.

Our November meeting was held in the apartment of our hard-working Membership Chairman Suzanne Kelly. However, we bid her a fond farewell as she begins a new job in Ohio.

In December we held our Chapter Christmas Party at 99s Headquarters. Each member brought a Christmas ornament to pass Wright (right) or left as mentioned often in the Phylis Hensley take of Santa's visit to Oklahoma 99s. This is an equal opportunity to get direction turned while sitting in one place. This has become our tradition and is so much fun.

ENTER TO WIN!

The section annual awards will be presented at the fall section meeting. First and second place awards are presented in four categories. There is also the Governor's Award given to the outstanding chapter of the year.

What each chapter needs to do for judging is complete the awards report form on the following pages of this issue because the report covers the fiscal year ending May 31st.

Return your chapter report to the Awards Committee as soon as practical after the closing date. Either mail or E-mail to:

Marjorie Richison
99s Awards Committee
1601 Valley Ridge Road
Norman, OK 73072
Email: rrichison@cox.net

South Central Section Annual Awards Form

For period beginning June 1, 2005 and Ending May 31, 2006

Chapter: _____ **Chapter Chairman:** _____

Chapter Operations

Membership

- _____ Total number of members on May 31, 2006
- _____ Number of new members and transfers (June 1, 2005 – May 31, 2006)
- _____ Total number of Future Women Pilots
- _____ Total number of members attending Section Meetings (Fall 2005 **and** Spring 2006)
- _____ Number of members attending International Conference (Christchurch, New Zealand 2005)

Contributions

(Place x beside each donation made by chapter)

- _____ Museum of Women Pilots
- _____ Amelia Earhart Memorial Scholarship Fund
- _____ Amelia Earhart Birthplace Museum
- _____ Ninety-Nines Endowment Fund
- _____ SCS Special Projects
- _____ International Headquarters Projects
- _____ National Intercollegiate Flying Association
- _____ World Precision Flying Competition
- _____ Other _____

Aviation Activities

List number of times your chapter has participated in each activity

- _____ Airmarkings (include runway numbers, displaced thresholds, compass roses)
- _____ Airport Improvement Projects (placement of signs, beautification projects)
- _____ Chapter sponsored Poker Runs, Treasure Hunts or Young Eagles
- _____ Chapter participation in Poker Runs, Treasure Hunts or Young Eagles
- _____ Chapter sponsored Flight Competitions (spot landing, navigation events, proficiency races)
- _____ Chapter participation in Flight Competitions
- _____ Participation in NIFA events
- _____ Other _____

South Central Section Annual Awards Form

For period beginning June 1, 2005 and Ending May 31, 2006

Aerospace Education

List number of times your chapter has participated in each activity

Visits to Aviation-related Facilities

- _____ Flight Service Stations
- _____ Weather Reporting Stations
- _____ Airport Control Towers
- _____ Air Route Traffic Control Centers
- _____ NASA Facility
- _____ Aviation Manufacturing Facilities
- _____ Aviation Museums
- _____ Avionics or Mechanic School
- _____ Airport Tour
- _____ Other _____
- _____ Other _____
- _____ Other _____

Chapter Participation in Aviation Functions

- _____ NASA/99s Education Program
- _____ Air Bear Program
- _____ Girl/Boy Scout or Camp Fire Presentation
- _____ Career Days
- _____ Aviation Presentations to Civic Organizations
- _____ Booth or Exhibit at Air Show or Civic Function
- _____ Aviation Scholarships awarded by Chapter
- _____ Other _____
- _____ Other _____
- _____ Other _____

Safety

List number of seminars attended

- _____ Safety Seminars presented by Chapter
- _____ Safety Seminars attended by Chapter
- _____ Flying Companion Seminars
- _____ Other _____
- _____ Other _____
- _____ Other _____
- _____ Number of members completing FAA Wings Program
- _____ Number of members who have flown within past 12 months

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Teller: South Central Section 99s
Anna Taylor
PO Box 1371
Sandia Park NM 87047-1371

South Central Section 99s
PO Box 1371
Sandia Park NM 87047-1371

----- Fold here -----

(Teller: Cut here after authentication)

Directions for 2006 South Central Section Ballot:

1. Do NOT make copies of this ballot, please remove it from your magazine. The mailing label is the “authentication” list for the section. The teller will remove the mailing label section **after** authentication and **before** counting.
2. Mark your ballot. If voting for a write-in candidate, make sure they are willing to serve and meet qualifications.
3. Fold your ballot at the appropriate marks so that only the Teller’s mailing address shows. (The Post Office likes it if the “open” end is on top. It is less likely to be torn by their machines.) Tape or staple the ballot so that it remains closed. Please use a stamp!
4. Deadline for voting is 1 June 2006. Ballots must be postmarked by this date.

PLEASE VOTE!!!!

**2006 ELECTION SOUTH CENTRAL SECTION 99s
OFFICIAL BALLOT**

GOVERNOR (*Vote for one*)

_____ CHRIS SWAIN, Dallas Chapter

_____ Write in _____

VICE GOVERNOR (*Vote for one*)

_____ JAN MCKENZIE, Colorado Chapter

_____ Write in _____

SECRETARY (*Vote for one*)

_____ CHARLOTTE LARSON, Purple Sage Chapter

_____ Write in _____

TREASURER (*Vote for one*)

_____ DEB PRICE, Colorado Chapter

_____ Write in _____

DIRECTOR (*Vote for two*)

_____ JO AGEE HOUSLER, San Antonio Chapter

_____ JILL WILLIAMS, Dallas Chapter

_____ Write in _____

NOMINATING COMMITTEE (*Vote for three*)

_____ GINNY BOYLLS, Rio Grande Norte Chapter

_____ NAN FRANCE, Fort Worth Chapter

_____ MELANIE FREY-EPPARD, Fort Worth Chapter

_____ Write in _____

SOUTH CENTRAL SECTION APPROACH

Dottie Loveless, Editor
123 Ivy Hill Court
Santa Teresa NM 88008

*Spring 2006
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