



PLANE TALES



THE NINETY NINES INC * ORANGE COUNTY CHAPTER

Chairman: Irene Engard
Vice Chair: Pat Prentiss

OrangeCounty99s@gmail.com

Secretary: Carol Bennett
Treasurer: Lianne Oakes

Past Chair: Rene' Perrigoue

OC99s website: <http://oc99s.sws99s.org/new/>

OC 99s facebook page: facebook.com/OC99s

April 2015

Calendar of Events

April 1 Business Mtg, Signature 5:30pm

April 8 General Meeting—Ballooning
Administration Building



April 12 Antelope Valley Poker Run & BBQ
<http://antelopevalley99s.wix.com/av99s>

Apr 30-May 3 SWS Meeting Temecula
"Flying to the Stars"
Registration & details:
<http://ninety-nines.net/sws99sCC/>

May 6 - Business Mtg, Signature, 5:30pm

May 13 - General Meeting—Playing with Fire . . .

June 17 Pilot of the Year Banquet &
Installation of Officers
Costa Mesa Country Club
(Note: Third Wednesday)

July 5-10 International Conference —
Munich, Germany
<http://www.ninety-nines.org/index.cfm/conference.htm>

OUR MISSION --The Ninety-Nines is the International organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Eternity Above Reality Below Peace in between

You are invited to a special presentation by balloonist, Peggy Watson-Meinke. Peggy earned her FAA LTA pilot license in 1986 while living in Germany. She has hundreds of hours flying balloons and participates in balloon races and festivals all over. She is passionate about flight and will give us insight into what it means to be a balloon pilot. Her 90,000 cu. ft. balloon is named "StarLite" and many of our Southwest Section 99s were able to witness the balloon in flight at Reno's Great Balloon Race in September 2014.



Wednesday - April 8, 2015
6:30—Hangar Flying
6:50 Announcements
7:00 Program

Because this is a special event—we have invited SoCal Pilots Association to join our meeting.

JWA Administration Building
Airport Commission Room
(Parking and access to room is behind the building)
3160 Airway Ave, (Paularino & Airway)
Costa Mesa

"Hot air balloons always inspire a sense of timeless majesty that you carry with you for years," shares Peggy Watson-Meinke



Refreshment Committee

Would the following members be so kind to co-ordinate with Cheryl Cotman at 949-723-1097 *no later than April 5*
Pat Prentiss, Julie McCoy Schafer, Patricia Siegfried, Carol Tierney, Diane Titterington-Machado, Eleanor Todd, Becky Valdez



From the Right Seat

Look who came to our March meeting — Maddy and Lena.!

We had a GREAT meeting—14 members attended. Lina Shi brought coconuts - punched a hole in the coconut - stuck in a straw so we could enjoy coconut water. A fun, new experience. In keeping with the green theme we had guacamole (chips were corn colored), cheese wedges (wrapped in green) and candy shamrocks (handmade by Becky). I made green ice for the core of my water container (no, the water we drank was not green).

Barb & Eleanor went to WAI conference. They were quite impressed with the dollar amount and number of scholarships given for women to advance their aviation skills. Even scholarships for mechanics. They passed information to Lena, Lina & Maddy. By the way, Maddy was accepted to the Flight Team at Embry Riddle.

We had fun with the education portion of our program: *The Envelope Please*. Each member selected an envelope. On the outside was the aviation question. Sealed inside was the answer. Some answers indicated the member had won a prize.

It was fun and festive. We had lots of time for yakking. We covered all the bases by 8pm. Members lingered and left. Thanks to DTM and Carol for Q&A. I did some research to create more Q&A.

Our Fly-In to SBA was a huge success. Many thanks to Arlene and her family. (See article.)

I am SO PROUD of our members. Thank you to all who made the time to send me your 2014 activities related to Air & Space Education. Our efforts are acknowledged (and I hope rewarded) by the Southwest Section at the Spring Section meeting. We get credit for events we visited, events where we made presentations and events in which we participated. The tally is the number of members participating for each event. Our 68 members created 435 participation points...and I'm certain many were missed.

