

THE NINETY-NINES, Inc.
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

News Letter

68 FIFTH AVENUE, NEW YORK 11, NEW YORK • CHELSEA 2-5069

MARCH 1955

ATTENTION!

SPECIAL TO MEMBERSHIP CHAIRMEN

This year too, too many renewals have had to be returned for completion. Even new applications have been incorrect or incomplete. What to do? How about a program on our constitution? How about briefing new and old members on membership requirements, with emphasis on the following:

Active members:

- Date of physical, must be current,
- Date of C.A.A. I.D. card
- Dead-line for renewal, October 31st.
- Late renewal requires a new application, plus \$1.00 to cover cost of reinstatement.

Inactive members:

To apply for inactive membership, must have logged 200 hours, and been active two consecutive years.

If a member, for some reason, has not the physical, apply for inactive membership for that year, and upon receipt of physical date can go back on active status at once. We could avoid a lot of "head-aches", book-work, and make that 1300 goal.

Louise M. Smith, Chairman

NEEDED IMMEDIATELY.....SLIDES

of WING SCOUT ACTIVITIES for use by National Scout Headquarters.

Slides will be returned. If you have any good slides that show something of Wing Scouting and you do not mind their being used would you please send to me as soon as possible. Thank you.

49#er CARDS are now procured from MARGARET GERHARDT, 2034 12th Ave., San Francisco, Calif. Send 10¢ and your husband's name if you wish to have such a card.

The information re: aircraft ownership is needed to complete the president's files. With this information it will be possible to be of service to the aircraft industry in answering the inquiries for statistics. Also in the Civil Defense program we may be called upon to furnish this information on our membership! Hope you'll send in immediately. Thank you.

Gerry Mickelsen.

PRESIDENT'S COLUMN

DEAR NINETY-NINES,

Almost everybody collects something or other - as a hobby that is. Now some collect stamps or tea cups, and some collect an attic full of old magazines and newspapers, while still others collect old things. This last item hits home; we collect old and rare bits of aviation publications and stuff. And it's a never-ending source of entertainment to read back to the thoughts of early aviation pioneers. One dandy, written somewhere back in 1910, struck my fancy when it briefly covered the "limitations of the aeroplane" by saying:

"In the opinion of competent experts it is idle to look for a commercial future for the flying machine. There is, and always will be, a limit to its carrying capacity which will prohibit its employment for passenger or freight purposes in a wholesale or general way. There are some, of course, who will argue that because a machine will carry two people, another may be constructed that will carry a dozen, but those who make this contention do not understand the theory of weight sustentation in the air; or that the greater the load the greater must be the lifting power (motors and plane surface), and that there is a limit to these - as will be explained later on - beyond which the aviator cannot go."

Needless to say, the writer of this book would indeed be surprised were he to see some of our current day aircraft. But, after all, accord-

ing to all the laws of aerodynamics, the bumble bee can't fly. Frankly, at the rate aviation has been making progress, this prediction business is pretty much out on a limb.

Another early "flying machine" book gives complete instructions for building and flying your own glider ...sort of a "do it yourself" project, vintage 1908. The apparatus consists of a set of wings which the aeronaut stands up under, holding the glider high up under his arms. To become airborne you merely trot down a slope into the wind, and when the wings start to lift just lean back slightly and you're off! To ascend you shift your weight forward and down you come! Kind of rough on the arms, not to mention an occasional head or shin bone.

Seriously though, these little old flying machines have come a long way in just fifty years. Wonder what the next ten will promise? Sure glad nobody is calling on me to make a prediction for the future of "aeroplaning", it's a rough business.

Your friend,

Gerry Mickelsen

Clip and Check →

I (and/or husband) own an airplane,

(make - model - year)

I have the use of _____

aircraft by reason _____ (employee)
_____ (co-owner) _____ (relative)
_____ (friend) (Don't check if
a 99) (Don't check if you are
renting aircraft from flying service)

The checked are based at _____

(airport - city)

SEND to GERRY MICKELSEN
1809 Wentworth Ave.,
Sacramento, Calif.

I (and/or husband) operate a flying
service or manage an airport.

I am an instructor _____

(part) (full)

time.

Name _____

Address _____

Chapter _____



INTERNATIONAL MEMBERS

Israel GLIDING

BY: Mrs. R. Markovsky

The gliding movement in Israel started early in the year of 1935, when a few boys full of enthusiasm started gliding from a hilltop in a glider for beginners brought to us from Poland (beginnings have been made as early as 1932, when a British Sergeant Major instructed young men in Haifa in flying on a two-seater glider). But the serious impetus to our gliding movement was received in the same years when Jewish aviation experts came to our country from Germany and among them gliding instructors and glider engineers who brought with them two gliders, make "Grunes Baby". After a topographical survey of the country these experts came to the conclusion that the best site for gliding was "Giv'at Hamorh" in the center of the Yezreel Valley, near Affuleh. From then on summer camps for gliding pupils of the Aero Club of Israel were held in Kfar Yeladim, a place at the foot of this Hill. Also at that time the Aero Club of Israel (A.C.I.) was also in the possession of four gliders for beginners, of Polish type, four gliders for advanced pupils, also of Polish type, and two German type gliders. Every summer there were an average of 45 pupils learning. These pupils only paid for their upkeep and very restricted tuition fees were charged as the A.C.L. felt it to be their duty to provide the major part of this tuition free of charge. The running of the camp was carried out by voluntary personnel and the majority of the instructors likewise worked on a voluntary basis while the maintenance and repair of the gliders were done by the pupils themselves. The expense of these camps was covered by the A.C.I. Funds which were obtained from supporters from the public. Gliding was at that time an open sport and youths from all parts of the country were drawn to it out of their strong desire to learn to fly and receive instruction in aviation. All strove to be pilots and they saw in gliding the first stage to that end.

The number of youths wishing to learn gliding became more and more and the number of gliders in the possession of the A.C.I. did not suffer any more. The A.C.I. therefore started to build six gliders and these were put into use at the gliding camps which took place in 1950.

The majority of the pupils of A.C.I. who learned gliding at these summer camps later formed the nucleus of the Air Force with the establishment of the State. When the State was established the A.C.I. wanted to expand and make gliding a national sport in Israel, but the economic position in which

Israel found itself since the end of the Second World War also affected the A.C.I. Lack of foreign currency did not allow for the import of new gliders or even raw materials for the building of same. The A.C.I. now had six gliders for beginners, two gliders make Olympia which were acquired in England even before the establishment of the State, and one glider "Grunau Baby" which was built in the country at the end of the second world war upon the order of a group of officers of the British Air Force and when this group returned to England the glider remained in Israel.

The second section comprised of experienced pilots among club members who are now in the service of the Air Force or Civil Aviation and advanced gliding trainees. This section keeps increasing and it is joined from time to time by new pilots who have completed their course of studies. They have at their disposal only two sail-planes for performance gliding.

In spite of these difficulties, we are succeeding in the training of glider pilots and in acquiring experience. Our pilots excel due to their great energy, volunteering spirit and comradeship which is commended, as the using of only two planes by such a large number of pilots requires these qualities.

France

Dear Mrs. Mickelsen,

I am really sorry to have found several letters of the Ninety-Nines only when returning from a long trip in Africa. Besides this I am not living actually in Paris, as I fly jets in a center of Experiments of the Air Army, at Mont-de-Narsan (Landes) (near Spain). As I wrote to one of your treasurers, the exchange regulations prohibit sending money out of France to foreign countries. Exceptionally, they let me send my dues to the "Ninety-Nines" during two years. But now, they refuse to do it regularly. I do not want to be a charge for one of your chapters, as you kindly suggested to do.

Having no possibility to bring to your wonderful Association a financial contribution, I suggest that my only participation to its activity should be, as in the past years, to have as my personal guests the

members of the Ninety-Nines coming to Paris, to make them know some people of Aviation over here, show them to the city and different places etc...

It will always be a great pleasure to do this (when I go back to Mont-de-Narsan to Paris definitely), even if I am no more a member of the Association.

With my best wishes for the New Year and kind regards.

Elisabeth Boselli

p/s. (This is one of the many interesting Christmas cards I have received, and knew you would be interested in sharing it with me. One of our chapters is sponsoring Elizabeth's membership for '55.

(Gerry)

How About It?

Letter Received from the TOPEKA STAMP CLUB, Topeka, Kansas. Jan. 25th.

Madam President,

As you most likely know, Senator Frank Carlsen (R.-Kans) has introduced S.10, a bill "to provide for the issuance of a special postage stamp in honor of the memory of Amelia Earhart."

This is a matter which is dear to the hearts of many Kansans. We know your Ninety-Nines must share that interest. The Topeka Stamp Club is letting its active interest in some such move be known to: Hon. Frank Carlsen, Senate Office Bldg., Washington, D.C., Hon. Olin Johnson, Chr. Senate Committee on Post Offices and Civil Service, Senate Office Bldg., Washington, D.C., Postmaster General Arthur E. Summerfield, Washington, D.C.

If you share our interest in seeing philatelic honor paid Amelia Earhart, perhaps thru so-called Heroes of Peace stamps, we hope you will feel like writing the above officials also.

We think it would be most helpful if you could suggest to the Chairmen of each of the state Ninety-Nine Clubs that they take some similar constructive action.

Sincerely,

Pearl S. Stattard, Sec.
L. A. Hahn, Pres.

EXECUTIVE COMMITTEE

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BRONETA DAVIS TREASURER
Minco, Oklahoma

'55 AWTAR:

9th ANNUAL AWTAR

Long Beach, California to
Springfield, Massachusetts.

Purse: First Place: \$800; 2nd
place, \$500; 3rd, \$400; 4th, \$200;
5th, \$100. In addition there will
be a number of special awards.

Dates: Impounding Deadline, June
29th, 1955. Take-off 0800 PST,
July 2nd. Planes must cross finish
line by 1700 EST July 6th. The
Awards Banquet will be held in
Springfield on July 7th.

Start Long Beach, Blythe, Calif.;
Phoenix, Tucson, Ariz.; El Paso,
Midland, Wichita Falls, Texas;
Tulsa, Okla.; Springfield, St.
Louis, Mo.; Terra Haute, Ind.;
Dayton, Ohio; Wheeling, West Va.;
Reading, Pa.; Springfield, Mass.
Must stops are Midland and Reading.

Write to Mrs. Barbara London, 624
Armando Drive, Long Beach 7, Calif.,
for rules and entry forms. Please
enclose 25¢ to help defray mailing
costs.

ATTENTION

All bids for the 1956 TAR must be
submitted to Betty Gillies not
later than June 15th, 1955. Chap-
ters asking for funds from cities
will find they must do so during
April, 1955, to make the budget
starting July 1st, 1955, in order
to get the money for the 1956 race
start or finish expenses. Your
city should be able to tell you be-
fore the bid deadline whether or
not you will get the funds.

Betty Loufek, Director
Public Relations,
AWTAR, Inc.

ways and Means

Dear Ninety-Nines:

Many thanks to the Las Vegas Chap-
ter for their \$50 contribution to
the 1956 AWTAR fund. Received a
statement from Bea Medes, AWTAR
Treasurer and as of December 31,
1954, only \$295.50 has been re-
ceived for the 1956 AWTAR. The
deadline is July 1, 1955. There
are only 4 months left in which to
send in your quota. If some of the
chapters already have the money for
their quota, please send it in to
Bea Medes as soon as possible. The
TAR fund is in a savings account
and the sooner you send your money
to Bea the sooner it will start
drawing interest.

Restaurants at some airports are
closed one day a week, and most of
the time it is on Sunday. Such is
the case at Meacham Field in Ft.
Worth. So our local 99's are sell-
ing coffee, doughnuts and corn dogs
every Sunday, which happens to be
one of the busiest days out there.
We have been clearing around \$10
per Sunday. In order not to work a
hardship on any one member, we take
turns and two girls go out each Sun-

day. It will be worth your while
to investigate this possibility at
the airports in your city. You
will find the airport managers very
cooperative. This service is to
their advantage.

We need some NEW IDEAS! Please
drop me a line and let us know how
you raised your money so we can
pass it on to the other chapters.

Sincerely,

Margaret Callaway,
Chairman

NEWS RELEASE

Washington, D. C.--With the issu-
ance of a booklet called "Masters
of the Air," the Smithsonian Insti-
tution has announced plans for a
series of popular publications on
scientific and historical subjects
related to its important exhibits
and collections.

Designed for both young and adult
readers, "Masters of the Air" de-
picts in story and pictures the
progress of aviation from the first
glider flight by the Lilienthal
brothers of Germany in the 1890's
to the superjets of today that fly
faster than sound.

This story of aviation relates the
sometimes-tragic, sometimes-glori-
ous events that were the mile-
stones of aviation progress. In-
cluded are the stories of the
Smithsonian's own former Secre-
tary Samuel P. Langley, a great
aviation pioneer at the beginning
of the twentieth century; flying
planes of the first World War; the
early flights across the ocean and
around the world; and the achieve-
ments of the famous "firsts," such
as Lindbergh, Wiley Post, and
Sikorsky.

The historic planes described in
"Masters of the Air" are among the
aeronautical collections of the
Smithsonian's National Air Museum
whose curator, Paul E. Garber, was
technical adviser for the publica-
tion. The text is by Prof. Glenn
O. Blough of the University of
Maryland and formerly science and
education specialist of the U. S.
Office of Education. The Publica-
tion was made possible by a grant
from the Link Foundation.

Copies of "MASTERS OF THE AIR" may
be obtained for 50 cents each by
sending your cash, check, or money
order and request to:

Distribution Section
Editorial and Publications
Division
Smithsonian Institution
Washington, D. C.

TIME TO START
RAISING FUNDS FOR
THE '56 AWTAR



NEW ENGLAND SECTION

By: Barbara Cloud

On January 20th we had a joint
meeting with the Aero Club of New
England with Jacqueline Cochran as
guest of honor and we all thorough-
ly enjoyed her warm talk about avia-
tion. Among those notables at the
head table were Mrs. Amy Otis Ear-
hart, Godfrey L. Cabot, Gov. Cath-
erine Hiller and George Brennan,
Pres. of the Aero Club. Approx-
imately 300 attended the luncheon.

Catherine Hiller is busy, not only
running Hiller Airport, but she is
v. pres. of M.A.T.A. and was guest
speaker at the Friday Club in
Barre, Mass.

Catherine Hiller, Pat Arnold and
Barbara Cloud were guests at a
luncheon of the Springfield Chamber
of Commerce Convention Bureau at
the Sheraton Kimball Hotel at
Springfield. Pat and Barbara were
asked to speak to the group, as
past participants in the "Powder
Puff Derby", about the race and
Pat, Barbara, Ted Jarrett (mgr.
of Convention Bureau) and Harry
Hermann (mgr. of Barnes Airport,
Westfield, Mass. appeared on WWLP
TV on "Western Mass. Highlights"
with Tom Colton as moderator.

Isabel Stinson, whose husband is
Stinson Aircraft Parts Manufactur-
ing and Maude Tait Moriarty, past
pres. of New England Section 99's
were at the luncheon and are now
both in Springfield and we feel it
a privilege to know they will re-
join our group. Your reporter just
learned Pat Arnold has a charter
operating an Air Taxi Service (pass-
enger and freight) on the East
Coast...Jerry Gardiner is vacation-
ing in West Palm Beach, Florida.



N.Y. - N.J. SECTION

By: Ruby Sadtler

In December, a very unique party
was arranged by our Governor, Selma
Cronan in her 49th Walter's office
in Downtown New York. The office
was made festive with Christmas de-
corations complete with tree, where,
following our usual custom, we
placed our gaily wrapped gifts
(marked for girl or boy) to be de-
livered to the Bellevue Hospital
for crippled children. A sumptu-
ous buffet was served and everyone
had a wonderful evening listening
to Dora Dougherty and Walter play-
ing the guitar and singing.

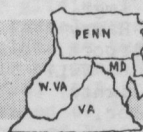
Congratulations to Betty Harris,
our little glider enthusiast, and
to her 49th Stan, who now have a
son James Jay Harris born December
12th.

Our January 10th meeting which was
extremely interesting was held at

the International Airport on Long Island and was attended by thirty-six members and guests. After dinner at the Brass Rail at the field, our speaker Art Griffin, Aviation Promotion Supervisor, Port of New York Authority, gave us an inspiring talk on the GCA and ILS systems, plus a lot of information on the PONYA's plans for furthering interest and education in aviation. We then drove to the Control Tower (160 feet high) and were conducted to the Instrument Flight Room where we actually watched them in operation. It was a quiet evening for instruments, visibility being about ten miles but there were quite a few GCA and ILS runs. We then went up to the Central Tower which is a fascinating place. It is completely equipped with the latest devices enabling the workers to handle everything with ease. Although they seemed quite busy, they said it was a quiet evening.

Our group included five prospective new 99ers. Marian Lopez brought her niece Marilyn King, a visiting 99er from the New England Section.

Clara Adams of the W.I.A.A. attended, also Fil Giuliano, Art Editor of Flying Magazine.



MIDDLE EAST SECTION

WASHINGTON, D. C., CHAPTER
By: Louise Kidd

Our deepest sympathy goes to Billie Cain on the loss of her mother.

The regular January meeting was held at the home of Jean Howard. We were glad to welcome four guests: Claire Callahan, one of our inactive members; Belle Hetzel of the Missouri Valley Chapter, and formerly International President; Charlie Planck, Director of Public Information, CAA, and author of "Women with Wings", a history of women in aviation; Elynor Rudnick President, Kern-Copters, Inc., Bakersfield, Calif. Elynor is 31 years old; a fixed wing pilot; has her own helicopter company started in 1948, now employing 15 pilots and mechanics and operating 6 helicopters; and has recently been elected President of the Helicopter Association of America.

An efficiency race is scheduled for February 26 from Washington to Allentown, Pa. With 7 planes available, all members chipped in \$1 (for the treasury) and non-plane owners drew numbers for co-pilot positions. Owners of the planes will race to Allentown and co-pilots race back, winning pilot and co-pilot to receive prizes.

The proposed Washington to Cuba International Air Race met with enthusiasm. Look for details elsewhere in the "News Letter".