There is still time to register for the full 3 day Southwest Section meeting in Temecula. The fee increases on April 4. OR—come for the day—there is Saturday only registration for \$89 which includes registration-seminars-Western BBQ/Banquet/Awards. The business meeting is Saturday morning (8:30 - 11:30). There is no cost to attend the business meeting. Carpool with another member and help out the hosting chapters by registering online even if just for the meeting. Saturday night is when we find out if we have won the Air & Space education trophy. I do hope you are there.

Just a reminder of the goals I hope we accomplish as a Chapter this year (2015):

- ♦ Mentor another member on the volunteerism side of our chapter. It would be very healthy for our chapter if at least two people knew how to create all the wonderful things we do.
- ♦ Plan ahead and have at least 20 members attend the Spring Section meeting in Temecula.
- ♦ Serve our community and WIN the Public Relations and Aviation and Space Education Award.

Your fearless leader,
Irene

SNA – SBA Saturday, March 21, 2015

NOT just another fly-in . . .



From a chance meeting at an airport months ago, 14 chapter members and two guests enjoyed an amazing fly-in and lunch experience in Santa Barbara!

One night last November I drove to CRQ to watch the inaugural flight of Surf Air's newest Pilatus PC-12 NG. It was flown in by Captain Arlene Wilske to kick off the celebration for Surf Air's newest base in CRQ. Arlene's parents, who have been so supportive of her flying since Day 1, drove down from their home near Santa Barbara for the event. I introduced myself to Llew and Marilyn Goodfield, who already knew about our 99s chapter (Arlene sends them copies of our newsletter). We had longer to get acquainted than expected because Arlene's flight was delayed almost 2 hours. During that time, Marilyn suggested that the 99s have a fly-in to SBA and she would coordinate lunch at the SB Yacht Club. A plan was born!



Marilyn, Arlene, Llew and Diane in CRQ

Marilyn and I stayed in touch, with the resulting fly-in happening last Saturday. The final count from the OC99s was 4 airplanes, including Pam Doddridge's CJ-2 (which she was forced to take because her husband took the plane she was planning on - the new Meridian!) Sixteen of us flew IFR to SBA where we were met by Marilyn, Llew, and Arlene's sister, Francie.



Julie, Pam, Celia, Shirley, Diane, Colleen, Kelley, Patty, Becky, Carol, Cheryl, Arlene, Francie, Jeevika, Tashi and Irene
Photo taken by 49 1/2 Peter

The SB Yacht Club had set up a table for us with a view of the harbor and sailboat races. On the table, Marilyn had prepared a goodie bag for each, including a giant avocado from Llew and Marilyn's orchard. Llew, a former Commodore and current historian of the yacht club, gave a history of the club and of early aviation in Santa Barbara. We learned that Francie was the first female Commodore of the yacht club and both Francie and Marilyn are avid racers for the ladies sailing teams.



After a delicious lunch and lively conversation, we were transported back to the airport for our VFR flights back to SNA.

I know that everyone enjoyed this unique experience, from student

pilot, to seasoned pilots, to non-current pilots who got to enjoy the day. ~Diane Myers



What a nice looking group!



Happy CJ Passengers



The beautiful view of Santa Barbara Harbor from our table



Santa Barbara Yacht Club view—nice!



Some of our goodies.



Captain Julie at the controls of her beautiful Baron.



Llew, SB Yacht Club Commodore, 1996, and current historian, presented the history of the yacht club

We Orange County Ninety-Nines could not have received a more gracious reception from Arlene and her family. Marilyn, Llew, Francie, and Arlene all did their utmost to make each of us feel welcome. How could one not feel pampered by a handmade Welcome sign, chauffeured vehicles, an elegant lunch with special menus, an aviation-related local history lesson, and huge avocados and homemade cookies in goodie bags for each of us. Each family member shook hands with us and greeted us individually.

I was honored to meet each of them and find myself folded into the extended family. In all of my years as a 99 and thinking of the many fly-ins I have participated in, I cannot remember one where we were more welcome. The entire experience, starting and ending with flights in Julie McCoy Schafer's incredible Baron, was delightful and I am so happy I was able to be a part of the magical experience.