After the meeting, Charlie acted as projectionist for a very interesting film supplied by Elynor of helicopters at work transporting personnel and equipment for mapping in

Alaska; checking power lines in California; and transporting uranium prospectors to almost inaccessible spots in the mountains. The film was taken by Elynor's employees and she was generously offered to send a free copy to any 99 chapter requesting it. Just drop a note to her at the above address. The film is the best on helicopters I've ever seen and you will all enjoy it.

Jean spent January 10 in New York flying one of the Port Authority's Bell Helicopters. She flew up to the Statue of Liberty and Brooklyn Bridge, and reports it was "Fun"!

MEADVILLE CHAPTER
By: Vega Ihsen

Six of us met for a dinner meeting at the INN, Edinboro, Pa. on Wed. Jan. 19th. Betty Rohleder, Jean Swartwood, Harriette Mosbacher and Marge Cook drove up from Meadville. Pauline Harabedian drove down from Erie; and your reporter did some cross country work from Fairview in a Jeep.

After we enjoyed a very tasty dinner, we were invited to view some color P.A.A. travel films being shown in the same dining room by the Edinboro Lion's Club. Our grateful thanks to President Flynn and his Lion's Club members.

During our business meeting we discussed the possible attendance of some of our members at the air race from Washington to Allentown on Sat., Feb. 14. We hope some can go!

Several suggestions for promoting inter-country good will through 99 activities were advanced. We will discuss these and other ideas at greater length at our March meeting.

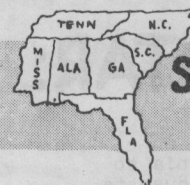
Harriette and her husband Hugh plan to make a flying trip to Mexico and possibly other countries south of the border (those not embroiled in civil difficulties) sometime between now and our next meeting. Happy landings, and we'll look forward to hearing an account of your journeys in March!

We're glad to hear that Eleu Miller passed her physical and will soon be officially re-united with us.

Dorothy and Franklin Miller have taken a two week flying vacation trip in their Bonanza. Puerto Rico was primary destination, with possible stops in Mexico on return!

Pauline reports she has been doing some aerial work - on skis, that is, down the snow covered hills around Erie.

Our next meeting: 6:30 Wednesday, March 16th, at THE INN.



SOUTHEAST SECTION

CAROLINAS CHAPTER
By: Dorothy Shackelford

Carolinas Ninety-Nines converged on Selma, N. C. Sunday, January 16th to meet with Myrtle Thompson at her Airport. Though South Carolina was socked in and only Sara Shonk managed to get there by getting up at 4:00 a.m. and driving up with her mother, there was a good crowd of North Carolina girls and visitors on hand. About fifty planes, including Army and Marine Pilots, dropped in during the day. Myrtle greeted her guests, wearing a scarf, bordered with the words: "Never Under Estimate the Power of a Woman."

Estelle Bradshaw won the Petticoat Handicap race to Selma, missing her estimated time by only two minutes. Estelle, who flew her Cessna 170 to Alaska, last summer, is planning a trip to Mexico and possibly South America this year.

Chairman, Edith Long, was honored with a gift and prizes were awarded for spot landings and bomb drop-pings. After the business meeting, a delicious buffet luncheon was served. In short, a fine time was had by all, in spite of the lowering skies.

Betty Hamilton is becoming active again in CAP and Estelle Bradshaw is very active in that field in Pinehurst. Myrtle, in addition to running Myrtle Airport in Selma, also promotes aviation with a column, "Air Currents" in her local paper and with talks in schools and clubs.

The next meeting of Carolinas Chapter was planned for Columbia, S. C. on March 20. Sure hope the weather will give us a break.

TENNESSEE CHAPTER
By: Jane Hilbert

Our chapter has really been hibernating since the Sectional Meeting in Chattanooga last November. We've had only one meeting scheduled since then and the weather-man refused to cooperate so that there were only two or three members able to attend. We hope that the weather will soon improve so that we can resume our flight activities and schedule a meeting.

Evelyn Bryan has almost completed her instrument rating course and will have that coveted ticket in her possession soon. She has really been working hard to obtain this despite the unfavorable weather and she is to be commended for her effort.

Seems that Pat Burnett's 49er pulled a fast one: by trading the Bonanza for a Cessna 140 and then trading the 140 for a Stearman, which has put Pat out of the running for entering the 1955 AWTAR at present.

ALABAMA CHAPTER
By: Jo Durdin

Rain, Rain, Rain! And January 15th, when we met in Tuscaloosa, it surely did! "Believe thee me!" Eliz Gay and her guest Cissy Rainer showed up in an out-of-this-world baby-blue Cadillac collapsible. Meredith Ward carried us to lunch in her 1940 "Chevy" which she refuses to sell because "I'll never get another one as good". Besides, when money-spending time rolls around Meredith's Cessna 140 holds top priority.

Mr. J. B. Carl, President of Dixie Air Inc., was nice enough to turn his office into a meeting room, and, as if that weren't enough, was host, by proxy, for a delicious lunch.

We were thrilled to death to have with us Louise Patton (flight instructor and secretary to Mr. Carl). Louise is the energetic gal who was instrumental in organizing our chapter.

T'was grand seeing Cora McDonald again - she's the lone Miss. 99er. At present she is working for a war surplus company, where there are stored five BT 13's whose only activity is their monthly engine run up.

FLORIDA CHAPTER
By:

The January meeting of the South Florida Chapter was held on January 17th at the home of Dorothea Vermorel. Plans for participating in the 1955 Aerorama were discussed but the main topic was the 1955 International Air Race. Are you ready for the news? Well here goes.

June 9th through the 14th have been set as starting date and returning date. Why returning date? I'll not keep you guessing any longer. The race will be from Washington, D. C. to Havana Cuba.

Cuba is sponsoring the race and is really going all out so we want a big turn out. After arriving in Havana and checking in at Santa Fe Airport, we will take a tour of Cuba. First to Varadero Beach where we will spend the rest of the day. Next day on to Cienfuegos. The third day back to Havana for the Awards Banquet and Formal Military Ball.

How does it sound? Details will be forthcoming to each chapter soon.

GEORGIA CHAPTER
By: Betty Wood McNabb

A case of where your left hand and your right are working independently of each other-- Georgia 99s-- four of them-- met in Americus in mid-January. Repeated conferences with available weather facilities led the South Georgians to expect the gals from North Georgia to join them, but it turned out that birds were walking in most of the state.

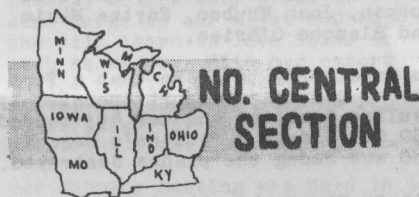
49 $\frac{1}{2}$ -er Biff Kennedy of Parrott flew down to Albany in the family Cessna,

a brand new 170, to pick up Lois Lacy, Betty McNabb, and Connie Reynolds while Caroline Kennedy stood by in Americus to meet the non-appearing gal pilots from north and west.

The four "sho-nuff rebels" had a nice luncheon and then flew home, thanks to the kind Kennedys, via Cadillac, in a virtual cloudburst.

Albany 99s are feeling rather smug-- these days with three active 99s on the list. They are all, incidentally, members of C.A.P.

Georgia Airmarking chairman Betty McNabb mailed out letters to 125 communities urging them to airmark, and--!!--offering 99 assistance. If there is much enthusiasm shown, she foresees a busy season for 99s and plans to leave about then for parts unknown.



CENTRAL WISCONSIN CHAPTER
By: Lois L. Joyce

Ethel Christensen, our chairman, was hostess on Sunday, January 16th. She gave a prize for a secret landing time at Morey's Airport at Middleton. It was won by our new member, Avis Peterson of Baraboo. We had luncheon at the Cuba Club and held our regular monthly business meeting, with a lively discussion.

Received a note from Isabel Myrland who is in Mexico with her family. She expects to be home about March first.

Bernie Voelker had a nice trip to Florida right after Christmas. She drove down with friends and flew back, and says she, "I prefer flying by far, of course!"

Avis Peterson is going to South Carolina and Florida in March, flying her own plane - a PA-11.

INDIANA CHAPTER
By: Rae Cawdell

The first meeting of the new year was held at Weir Cook Municipal Airport in Indianapolis on Sunday, January 16. In addition to a nice turnout of members and 49 $\frac{1}{2}$ ers, we had as our guests Earline Carr and Virginia Maggart from Muncie, and Avada Storm, your reporter's sister.

Following luncheon at the airport restaurant we assembled in the new Pilots Lounge at Turner's Flying Service for the business meeting and program. It was voted that the 99's would take advantage of the offer by Allison Engineering to view their Powerama and be their guests at dinner on Friday night, May 6, this being the first open date. The Powerama should be on everyone's "must" list and we sincerely hope that all Indiana 99's

will be there with their families and friends, who are also invited.

We were delighted to have with us Mr. and Mrs. Larry Hirschinger. Mr. Hirschinger is the TV weatherman at Muncie, Indiana and his talk on "Old Weather Proverbs" was most interesting. Some of the girls were able to add to his lore and he assured them their proverbs would be used on his future TV programs.