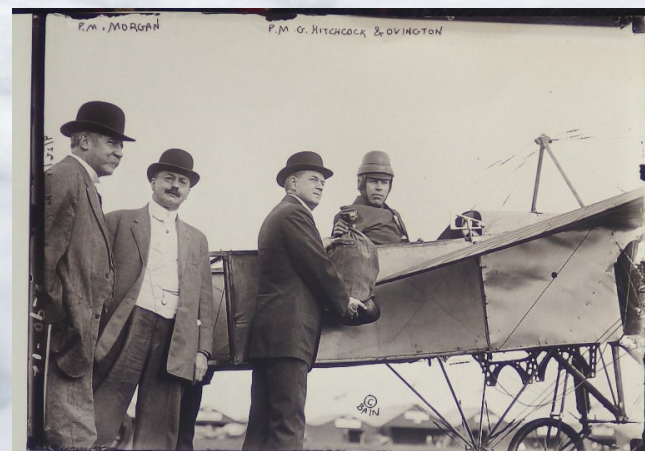
Shirley McFall



Francie was the first female Commodore of the yacht club in 2013



Marilyn is a former President of the SBYC Women's group and Woman of the Year.



Earle Ovington was not only the first Airmail Pilot in the USA but also one of the first Commodores of the SBYC.

Earle Lewis Ovington (December 20, 1879 – July 21, 1936) was an American aeronautical engineer, aviator and inventor, and served as a lab assistant to Thomas Edison. Ovington piloted the first official airmail flight in the United States in a Blériot XI on September 23, 1911.[1] He carried a sack of mail from Garden City, New York to Mineola, New York. He circled at 500 feet and tossed the bag over the side of the cockpit and the sack burst on impact, scattering letters and postcards.[2] He delivered 640 letters and 1,280 postcards, including a letter to himself from the United States Post Office Department designating him as "Official Air Mail Pilot #1." [3][4]

See what our members have been doing

On Feb 24, 2015, Lina Shi earned her PPL. Carol Bennett was her CFI. After the checkride, the DPE, Jeff Rock told me that "you were very professional taxiing out, with your taxi diagram on your clipboard." And the winds cooperated, and the sky was clear. You should be very proud - earning the PPL takes a lot of work, and is a big accomplishment.

From Lina: *Thank you! Finally I made it!*

Lina receives her PPL from Jeff



Lina Shi flew to KEMT on Saturday, March 21.



*I took my daughter and friend and her dog to El Monte on Saturday, it was great!
Thank you for your suggestion, hope you had great time in Santa Barbara!*

Lina

(Message to Lina after the Santa Barbara fly-in: Everyone had to fly IFR to Santa Barbara because of clouds at SNA and SBA (1000' overcast))

From Lina: *Wow, which means even if I got the plane, still couldn't make it! I left the airport at 1:30pm, because of the weather, waited until it cleared up! It was haze, but still VFR, it's a short flight, have done this before, nothing unusual happened, all good, so just more confidence now! I'm learning to build up my confidence!*

Thank you, Lina

Remember our February sweethearts, featured by the OC Register:



Thanks to Patty & Peter Murray and Colleen Handrahan, Vince and Mary were able to visit an old friend. Here they are, admiring their airplane at LGB.

Reunion of 3 Ninety-Nines in Santiago, Chile

March 6 – 10, 2015

Background: January 15 – 18, 1999, I was teaching 737 sim in Seattle for Continental (we ran out of sim time at our own sims). On the 16th I jumpseated down to Portland to have dinner with my brother and his wife, then back to Seattle for the next day’s sims. Early Sunday morning my phone rang – one of my students who wanted to watch the football playoffs? No – it was my sister-in-law who had just heard from my Mother (parents were on a cruise around South America): my Father was in intensive care in a hospital in Santiago, Chile and my Mother was in a small hotel where they only spoke Spanish.

Yikes!!! Looking at a map, I realized that Seattle to Santiago is almost half-way around the globe!

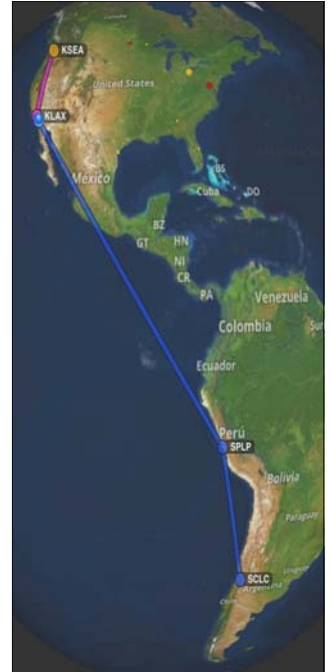
I called my Mother at her hotel, asked how she was: “fine.” *Yeah, right.* I told her that I would fly down as soon as I could get there. Obviously, my mind wasn’t totally on my students that day, but they were good pilots and understanding. I flew back to SNA, drove home to pack for my trip to Santiago. The most direct route was on LanChile from LAX – Lima – Santiago – “only 15 hours.”

That evening I looked through the Ninety-Nines printed roster to see if there were any Ninety-Nines in Chile. There was one: Madeleine DuPont de Bock, who lived in Santiago. I called Madeleine and explained who I was and why I was traveling to Santiago. She told me to call after I arrived.

The next morning as I was driving to LAX, I called the medical service handling my Father's case. The Doctor told me that Dad was "stable." When I arrived in Santiago the next morning, I took a taxi to the little hotel to meet my Mother, then we rode to the hospital. I was glad the Doctor had said "stable," because seeing my Father with all sorts of tubes and machines attached was definitely distressing.

After a short visit, I moved my Mother and me to a larger hotel in downtown Santiago, where the airline crews stayed (English spoken, and crewmembers to talk to – one suggested taking the subway, safe and fast, to the hospital). The following morning Madeleine picked up my Mother and me at our hotel and took us to her home for a lovely lunch on the patio with her husband, Hans. After lunch, Madeleine drove us to the hospital for a short visit (Dad was still not responding), then a bookstore to find books on Chile, then to her small airport (she owned a Bonanza). That evening we enjoyed a “Grill party” at her airport, with good food cooked by the mechanics. The next day the Doctors were trying to wean Dad off the ventilator so that he could travel back to the U.S. That worked for less than an hour. The following day it was decided to fly Dad back to California on an air ambulance jet, with a nurse, keeping him on the respirator. By that time, my Mother was starting to fall apart. There was a Continental ticket office near the hotel, so I walked there to purchase two reduced-fare tickets on American through Miami. After booking the flights and seats, the agent requested a fairly large sum, so I handed over my credit card. He then told me: “cash only.” *Gasp!* I tried to think how many ATM machines I could raid, then announced that I was a “Management Pilot on a Medical Emergency” and I needed to speak to his supervisor. Fortunately, the supervisor approved my payment with a credit card.

My Mother and I arrived home just an hour before my Father's jet landed; he was transported to the local hospital. It was a slow recovery, but my parents enjoyed life for 15 more years.



Chile is 2,600 miles
long & 110 miles wide

Later that year: In June, 1999, Madeleine and Hans visited the U.S. for a family wedding, and stayed with Ralph and me for two nights. The first evening was our chapter's POY dinner, so Madeleine and Hans were our special guests. The following day Hans played golf with my Dad (neither had met him) and another 99 took Madeleine for a sightseeing flight along the coast. That evening we held a "grill party" at our home for Madeleine, Hans, and a few friends.

Fast forward: Slightly more than one year ago, Celia Vanderpool took a cruise around South America with the last stop being Santiago. I put her in touch with Madeleine, and suggested they try to meet. Celia was able to meet Madeleine at a coffee shop for an hour before her flight back to the US. *That is a whole different story* ~ you will read that in another publication.

The Reunion: Celia and I decided we would travel to Santiago for a reunion with Madeleine. Celia was able to book flights on American using her miles (nice to have friends!), so off we went.