We all extend sincere congratulations to Tannie Schlundt, recipient of the Dee Nicholas trophy. This beautiful trophy is presented annually by the Indianapolis Aero Club to an outstanding woman pilot member of the club. None could be more deserving than Tannie.

Alice Hammond, former International President of the 99's, was the overnight guest of Betty Nicholas on January 3. Alice, who is Civil Air Patrol Regional Coordinator of Women, was in Indianapolis with the regional liaison officers to attend the CAP meeting. Weather prevented their take off that night and both Alice and Betty were happy to have had the opportunity for a nice long chat - which lasted far into the night.

Lois and Dick Whitney took a flying trip, via Twin Beach, to Orlando, Florida for 2 $\frac{1}{2}$ days to visit Lois' Mother.

Myrtle and Everett Cox flew airlines to Phoenix, Arizona where they spent Christmas with their son and daughter-in-law.

UPPER IOWA CHAPTER
By: Betty Barton

The January meeting was held at Marie Blank's home in Klemme, Ia. with about 35 members and guests present. I believe it was the biggest regular meeting the Upper Chapter has ever had. Of course since Iowa has been having Florida weather, was one reason for the nice get together. Marie served a lovely buffet dinner.

Following the dinner a short business meeting was held. Ruth Shimon read 3 bills that were to be brought up in the state legislature the following week favorable to flying activities in Iowa.

The chapter has also made plans to start another flying activity contest on the point system. This will make the fourth one for the chapter and it promises to be a big success.

The members were pleased with the report by our Chairman Helen Flaherty that Millie Burt has been re-instated as an inactive member in the 99's. Millie at the present time is enjoying the nice winter weather of Florida. Maybe she should come back to Iowa where we are having Florida weather. We will be looking forward to your return, Millie, and attendance at our meetings.

Members present at the meeting were Helen Flaherty, Virginia Koestner,

Joan Johanson, Jean and Quentin Wildman, Beulah and Bob Smith and baby, Dorothy and Wayne Hurt, Ruth and Albert Shimon. Marie Blank and yours truly. One prospective member, Pat Moller and a transfer, Bernice Wilson and 49^{er}. Bernice is a member of the Missouri Valley Chapter but we hope will transfer to our Chapter soon since she has moved to Waterloo, Ia.

CHICAGO AREA CHAPTER By: Harriette Magee

Our below zero weather, with high winds and snow storms, has been keeping a good many 99s "grounded" but before this Phyllis Mottier & 49^{er} flew their Cessna downstate on several hunting trips, as did Nina Price. Nina is also a member of the local gun club and the possessor of several medals.

Sally Strempel's father was taken ill necessitating a trip to Coffeyville, Kans. We hope he is improving rapidly.

In addition to checking out in a Beech Bonanza, Sylvia Roth with Hazel Hackwith flew a new "55" 170 to Racine, Wisconsin.

In the November Newsletter I mentioned Doris Langer was working on her multi-engine rating. I am pleased to announce she has now obtained it in the new Piper Apache, no less.

Elsie Wahrer, sponsored by Virginia Rabung was unanimously voted into our chapter at the January meeting and will be formally introduced at our March 19 Achievement Award Banquet to be held at the Conrad Hilton Hotel. The last of the points toward this award have been turned in and we will all be eager to see who the winner will be.

I was very happy to introduce Lois Cassidy at our January meeting. Lois, with her husband, owns a Navion and a brand new Private Pilot Certificate. She too has been a professional musician and it turned out that she and Sylvia have several friends in common.

News seems rather scarce this month, perhaps due to my leaving my job with the C.A.A. It seems that sooner or later, everybody comes to the C.A.A. and I could keep up with most everything and everybody in the district. Maybe next month will bring some big news.

WISCONSIN CHAPTER By: Ruth C. Lembke

Toney's cozy apartment was the setting for the January meeting. Deedo Heise, freshly returned from her flight to Columbia, South America, and island hopping in the Caribbean Sea, told of meeting a 99 unexpectedly at an airport on one of those fascinating islands. Deedo's 99 pin is now making that 99'er happy and so is the exchange of American money for the island money.

Two of our airforce service gals are now in California. Jeannette

kapus has been there for some time. She was home for the holidays. Florence Fintak has been transferred there from Alaska. We hope you two can get together out there.

Dorothy Mitchell recently visited her mother here. Her friends received brief telephone calls. She has now returned to Washington, D. C.

Mary Lou Thompson, Elsie Peters, and Dora Fritzke entertained Lorraine Mueller, a pilot guest of Toney, while she prepared the usual welcome refreshments. Lorraine flies at Capitol Drive Airport.

ALL-OHIO CHAPTER By: Edith Harmon

The January meeting was held at the Urbana Airport on the 16th. Those present were Jean Bonar, Marjorie Gorman, Joan Hrubec, Edythe Maxim and Blanche O'Brien.

We were sorry to learn that a fire at the Castalia Airport operated by Pauline Smeltzer and her 49^{er} caused \$50,000 damage. Pauline's Cessna 180 was among the planes destroyed.

Ninety-Nines who attended the Christmas Party of the Cleveland Women's Chapter of NAA were Edythe Maxim, Mary Wenclaw, Marie Ambus, Florence Boswell, Arlene Davis and Joan Hrubec.

Meg Berning got too energetic when closing the hood of her new Olds and ended up with a broken bone in her wrist!

Mary Wenclaw is making preparations for a trip to the Virgin Islands.

The March 20th chapter meeting will be held in Cleveland.

We will be most happy to greet participants in the 1955 AWTAR at the Dayton Municipal Airport in July.

We're looking for Ann Ash home from Japan in time for our February meeting.

Joan Hrubec attended the Michigan chapter meeting January 9 at Flint. Joan says you really make her feel like a Michiganiite.

The June meeting of our chapter will be a weekend meeting in Cincinnati June 11 and 12. This is a special invitation for all of you 99s to join us for the fun. Saturday night will be a get-together in the Greater Cincinnati Airmen's clubrooms. After a short business meeting Sunday a.m., we're planning for fun in the air! More details later, but mark June 11 & 12 on your calendar!

MICHIGAN CHAPTER By: Velta C. Skutt

Your local reporter seems always in the need of catching-up with belated news. Now that the holidays are a thing of the past, perhaps I can get back in the groove again.

The Michigan Chapter had its usual fine Xmas party at Alice Hammond's with 25 attending. After enjoying our own "Santa Claus", we played "Santa" ourselves by wrapping 60 small personal gifts for women inmates of a Mental Ward at Wayne County General Hospital--this is an annual project for our group.

We were happy to welcome back as a "new" member Aleta Grill Johnson sponsored by Mary Clark of Jackson whom Aleta originally sponsored some 10 years ago.

The January meeting was held in Flint, with Bernice Trimble the hostess. Guests included Helen Ward, CAP, who recently was soloed at the age of 66 by Bernice Trimble, and Janice Hart, wife of Michigan's new Lt.-Governor. We also enjoyed having Joan Hrubec of the All-Ohio Chapter visiting us at this meeting.

Former member Leora Stroup, now of Hays, Kansas, was a holiday guest of Babe Ruth of Lansing. Babe is scheduled to speak to the Zonta Club of Lansing on Amelia Earhart and the 99's.

Margaret Weber, her 49^{er} and 24 3/4^{er} are vacationing in Florida in their 170 Cessna. We are glad to know from the News Letter that Emorene (Randy) Briggs reached Alaska.

The next meeting will be Feb. 13 in Grand Rapids (here's hoping we can fly).

GREATER KANSAS CITY CHAPTER By: Betty Siggs

The spring meeting of the North Central Section here is the current topic in Kansas City. Plans for the April meeting have not as yet "firmed". We can't say "when", but we can say it will be fun, so start planning now to come to Kansas City in April for a rousing good old get-together!

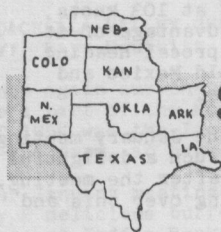
Definite dates and schedules will be ready for the next News Letter issue, we are shooting for the third week-end in April. Tentative plans sound great -- different and intriguing. Plan to be here!

Local happenings -- Laurien Griffin and 49^{er} Mark, and Marie Kuhlman were on hand at Topeka for the WNAA meeting and presentation to our Kansas Chapter of the WNAA award for progress in air-marking. We are very proud of the Kansas Chapter.

SEE YOU ALL AT THE SPRING SECTIONAL

Send in your
Resolutions

Deadline April 24



SO. CENTRAL SECTION

COLORADO CHAPTER By: Donna Myers

Private flying in general, including safety factors, was the theme of an informal talk given by Mr. Robert V. Reynolds, local Civil Aeronautics Safety Agent, to the Colorado Chapter at a Sunday morning brunch, January 16. Mr. Reynolds included some amusing incidents in his own flying career.

Thelma Thomas, who recently renewed, after an absence of several years from the chapter, was a gracious hostess at the brunch held at the Aviation Country Club. From her own florist shop she brought a lovely arrangement of spring flowers and also two large 99 cutouts for the table.