We departed SNA on March 5 at 1630, changing planes in DFW for the long flight to Santiago, landing Friday around 0930. The hotel was nice enough to let us check in when we arrived. We checked out our surroundings, saw military cadets in formation and walked down a wide boulevard with cafés on both sides. That evening we enjoyed a light dinner on the 5th floor outside bar with a view of surrounding buildings. Saturday we toured around a



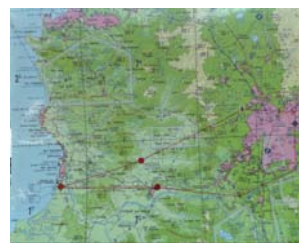
farmers market and joined the Saturday crowds in the shopping area, then took a taxi to the Aerodromo Tobalaba for a sightseeing flight (arranged via many emails and several referrals of pilots). I had asked Madeleine if she could fly us around, but she teaches IFR almost full time at a flight academy and their airplanes are only used by their students. Our pilot, Francisco Ortiz met us at the Club Aereo de Santiago, which owns 2/3 of the very nice private airport. Francisco showed us the route he suggested, drawn on the chart (which he gave me afterwards). When he asked how long we



wanted to fly, I said "4 hours!" Then said "probably 2 hours." Francisco is a very disciplined pilot who plans to fly for LanChile (as his Father does) when they start hiring again. We flew directly over the international airport (not a class B), west to the coast where we checked out the largest swimming pool in South America –



impressive. Then southbound, descending below the coastal clouds that were coming in (sound familiar?). Finally we turned east back towards the Andes and our departure airport – after a low pass over a dirt strip used for training. Francisco made a smooth landing, topping off a great flight! That evening Celia & I took Francisco and his girlfriend, Maria, also a pilot, to dinner at one of their favorite restaurants.



Francisco's proposed route: west over the city to the coast, south, then return



Flying below the coastal clouds



Very popular beach ~
~ but very cold water!



G1000 view of the Andes



Celia, Francisco, Diane after a memorable flight in a new 182

On Sunday morning Celia & I walked a few blocks to Santa Lucia Hill. The hill comprises a 700 sq ft park, and rises 225 feet above the surroundings. It is adorned with ornate facades, stairways and fountains. At the highest point there is a viewpoint popular with tourists visiting the city. It was at the foot of this hill that Pedro de Valdivia founded the city of Santiago on 12 February 1541. Cerro Santa Lucia was declared a national monument on 16 December 1983.



In the afternoon we met Madeleine at a coffee shop (the same one where Celia met her a year ago) to reconnect. After coffees and conversation, Madeleine drove us to her home to wait for Hans to finish his golf game. When he arrived we reminisced some more, then went to Hans' golf club where he introduced us to a Chilean Pisco sour, then to bistro for dinner.



On Monday after a morning of sightseeing, Celia & I met Madeleine at her favorite Peruvian restaurant, La Mar, for lunch; her daughter and granddaughter, visiting from Germany, joined us. After a leisurely lunch – which only *starts at 3pm* in Chile! – we went to a craft market. That evening Celia and I again enjoyed a casual dinner at the 5th floor outdoor bar at the hotel, with Irene's head joining us!



On Tuesday morning we packed for our return long flights, then visited the Pre-Columbian museum nearby.



Before leaving the city, we had to take a little video of a typical pedestrian street crossing—very descriptive!



<http://www.youtube.com/watch?v=i94w6hx396Y>

Then we were off to the airport for our flights back to SNA via DFW – 16 hours sitting on airplanes, sore backs and tired eyes – but a great reunion of International Ninety-Nines! ~ Diane Myers

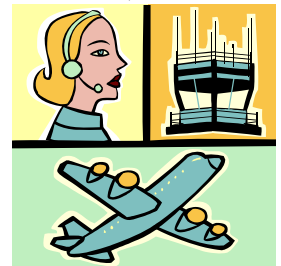
Say Again?! Radio Communications



I don't know about you, but the first time I ever heard an aircraft radio, the guy from ATC might as well have been speaking Greek. I might catch a word here and there, but it was pretty much gobbledygook. Once I learned to "speak aviation", with its phrases, acronyms and special vocabulary, I felt like I could keep track of what was going on, but I had to practice to be able to answer the radio

calls to me in a clear, concise way and not end up tongue-tied saying "er, uh..." when I needed to have a quick answer. Then I went off and started on my instrument rating and things got strange all over again. I was busy trying to keep the pointy end forward without looking outside and these people wanted coherent answers from me. Sigh! If you are new to flying or perhaps don't fly very much, your radio skills could be somewhat less than you'd like to have them. Here are a few things you might like to consider.

1) Listen to others – controllers and pilots both. Listen to HOW they say what they need to say and think about how that can help you to be on top of your radio communications skills. There are some very professional people out there (and there are also some people out there from whom you can learn what NOT to do, but I won't include them here). Mostly you'll find that they're fairly accurate, specific, and they don't waste words. One of my worst habits is to try to be "cheery" on the radio and that leads to additional words that aren't really necessary. Controllers appreciate cooperation, but most of them don't want any extra words (not even "good afternoon"), especially if they're slinging airplanes right and left. They'd much prefer you to be crisp, accurate and to the point.

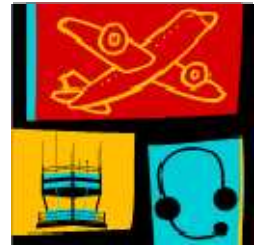


2) If you have a choice, vary the practice frequencies that you listen to. Try listening to LA Center, then So Cal, then a tower or two (especially when they're busy). What they say and who they say it to is quite different, so you'll get a broader education.

3) If you're not in the air very often, get yourself some kind of an aircraft band radio. Those that are receive only don't cost much, or you can go for a transceiver. Of course, I've advocated "hand-held" radios for years as useful things to have for getting clearances on file while you're still pre-flighting, emergency use, etc., but they can also be used for just listening in on what's going on. If I'm at my hangar at Chino working on things, I nearly always have my radio turned on to the CTAF (well, OK, I also want to know if some old warbird is coming in so I can run out and watch!).



4) Find a friend (possibly even your CFI) and **practice** – especially if you’re “low time” or are working on an Instrument rating. There are many times when the information given will be in a certain order and you can practice listening for that. This will really cut down on the number of times you need to ask the controller to “say again”. One good example is when a SoCal (TRACON) controller gives you final clearance for an instrument approach. First, they will tell you where you are relative to the final approach fix, then the heading to turn to and altitude to maintain to get you on the final approach course, then “cleared for the XXX approach, runway NN”, and finally when to call the tower. Another example is your initial call the tower. They do NOT want you to say your N number and then “over”. Call them by name (XXX Tower), then tell them who you are (Cessna 12345), exactly where you are (be accurate – it wastes their time to have to look around for you), and what you want. If they need to know you have the ATIS, include that, too.



5) Finally, do a little reading. You can find oodles of things if you google “aircraft radio communication”, including:
<http://www.liveatc.net/>, (listen to LIVE traffic all over the US)
http://www.flightsimaviation.com/aviation_theory_18_Radio_Techniques.html
and
<http://stoenworks.com/Tutorials/Aircraft%20radio%20comm.html>

(Warning: I haven’t spent much time investigating these, but they seemed good at first glance.)

With a little study and some practice, you’ll be a lot less intimidated by your radio communication.

Have a SAFE flight! ☺

Claudia Ferguson
Safety Chairman
San Fernando Valley 99s
© 2015 CK Ferguson



A few useful phone numbers to call to listen to ATIS or AWOS or ASOS:

John Wayne ATIS	714-546-2279	ASOS	714-424-0590
Chino ATIS	909-393-5365	ASOS	909-393-5823
Brackett ATIS	909-596-1523		
Long Beach ATIS	562-595-8564	ASOS	562-424-0572
Palomar ATIS	760-438-2117	ASOS	760-930-0864
Big Bear AWOS	909-585-4033		
Catalina ASOS	310-510-9641		



Becky Valdez is passionate about supporting our military. She was involved in the creation of the new USO Lounge at John Wayne Airport, and volunteers there one day a week.

Becky writes about another important issue; one most of us would not think about: SOCKS.

"Now that the forward Marines have returned and broken down the camps the remaining Marines have it really rough. There is nowhere to wash their socks. (*Think about walking all day in wet socks.*) They have to be a specific type. The best way for people to donate socks is through the 'Socks For Hero's' website."