Besides our speaker and Mrs. Reynolds, and our hostess, those present were: Jane and Swede Nettleblad, Betty Stackhouse, Mary Wenholtz, Lucia Jolliff, Dorothy Young, Mary and Bob Collett, John and Donna Myers.

Mary and Bob Wenholtz are off to Mexico City for a two weeks vacation, and Sarah Gorelick just returned from a flying trip to Kansas City.

The February meeting will be a business meeting at the home of Dorothy Young.

TEXAS CHAPTER El Paso, Unit By: Lois Hailey

We held our usual monthly meeting at the Sky Chef at International Airport. Ruth Deerman reported that she and Charlie had had a wonderful time flying their red Buick to Florida to be with the Flying Farmers. Ruby Hays is planning a world tour and will leave the last part of February. She will be gone about three months. Present at our meeting were Lela Carwardine, Lois Hailey, Lois Ziler, Ruth Deerman, Ruby Hays, Anne Duthie, Dodie Powers.

TEXAS CHAPTER Corpus Christi Unit By: Elaine Gault

Cornelia Davis of Del Rio was hostess to Pauline Glasson, Elaine Needham and two Wing Scouts during the holidays. During their visit the five of them painted two air-markers, Comstock and Del Rio. Cornelia is an excellent hostess and the girls had a wonderful time. All of us hope to fly out that way again soon and do a few more air-markers in that area.

Edith Stearns was recently honored by the Zontas by being asked to

give a talk on Amelia Earhart. Being a friend of Amelia Earhart's, she was able to give a very interesting talk.

Everyone was so busy during the holidays that no one was able to do much flying; however, Pauline Glasson and Elaine Needham did fly to the Cotton Bowl game in Pauline's 170.

Ardath McCreery is still awaiting. Our whole unit is sweating her out. Will let you know when the new 24 3/4 arrives.

TULSA CHAPTER By: Eleanor Heath

Welcome to Marge Cooper! Kansas Chapter--"a bird in the hand is worth two in the bush". Seriously though, we are very proud to welcome Marge to our midst and hope she will learn to love Tulsa as much as we do. With her expert advice and two Chapters now in the state, we should be able to report an airmarker by next sectional meeting---right, Oklahoma Chapter?

Our January meeting was held in the Ranch Room at Western Village on the 13th with 11 attending: Eleanor Heath, Dorothy Rice, Faye Sullenger, Lois Martin, Peggy Snyder, Anne Keen, Fay Mefford, Mary Scally, Tissie Lawrence, Jen Pan Kratz, Mary Faulkner and Marge Cooper. Membership Chairman, Dorothy Rice, reported 3 new members and a discussion of the TAR was held, along with a lot of hangar flying. Then we had coffee in the Longhorn Room.

One of our "fledglings," Tissie Lawrence, has one more hour to go before earning her "wings."

February meeting will be a fly-in on Sunday, the 13th with a dinner in the Longhorn Room and meeting afterwards. Any and All (including 49ers) are welcome. The meeting in March will be on the 10th.

KANSAS CHAPTER By: Lois Dobbin

The Kansas Chapter received the following citation from the Kansas State Chamber of Commerce at the WNAA dinner meeting in Topeka, Kansas, January 8th:

Kansas Chamber of Commerce hereby records its appreciation of the distinguished service rendered by Kansas Chapter of 99's for outstanding and valuable service to commercial aviation performed by its members in marking airports and air routes. Completion of 100 airmarkers in Kansas in 1953 and 1954 has earned the sincere appreciation of all air-minded Kansans."

The citation was presented to Chairman Margaret Yourdon by Mr. Harry Stevens who told us that the Chamber of Commerce had been working years and years to get air-markers in the State of Kansas, but to no avail -- and that they had done everything -- but don't their

jeans and do the painting. He was mighty proud of the Kansas 99's -- and SO ARE WE.

The WNAA presented us with a \$50.00 check for painting materials for air-markers. This will be put to good use this spring. Those attending the dinner were Margaret Yourdon, Marge Paris, Pat Ripper, Ruby Mathis, Dorothy Speer, Ama Lee Jameson, Lois Dobbin, Julia Snowhill, Laurin Griffin, Mildred Verderver, and Ruth Nickell.

Several Kansas 99's flew for the March of Dimes fund drive. Passengers received rides for donating to the polio fund -- paying "penny a pound." The drive was quite successful in Kansas. Phila Knitig, Lucille Dienst, Anne Waddell, and Gladys Streaan donated their planes and time.

'99 Gladys Streaan of Ashland, Kansas, tells us that they now have a NARCO unicom set for the airport. Gladys will be glad to give you the latest poop on surface winds when you fly over -- just give her a call.

The Kansas Birthday Party is scheduled for March 12th, following a rummage sale same day. If anyone is planning on being thru Wichita that day -- bring your rummage and stay for the party!

OKLAHOMA CHAPTER By: Ida Carter

The Oklahoma Chapter held its January meeting at Will Rogers Sky Chef and Catlin Aviation. Beth Smith, Broneta Davis, Imogene Arnot, Ruth Jones, Ida Carter, Marie Hall, Susie Sewall, and Dorothy Morgan were present. Guests were Wynema Masonhall and Lt. Anne Noggle. They will both be members as soon as the necessary papers go through.

Lt. Noggle, who was a WASP, gave us a fine talk on the need for volunteers in Civil Defense work, particularly in the ground observers corps.

Beth Smith has just been elected secretary of the Fly'n T-Towners (a Tulsa group of pilots that regularly takes two mass flights each month.)

Broneta Davis, Velma Woodward and Irby Keene decided to fly somewhere for lunch the other day. Took off for Amon Carter at Ft. Worth without checking the weather--they checked from the air and found it was socked in, so they made a 180 and flew to Wichita. On the way back they stopped at Blackwell and visited the Dewey Mauks and Earl Henrys.

**"CESSNA-CIRCLING
THE
CARIBBEAN"**

WITH

"DEEDO" HEISE

[SEE BACK PAGE]



SOUTHWEST SECTION

SAN JOAQUIN VALLEY CHAPTER By: Frances Dins

The San Joaquin Valley Chapter celebrated its 4th Anniversary at the Del Puerto Hotel in Patterson on January 29th. We have eleven members and eight of them with their 49ers were there giving their full support and help in entertaining all the guests. There were 79 for cocktails and dinner.

The guests included Mayors and city councilmen from the cities that gave us appropriations for Airmarking. Pilots from various cities in the surrounding area and members of flying clubs and flying associations and their wives or husbands as case may be.

The theme of the party consisted of the two main projects the Chapter is working on this year, the AWTAR and Airmarking and the fact that the 99s is an International organization. Two 99 insignias about a foot square were cut from plastic foam and one outlined in blue sequins and mounted on a turntable which revolved slowly, this was placed in the lobby. Another had the 99's International written in sequins with a small world globe on top and flags of all the countries where we have members, surrounding it. This was used at the head table. Laura May Crawford and Hazel Zimmerman using a large map of the world and with special paint painted the countries where we have members and had two black lights shining on it which makes the map just beautiful. This also was in the lobby.

The AWTAR film "Cleared for Take Off" was shown.

After dinner, dancing was enjoyed until the wee small hours and many new friendships were made.

To make everything just perfect we had International President Gerry Mickelsen and her husband, Mick, there. The Chapter was thrilled and the guests very impressed. It was Gerry who personally, at the time she was Governor of the Southwestern Section, presented us with our Charter in January 1951.

Chapter Members and their 49ers present were Hazel and Zim Zimmerman, Ev and Walt Hendley of Modesto, Laura May and Gene Crawford of Hughson, Jean and Tony Vincent of Ceres, Marie and George Serpa and their daughter Mary Louise of Stockton, Kay and Geo Dray, Ethel and Bob Heiland of Merced, Frances Dias and her Mother of Newman.

SACRAMENTO VALLEY CHAPTER By: Ruth Wagner

January brought with it fog with almost zero visibility lasting for many days at a time, only to be broken by an occasional ray of sun-

shine. For this reason flying was practically nil and Coral Bloom, our reporter, was grounded in Concord and was unable to attend the January meeting. As Chapter Chairman I shall attempt to pinch hit this month as news reporter.

Our January meeting was held on the 29th at the Capital Inn, Sacramento with Ethel Sheehy, Rita Hart, Helen Mace, Genevieve Sharp, Jeannette Kapus, Usbeck Peterson, Ruth Hewitt, Virginia Kahse and Ruth Wagner attending.

Plans were discussed for the Ninety Nine's participation in the California Aviation Education Council Conference to be held in Sacramento March 26, 27, and 28th. Approximately 300 boys and girls who are outstanding aviation students are expected to attend this three day symposium, along with a like number of teachers interested in Aviation Education. The delegates will be sponsored by various Junior Chambers of Commerce. The program will include demonstrations of teaching instructions and special courses and exhibits in aviation for primary, intermediate, junior and senior high, junior and State College level. The highlight of the conference will be an address by Capt. Eddie Rickenbacker on "Why Aviation Education".

Our Chapter also have been formulating plans for an Air Tour of Sacramento vicinity set for April 17th in response to request by County Science teachers. Our girls will provide flights covering points of conservation interests such as Folsom Dam, placer mining, irrigation projects of the delta and valley region.