Send Comfort Across the Miles... Donate Now to Socks for Heroes

OVER 330,000 Pair Sent Forward since June, 2011

The following article is written by Jim Hogan, father of a fallen Marine.

While many have been reading about the recent troop drawdowns, the United States still has over 34,000 troops fighting in Afghanistan. These men and women fight under conditions that would make the average American Citizen cringe. They do it without complaint regardless of the discomfort and danger. And they are winning against a dedicated and ruthless enemy, who if left unchecked, would bring their brand of terrorism to our shores.

Our son LCPL Donald J. Hogan was killed in Helmand Afghanistan in August of 2009.

In the time period that followed that tragedy, we spent a lot of time with the Marines who served with him. During each of our conversations with these men, we asked them what they needed the most. The answer? Socks. Why Socks?

Well the infantry spends all of their time on their feet. They have no laundry facilities, so they have to wash their socks in the canals and air dry them. While in California, this would be no problem, but where they are located, the sand and grit gets into them and makes them unusable within a couple of days. Speaking to over 100 field Marines, the answer was uniform: **"Send us Socks."**

Please contribute to **"Socks for Heroes"**. Your donation will be used to purchase socks and have them shipped to Afghanistan to our brave American Heroes in harm's way. You can contribute on a one-time basis, or ask us to remind you on a monthly basis if you would like to continue your support through the deployment. You can also adopt a Squad, Platoon or a Company.

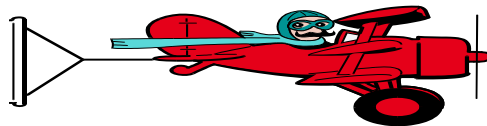
Please drop us a check at: SCMCSG – 2171 Via Teca, San Clemente, CA 92673 (estimated cost \$5/ea)

Thank you for your generosity!





ANTELOPE VALLEY 99s
25th Annual St. Patrick's Day
Poker Run Flight!
W.J. Fox Airfield in Lancaster



DATE: **♣ Sunday, April 12, 2015 ♣**

TIME: 9:00 a.m. – Cards available at airports!
12:00 p.m. – Barbeque served!
11:00-12:30 Spot Landing Contest (at the beginning of the “Double Bars”)

CHECK IN: 10:00 a.m. to 1:00 p.m. at Fox BBQ Hangar with unopened envelopes
No envelopes accepted after 1:00 p.m.
Poker Prizes awarded at W.J. Fox after lunch

STOPS & CARD LOCATIONS: Fox@BBQ hangar, Mojave@Voyager Restaurant, Tehachapi
Muni@gas pump, Inyokern@Quonset hangar, Cal City@terminal, Rosamond@old FBO

Fly to 1 or 6 airports in any order. If you don't make it to all airports, you may get cards at WJFox AP. Special PIC prize for each participating pilot flying to at least 3 airports.

*Rain or shine, it's party time – If weather is not VFR, there will still be a BBQ!!
Poker hands will be dealt & prizes awarded*

AVIATION RELATED PRIZES INCLUDING:

- ♣ Overnight stays ♣ Free meals ♣ Flight reviews
- ♣ Many more fabulous aviation prizes !!!

NOTE: BBQ tickets SHOULD be purchased before Thursday, April 9.
On Poker Run Day, BBQ tickets will be sold based on available food.

REMEMBER: WE SELL OUT!

The Antelope Valley 99s is a nonprofit 501(c)3 organization number 95-4198649
Proceeds used for scholarships, new pilot flight training, and activities that promote flight

Name(s) of all _____ # Poker Hands _____
Attendees _____

BBQ Tickets _____

Address _____ # Combos _____

TOTAL AMOUNT ENCLOSED: \$ _____

\$12/Seven card Poker hand – Best 5-card hand wins
\$12/BBQ (Santa Maria Beef with trimmings)
\$20 COMBO (includes one Poker hand AND one BBQ ticket)

MAKE YOUR CHECK PAYABLE TO ANTELOPE VALLEY 99s AND MAIL TO:
AV 99s, P.O. Box 5131, Lancaster CA 93539
For additional info – Call Lynne (626) 484-2898 or Carol (661) 948-2478

Aviation History Facts for April

April 1 In 1921... French pilot Adrienne Bollard takes off from Mendoza, Argentina in a Cauldron biplane to become the *first woman to fly over the Andes*. She completes the historic Andean crossing to the Chilean capital, Santiago, in 10 hours.