Weather permitting we hope to hold a meeting in the near future in Chico where we will meet with any and all girls who are interested in becoming 99's. Our last flight was cancelled because of weather. But this fog can't last forever! Our next meeting will be back on our regular scheduled date, 2nd Saturday of the month. See you then.

SAGUARO CHAPTER By: Juanita Newell

Alice Roberts tells me that she and her husband are now the proud owners of a Bonanza and that she plans to enter the AWTAR with it.

Ruth Reinhold has spent more than 50 hours searching for the lost 170 with four people aboard that disappeared on January 6th enroute from Phoenix to Bisbee in CAVU weather. Frances Wood spent some time as did I on the search; but as yet no trace of the missing aircraft has been reported.

We have another new member, whom I forgot to mention last time, Jimmie Lou Shelton. Jimmie is secretary-treasurer of the Anderson Aviation Co., the Piper Distributor for this state. She has a private license and is now working on her Multi-engine rating in an Apache.

We had a Jet Stream the 22nd of this month over Phoenix. The weather bureau reported it with great enthusiasm. At 14,000 feet

wind was from 20° at 103 knots. None of us took advantage of it because on a reciprocal heading we'd soon be in old Mexico and then on out to sea.

Margy Crowl had the January meeting at her home--and such a delightful time we did have after the meeting, joking and laughing over this and that.

Melba Beard has been very busy with Civil Defense in the local schools, so busy in fact, that her flying has been neglected.

TUCSON CHAPTER By: Mary Johnston

Is Tucson ever behind on reporting its news! Your reporter has an excuse of sorts though. After a lapse of four years between my junior and senior year at the University of Arizona, I am at last a graduate of the College of Education. Whee!

All the news is not so cheerful from our chapter. At the last meeting our chairman and our secretary notified us that they would not be here to finish the year with us. Chairman Alice Fuchs is leaving for Denver in March to be with her husband, Col. William Fuchs, who has been assigned to the new Air Force Academy there. Col. Fuchs will be an instructor of mathematics. Seriously, we think it's wonderful for them. Our second loss will be Secretary Ruth Barnett. Her 49er, Col. John Barnett, now base legal officer at Davis Monthan AFB, is being sent to Guam in March. Ruth will be here until June, at which time her two sons are to take exams for West Point and the Air Academy. Ruth says she hopes they make the Air Academy so that Alice can keep an eye on them!

Alice and 49er Bill have been busy the last few months flying a glider. They hold commercial glider ratings, and now spend their days off looking for four hour thermals. Alice showed two movies she has taken on the ground and off--does it give me itchy wings! We're all planning to "happen by" Gilpin Airport some day in case there's an empty seat. By the way, look for an article in February Flying by Alice.

Tucson finally struck on an idea to raise money for the 1956 TAR. We plan to bring \$1.00 to each of our monthly meetings till we have each given \$5.00. Less painful!

Your reporter was in our thriving mining town of San Manuel two weeks ago and saw Martha Knowles (our roving member). Martha says she may return to Tucson in a few weeks and help us fill up the ranks again. Don't be surprised if the Tucson Chapter starts a personal "Sunshine Climate Club" to recruit 99's!

Much to our surprise we learned from the News Letter that we are getting a new member from our sister chapter in Phoenix. Where are you Dorothy? We have no idea where to start looking!

Hope the Holiday Season was as good to the rest of the 99's as it was to us here. Don't forget to call us up when you pass through Tucson.

COACHELLA VALLEY CHAPTER

By: Faye Douthitt

Once again our chapter is happy to be a part of the News Letter. March of 1954 was the last time we were heard from, so have lots of news.

Our January meeting was highlighted by a delicious buffet dinner at the home of Zaddie Bunker, in Palm Springs. We had two 49er's with us, Vee Nisley's Jerry, and my Bob. Bob and I flew from El Centro in our Navion and spent the night with our gracious host--Zaddie.

We have lost one of our very fine members--Kay King--She is very busy being a school-teacher so she had to drop out. But Lady Luck was with us - we acquired a new member, Helen Kenaston from Palm Springs. Helen and husband own a Tri-Pacer. So our membership still stands at a big 6.

At our meeting we decided to give \$2.00 per member to the Cerebral Palsy Foundation-- in honor of Diana Bixby. We also planned an Air Marking mission to Essex.

Our Secretary-Treasurer-- Eleanor Wagner has sold her Airport in Thermal, lock, stock and barrel. She is now at the Palm Springs Airport. Not half the work and more fun. Zaddie is taking lessons in a twin Cessna-- there is just no stopping that gal.

We were happy to have as our guest at this meeting -- Dorothy Hayes from the Long Beach Chapter. She tried to recruit we girls to help in Long Beach with the AWTAR. We all were quick to take her up on it, if she would - in turn - send some girls to take our place at Blyth. Since she and Betty Gillies had stopped there last year and almost melted we couldn't get her to agree.

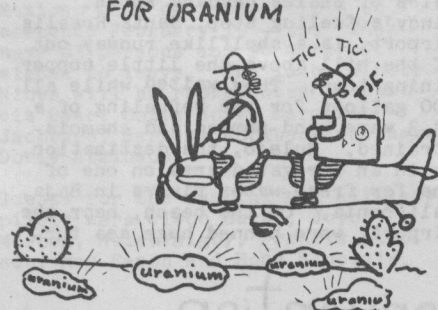
Our next meeting will be at the home of Vee Nisley on Sunday, February 19. If any of you 99's are in our locality we'd love to have you drop in.

LOS ANGELES CHAPTER

By: Christie Warren

It seems that we are not the only ones who fouled up on the deadline for the past two-issues. We've had a lot of activity, so we'll sum it up briefly:

A SALUTE TO THE HEARTY 99'S AIR PROSPECTING FOR URANIUM



The tri-chapter Christmas party given by the Long Beach Chapter was a big success. Kay Daugherty, widow of Earl Daugherty, was our personal guest.

Chairman Monie Dye spent the holidays in bed, following a major operation at Santa Monica Hospital.

Lee Morrow moved into their new home January 15, 1327 Preston Way, Venice, California.

Our Charity for the year: The Exceptional Children's Opportunity School, 310 E. 122 Street, Los Angeles. Under the direction of Juanita Macklin, this nonprofit, nonsectarian, interracial home provides care and training for children of school age who are not capable of participating in public school activities due to physical and mental handicaps. These abnormal children need the same care as babies, and a major problem is keeping their clothes clean. Other clubs had donated toys and clothing and Mrs. Macklin asked that we give much needed soaps instead. Our girls went all out and each gave several giant boxes of soap powders and detergents... and a few toys too!

On January 10th, our chapter and the San Fernando Valley chapter had a joint meeting at The Thistle Inn on Glendale Boulevard with a fine turnout of members and guests. It proved to be one of the best gatherings we've had in a long while...like old times. Guest speakers were Lockheed's chief test pilots, Tony Lavier and Herman "Fish" Salmon. Tony, who has recently written a book, "The Pilot", related fascinating experiences in testing Jets. "Fish" Salmon showed films of the XFV-1, better known as the "Pogo Stick", Lockheed's latest innovation, which takes off, flies and lands in a vertical position. It has made only 18 flights, and Fish is the only one to have flown it so far.

Photograph shows Tony Lavier, Fish Salmon at the projector, and Monie Dye.

SAN FERNANDO VALLEY CHAPTER

By: Trixie-Ann G. Schubert

Every Ninety-Nine of us feels a personal loss in the death of Dianna Bixby, largely because of her facility for making people like her instantly, her disarming lack of affectation, her genuine love for aviation. Those of us at the final rites never can forget the fitting magnificence of being laid to rest in the shade of an oak in the midst of mountains, orchards, ranch acres and all that held meaning for her. We share in the grief of those closest to her.

Fifty-some Ninety Nines and guests dined at the Thistle Inn to hear Tony LeVier (author of The Pilot) and Herman "Fish" Salmon describe the rigors and thrills of test piloting; we saw films of the vertical rise plane Fish is flying, and of the tests Tony made in the Shooting Star.

Betty Stuhr Brown is airborne again after heir-bearing young Mark October 31. Betty's sister, Katherine Wagner, flew to Mexico City for ten days of vacation.

Roberta Smith, up in the cold clime, writes from the University of Alaska, "It's 40 below up here with ice fog....some flying weather. Haven't even heard the jets from Ladd and Eilson lately. We all wear parkas and mukluks, but the wind seldom blows in the interior or life would be unbearable. Really, this is the country for flying. It's the only transportation for the missionaries, people in the isolated areas, just about everybody. Also found a couple Ninety Nines up here."

June Parker has been having a lulu of a time uranium hunting by plane. We'll try to pry the details from her before next issue.

LONG BEACH CHAPTER

By: Jean Elliott

The Chapter was saddened by the death, on January 2nd of one of our dearest members, Dianna Bixby. Our deepest sympathies go to her husband, Bob, their two children, and to her family.

The January meeting was planned to introduce prospective members, and since a larger than usual attendance was expected, Hilda Reaf-snyder offered her large barbecue house as a meeting place. But alas and alack, the Sunday before the meeting, while Hilda and her husband were out flying, the barbecue house burned down. Poor Hilda, with 23 guests expected, and feeling mighty low on account of the loss. She was a gracious hostess, tho, entertaining in her living room instead, and making us all feel very welcome. Donna Evans provided the entertainment for the evening. She brought a film showing the progress of powered flight, from the days of the Wright brothers, right up to the present jets. There were some funny scenes too, of unsuccessful flying machines, some with flapping wings, oscillating umbrellas, etc. Very interesting. Some of the prospective members attending were Cynthia Gilkinson, Wilma Caldwell, Mary Pinkney, Rosemarie Finley, Betty Stewart, and Pat Harris. We were also happy to welcome Nell Brown, who's visiting from the Illinois chapter. Mayetta Behringer volunteered to have the next meeting at her house. The date is February 16th, and the address is 2102 Shipway, Lakewood Plaza, and any Ninety Nines from out of town, please drop in and visit. Incidentally, we just found out that Mayetta owns the 170 Cessna that we've all been admiring for months. It has a special paint job, designed by Mayetta and her husband, a beautiful shade of blue and white, and its name is Power Puff. Everyone will get a chance to see it, as Mayetta is hoping to enter it in the AWTAR.

The Committee for the AWTAR take-off at Long Beach has been announced. It includes Iris Critchell as chairman, Hilda Reaf-snyder, Registration, Mayetta Behringer, Publicity, Rita Gibson, Operations,

and Donna Evans and Jean Elliott, Inspection and Impound. Headquarters will again be the Lafayette Hotel, where we had such a good time last year.

By the time this reaches most of you, Donna Evans will be Mrs. Allan Chilcote. And a very unusual wedding it will be. The bride is a flight instructor, the groom is a private pilot, (Donna taught him to fly) the matron of honor has a commercial, the bridesmaids are all student pilots, and the best man and ushers are all private pilots. The wedding will be on February 12th at St. Anthony's church in Long Beach, with a reception afterwards at Lakewood Country Club (near the airport). Our very best wishes to Donna and Al, two of the nicest people we know.

Short Notes:

A very special hello to Helen Hope, who, although she moved to Missouri is still an active member of our chapter. We miss her, and hope she'll come back some day.

Our favorite teacher, Mae Sharp, is now our Air Age Education chairman.

Iris Critchell is busy moving into her new home in Palos Verdes.

Shirley Blocki Froyd came to the January meeting, her first since her marriage, and found a wedding present waiting for her.

Dorothy Hayes is taking pictures like mad, for the chapter scrap book.

De Thurmond is flying freight from Mexico in DC-3's.

It was nice to see Gerry Mickelsen, Betty Gillies, Joyce Failing, and Claire Hale, all in town for a board meeting.

It was voted at the January meeting to make a contribution to the Diana Bixby Memorial Cerebral Palsy fund. We understand several other chapters are doing the same.

SANTA CLARA VALLEY CHAPTER

By: Ardell Hauk

Plans are getting under way, committees are being formed, all is hustle and bustle within the Santa Clara Valley Chapter this month. We are planning to invite the Southwest Section of the 99's to Salinas for the Spring Social meeting. Quite a venture and everyone is so willing and helpful it's a real pleasure to be part of the planning.

Our meeting this month was a Fly-in to Monterey. Six airplanes carrying sixteen people flew in in spite of threatening skies and occasional rains. We discussed the Spring Sectional meeting and met two new prospective members, Alice Shannon from Morgan Hill and Camilla Jenkins from Carmel. Our membership is growing by leaps and bounds and we are delighted.

On January 20th Jean Collins and Natalie Bossio hosted a kitchen

shower for Micky Collins who will become the bride of Floyd Hughes on February 5th. Micky received many lovely and useful gifts, and we are hoping to see her at most of our meetings now that she will be living so much closer to Santa Clara Valley.

Natalie Bossio, secretary for the CAA office at Palo Alto is having a wonderful time these days getting her water rating at Sausalito. It's nothing but fun she says - learning step turns, down-wind turns, glassy water take-offs and landings, docking, etc. Brings back fond memories of the days when we received our water rating in the little Luscombe on floats. Nothing quite like it.

SAN DIEGO CHAPTER

By: Dottie Sanders

DATES TO REMEMBER

March 11: Business Meeting, Home of Maxine Smith, 8:00 PM

March 20: Aerial Picture Hunt Contest, Montgomery Field, 10:00 AM to 3:00 PM

We were most pleasantly surprised with the attendance of Gerry Mickelson at our January 21 business meeting in the home of Ernestine Stanley. She was a most welcome guest, and we hope you can make it more often, Gerry.

Plans for our Aerial Picture Hunt Contest were discussed. Betty Gillies has set up an excellent set of rules. An entry fee of \$3.50 per airplane will be charged, of which \$1.15 will go for the cost of 14 pictures and \$2.35 into a "pot" for cash prizes. The winners will receive 60% of the prize money, second place 30% and third place 10%. In other words, this is a fun project and the contestants will receive full benefit from entering. The judges will use a point system in scoring the pictures identified on a San Diego Local or San Diego Sectional Map, giving 20 points for each picture properly identified and 1/2 point for each minute under 2 1/2 hours. (The maximum time allowed to identify the pictures is 2 1/2 hours from the time the contestant receives his pictures until the time he turns them in for scoring.) We hope to see some of you gals from other chapters join in the fun.

Maxine Smith reports that she and Gordon spent the Christmas Holiday flying their Stinson to Tularosa, New Mexico, near Alamogordo, having received permission from the Air Force to fly up there. They report a wonderful time, and Maxine took a little look at the countryside on the route of the 1955 AWTAR.

Dottie and Bob Sanders got a ride in a Cessna 195 to Wichita to pick up a new 170B for their home airport, La Pressa. Outside of being snowed in at Amarillo all day one day, they had a wonderful trip despite headwinds. Dottie also had a chance to check over some of the 1955 AWTAR route.

Our new member, Ruby Potter was appointed Flying Activities Chairman.

Isabelle McCrae joined a polio drive on Sunday, January 23, by flying passengers at a penny per pound, all proceeds going to the polio fund. The event was sponsored by the San Diego Flying Club.

Betty and Bud Gillies celebrated their 25th Wedding Anniversary by taking airlines for a two-week vacation to the West Indies for the first two weeks of February, leaving San Diego January 28. Congratulations to a "sterling" couple on their Silver Anniversary.

Our chapter voted \$35.00 for the Diana Bixby Cerebral Palsy Fund in honor of Diana who was close to all of us, and who is a great loss to aviation and The Ninety-Nines.

BAY CITIES CHAPTER

By: Maxine Carlson

At our January meeting eighteen members, Rose Tucker, a prospective member, and Tommy Christian, a welcome guest from the Santa Clara Valley Chapter, all enjoyed a Western style dinner at the home of Mabel Zehr in Redwood City. Ona Gist, one of our newer members, accepted the appointment as chairman for the Contest Committee.

Lindy Boyes was among the press representatives aboard North American Airlines first aircocah non-stop Los Angeles-New York flight on December 18. The flight was made in a brand-new DC-6B. It has a very attractive interior and seats 104 passengers. NAA made the event a luxury affair by housing the representatives at the Waldorf-Astoria.

Miriam Brugh, after reaching Texas via commercial airliner during the Christmas holidays, did some private flying. In spite of fog, she flew from Austin across Texas, back to San Antonio, then returned to Austin where she visited with Ziggy Hunter. Ziggy is a well-known 99, and was Miriam's sponsor into this organization.

Helen Harrison flew in a commercial airliner to San Diego in January.

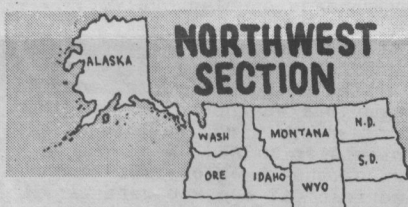
Lindy Boyes made an interesting weekend flight with two passengers over Baja, California, January 7, 8, and 9th. The cost for the entry of the Cessna 180 into Mexico was 16 cents, plus a gratuity for the services of an official. Gasoline at Ensenada was 7 cents per liter. Saturday morning, flying along the Pacific coast, they saw a number of pairs of whales heading south. Lindy's fueling stop, Santa Rosalia airport, is a shelflike runway out of the hill above the little copper mining town. They waited while all 400 gallons for the refueling of a DC-3 were hand-pumped and chamois-strained. Mulejo, the destination, is in an irrigated area on one of the few fresh-water rivers in Baja, California. On the beach, near the airport, were penned huge sea tur-

Attend Convention

tles, weighing from 50 to 100 pounds. Turtle meat is the mainstay of the Bahians diet. At San Diego Lindbergh Field it was necessary to pay time-and-a-half to the officials for re-entry into the U. S. because it was Sunday.

Dorothy Whiteman and husband flew by commercial airliner to New York. Dorothy enjoyed visiting the 99's International headquarters. Dorothy and her husband flew back to Detroit where they bought a new Olds.

The Bay Area Aviation Committee met at the Bow and Bell at Jack London Square on January 14. Rosemarie Gehling, Ruth Rueckert and Lindy Boyes heard B. M. (Mike) Doolan, State Aeronautics Commission director, speak on the aims of his Commission. He asked interested voters to contact their legislators in regard to giving more than advisory powers to the Commission.