April 8 In 1931... **Amelia Earhart** climbs to a record altitude of 18,415 feet in a Pitcairn autogyro at Willow Grove, near Philadelphia.

April 9 In 1976... Air France opens its second supersonic service, from Paris to Caracas, Venezuela; the Concorde takes six hours, including a stop at the Azores.

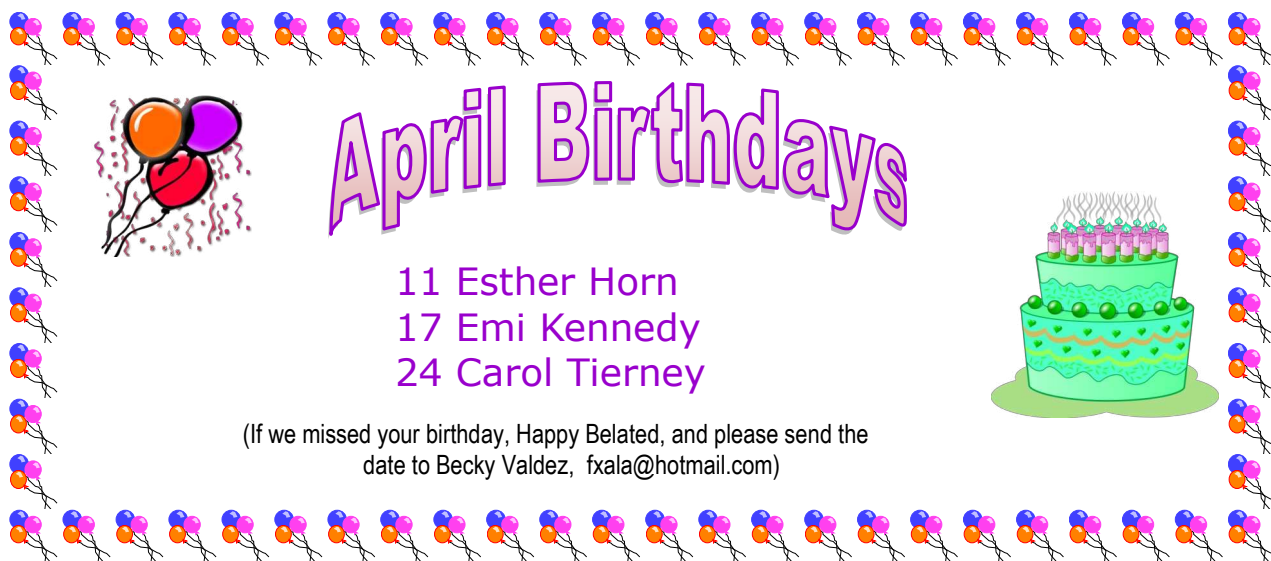
April 13 In 1925... The first regular U.S. air-freight service is initiated by Henry Ford, linking Detroit, Michigan and Chicago, Illinois.

April 16 In 1912... **Harriet Quimby**, the *first American woman pilot*, lands after a solo flight across the English Channel from Dover to Calais, France.

April 24 In 1946... Winged Cargo Inc. opens an unusual freight service in which goods are carried in a Waco CG-4A glider towed by a DC-3.

April 28 In 1937... The first commercial flight across the Pacific is made as a Pan-American Boeing 314 Clipper seaplane arrives in Hong Kong.

April 30 In 1928... British pilot *Lady Mary Bailey* lands to complete a flight from England to Cape Town, South Africa. She took off on March 9th.



OUR MISSION

The Ninety-Nines is the international organization of women pilots that promotes advancement of aviation through education, scholarships, and mutual support while honoring our unique history and sharing our passion for flight.

Join us Online

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