IDAHO CHAPTER
By: Laura Conner

Chairman Barbara Hornback invited us to rendezvous at her lovely country home. We logged considerable ground time discussing the forthcoming Valentine dance, February 12 the Idaho chapter is sponsoring at Bradley's Deluxe airport.

We are proud to announce another member Edna Hettinger, who finally has realized her life-long ambition to fly and has her Private ticket. She pilots her Piper tri-pacer; which she and her husband use in furtherance of their lumber business. Edna had quite a thrill a few hours after her solo flight she ran out of gas and expertly made an emergency landing in a local field.

One of our members, Claire Justad, traded the cockpit for a hospital bed this week; but at this writing is recovering comfortably at home.

We missed two of our cheerful fly-in members at this meeting due to inclement weather; Francis Dear of Ketchum and Margaret Jacobsen of Idaho Falls.

Idaho Aeronautical department is making final preparations for the Mexican tour of Idaho Pilots to commence February 19 - 26. They have 83 persons and 30 aircraft signed to leave. The Idaho Ninety-Nines will be represented by Francis Dear, Onita Hoff, Margaret Jacobsen, Barbara Hornback and Doris Atkinson.

Guests for the evening and all-lady pilots were Cleon Berry, Joyce Morcem, Helen Higby, Francis Simpson, Mae Eason and Rose Sinclair.

Barbara and her 49er, Mary, were taken on a tour of the Cessna factory; and said it was very interesting to see the models of 170, 180 and 310 roll off the assembly line. They left Wichita January 6 to ferry two Cessna Model 170 to Boise. Barbara stated they had lovely flying weather all the way to Casper. Enroute the Casper they stopped at Greeley, Colorado, to pick up their daughter, four year old Patti Lee. Out of Casper they landed at the Little Buffalo ranch where they were guests and enjoyed Buffalo hunting. Yes Siree! Mary brought home the bacon or I mean the buffalo, too. From Cheyenne via Rock Springs and home Barbara said old man weather gave them a rough time. High winds, storms and the works!! (Of course wouldn't you know it veteran flyer Patti Lee slept all the way from Rock Springs. She has been flying since the age of three weeks).

WASHINGTON CHAPTER
By: Melba Owen

Better late than never-- Our Christmas party was held December 18th at the Town and Country Club. An evening of dining and dancing was enjoyed by all.

Gini Richardson left for Hawaii January 2nd, returning home on the 11th of January. She visited with one Ninety-Nine member while in the Islands and contacted several Ninety-Nines enroute. Gini went with other members of the Western Regional Staff of Civil Air Patrol, visiting Oahu and Maui. Gini re-

turned home with a beautiful sun tan, a box of fresh pineapples and orchids. In the near future Gini will fly to Alaska, contacting all Ninety-Nines in that section to formulate plans for a membership drive.

Our January meeting was held at Jim Galvins Flying Service on Boeing Field. Bert Averett, through the courtesy of the C.A.A. showed a film "Learn and Live!" Interesting to say the least. It brought home to all of us that it pays to listen, think and be careful at all times.

We have six new prospective members. We are all working towards new members and a larger chapter. Another project is to raise money. If anyone has any ideas, please send them to me.

March 14th is the date set for our Spring sectional meeting. The place has not been decided as yet.

Carol Gillespie has purchased an Aeronca Champ. She plans to fly in the A.W.T.A.R. this year, providing she can find a sponsor. I have traded the one twenty Cessna in on a one seventy Cessna and can hardly wait to build up some time in it.

Gladys Gilbertson was married in September to Mr. Darold Parker. Until recently only a few knew about it. Congratulations to the newly weds.

Idaho Chapter



Left to right: (top) Frances Brown, Membership Chairman; Laura Conner, News Letter Reporter; Jean Keith, Secretary; Barbara Hornback, Chairman. (lower) Doris Atkinson; Claire Justad, Treasurer; Margaret Gigray. (Not present - Dr. Freda Morgan and Eula Logsdon, Vice-Chairman.

Montana Chapter Charter Picture



Front Row, left to right - Mrs. A. J. Hart, Sacramento; Mrs. Al. Gore, Billings; Mrs. Gerald Jordan, Billings; Mrs. David C. Wingfield, Missoula (Chairman Montana Chapter); Mrs. Geraldine Mickelsen, Sacramento (International President); Mrs. Orpha Dann, Watkins; Mrs. Shirl Shinn, Billings; Mrs. John F. Lynch, Billings.

Back Row, left to right - Mrs. Eva Schwarzrock, Billings; Miss Vera Throssel, Billings; Mrs. R. I. Riedesel, Billings, (Treasurer, Montana Chapter); Mrs. Kenneth Rolle, Billings (Secretary, Montana Chapter); Mrs. M. P. Schrank, Jordan (Vice Chairman, Montana Chapter); Mrs. Clay Greening, Laurel; Mrs. Jack Lovelace, Bozeman; Mrs. Dorothy Dow, Billings.

Charter Members not present: Mrs. Elsie Hartley, Missoula; Mrs. Nora Kuhn, Missoula; Mrs. F. I. Sabo, Bozeman; Mrs. Elsie Childs, Helena; Mrs. Gladys Kreider, Sand Springs.

CESSNACIRCLING THE CARIBBEAN

It's fun, it's exasperating but it's an amazingly worthwhile experience. After you've done it via light plane you will feel almost as though you had seen Europe and parts of Asia, so many nationalities are represented in the chain of islands and the Central American Republics.

The fun part comes in feeling like Columbus, in the beauty of the islands, the friendliness of the people you meet, the strange new foods you sample, the glorious warm sunshine, the beautiful bubbling cumulus clouds that build up in the afternoons, and in the wonderful things from all over the world that you can buy so inexpensively at free-ports such as St. Thomas in the Virgin Islands and Colon in Panama.

The frustrations are mostly involved in the endless time it takes to gas (you soon learn to allow 2 hours for each stop) in the exorbitant landing fees of Haiti, and in the seemingly unnecessary papers you must fill out and sign and present to various and sundry glowering officials at most stops. In fact we soon learned that without exception the Tower operators (all of whom spoke English) were our best

friends and a tremendous help in getting us thru the endless red tape.

We visited Haiti where the cabs drive at top speed on the left side of the road and constantly blow their horns to warn the unsuspecting who may be around the next bend and where I found wonderful things in tortoise shell. We spent a week in San Juan, Puerto Rico while the boss attended a medical conference and I swam in the sun and explored the old city and watched the ocean rolling in below our picture window in the daytime and all the twinkling lights of the city getting born anew each night.

We stopped over in St. Thomas and stayed in a hotel that had been a naval hospital during the war, and I thought of the ill and homesick youngsters who had slept in our room and how different it had been for them. We sent the men out photographing here so we would be free and unmolested while we searched around for bargainings in linens, silver and perfume.

We flew our longest water hop to Guadeloupe where we were in a bit of France. At Granada (the spice island) we had our first experience with the impeccable Oxford English of line boys and cab drivers in the English islands. From

Granada to Trinidad I carried on a radio chat with an airline pilot who stayed aloft to transmit my messages to the tower when I had to fly low around the island to dodge the storms in the mountains along the north shore.

Grounded in Trinidad for two and one half days, we heard the fabulous steel bands, the instruments, old gasoline drums, the musicians negro boys, and the music as intriguing and thrilling as the marimbas of Guatemala. They made a special trip out to the airport so we could photograph them. I had often wondered just what tropical rains were like. Now I know. It actually does come down in sheets. There is little wind but great solid curtains of rain. Bed sheets are clammy and wet when you crawl between them; nylons as damp after twenty four hours as when you hung them up after laundering. But the East Indians are friendly and cultured and they embroider the most luscious evening bags in gold and silver threads on black velvet.

Next to Venezuela, and as far as I am concerned they can give it right back to the primordial ooze. Due to impossible weather at my original point of entry, I had to land at my alternate also an AE. With the exception of the tower operator and two American oil men who were gentlemen and wonderful, every other official singly and collectively is a complete savage. For 1½ hours they screamed and glowered and threatened, finally I also screamed and glowered and threatened and they let me go. It's Barcelona -- check it off your list.

We spent the night in Cartagena in Colombia, an old old town with a wonderful modern hotel on the ocean and wished we might have had time to more thoroughly explore its old walled city and forts.

On to Panama where the main gear gave way and we had to land on a salt flat. Time out here while we sent for and installed a new engine. We rode on the train from one end of the canal to the other, never got accustomed to having the sun rise in the Pacific and set in the Atlantic. Met the families of the Point Four men who are stationed there and had a riotous time in little Chitre on the peninsula where we installed the engine and we spoke mighty little Spanish and the inhabitants spoke no English save for the boys at the airport.

Due to the feudin' we had to overfly Costa Rica and Nicaragua. From 14,000 ft. it looked pretty desolate and really not worth fighting for.

One night in El Salvador, a lovely city, and all its steep mountain sides covered with tiny farms, impossible to see how they could till them. One night in Oaxaca, Mexico, and back home our CESSNA-CIRCLE COMPLETED.

Deedo Heise

Springfield, Mass. July 7-10th