



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

News Letter

International Headquarters • Will Rogers Field P. O. Box 1444 • Oklahoma City, Oklahoma

AUGUST, 1956

PRESIDENT'S COLUMN

July 1956

I sincerely hope we have built up a lot of flying hours and good flying experience in our membership this year, with four Air Races of various types and a real fly-in convention just behind us. The world knows that such training missions each year keep up the flying proficiency for a WOMEN'S AIR CORPS standing by for a national emergency. We all want to help in the capacity that we are trained. I will probably wind up being a polio nurse and I would enjoy every minute of helping to relieve the pain and discomfort of the polio patients.

We are proud to say we had an extra large convention attendance this year. The North Central Sectional girls arranged such an attractive and interesting program this year that everyone tried to attend and it was a grand women pilots reunion. Let's keep up the good work as UNITED WE GROW STRONGER. Convention action without dissent adopted the resolution proposed by our New York-New Jersey Section. This will double the refund to our chapters and thereby increasing activity among all our members.

A policy was adopted to have a special column in the Newsletter for the listing of the Calendar of Events. This has been done in the past, and to make complete, as soon as you know your dates and places for your Chapter and Sectional meetings, please rush to Headquarters so we may have the information.

The delegates also ask that I list the business taken care of by our Executive Board in my President's Column. I will sure try if it does not get too lengthy. It is a good idea and I feel that it is the business of all the members. The minutes of all Executive Board action is read at the convention each year for the approval of the delegates. I hope to have a copy of the minutes for my next column.

The Transcontinental Air Race was bigger and better this year. San Carlos and the Bay City Area in California were very generous with hospitality which gave the TAR a great sendoff. Every stop on our way to Flint, Michigan, did a great job assisting and helping the racing pilots along the course.

We will never forget the wonderful people of Flint, Michigan, for the way everyone turned out to see that every contestant had a very nice time. The way AC spark plug, Buick and Chevrolet, General Motors, The Zonta Club, Kiwanis Club, Civil Air Patrol and many others helped the North Central Section to make the Terminus of the TAR the best ever is surely appreciated. I will not use anything but AC Spark Plugs from now on because they are such a fine product made by such fine people. Jacqueline Cochran has said that aviation has been her entree to everything nice in her life and I am sure most of us feel the same way.

I have never in my 27 years of racing seen a race go off so easy and smooth as the S.M.A.L.L. race Flint to Pellston, Michigan. The efficiency race was educational and a new experience to many of the 42 contestants. It did seem good to cruise my engine and try to save gas. We need the different types of races to give the girls a variation of experiences and a chance to really study the efficiency of their airplanes. I will let the Michigan girls tell you what S.M.A.L.L. stands for and I must say it was a good idea to work up interest in the event. The North Central Sectional girls did not miss a truck in being a great host for our 1956 convention and TAR terminus. Many thanks girls for a job extra well done.

CONGRATULATION to Frances Bera for flying a nice race and winning the 1956 TAR.

CONGRATULATION to Arlene Davis for having obtained her Commercial Helicopters ratings. We are proud of you because I know that represents lots of study and work.

Many thanks to the New England Section for the \$29.00 to help furnish the new headquarters.

From now on send all Chapter and Sectional news by the first of each month to our headquarters in Oklahoma City.

Finding one of our faults and doing something about it is better than finding a dozen of your neighbors. A grudge is too heavy a load for any woman to carry. A heart enlarged by love and sympathy never kills you. To be retained, happiness must be dispensed.

Sincerely yours,

E. E. Gardner Whyte

A. E. Winner

NEW ENGLAND SECTION BOASTS THE WINNAH!

The 1956 Amelia Earhart Memorial Scholarship was awarded to a member of the New England Section during the Convention at Harbor Springs, Michigan. Shirley M. Mahn of Whitefield, New Hampshire topped the competition with her application for the Award to be used for her instrument rating.

She already has commercial, multi-engine and flight instructor's ratings and is using them full time in the operation of the White Mountain Air Service with her husband, Dick, at the Whitefield Municipal airport.



Shirley M. Mahn, Whitefield, New Hampshire, 1956 Amelia Earhart Scholarship.

Shirley started flying in 1946 and by January 1950 had acquired those ratings. So deeply was the spirit of aviation instilled in her heart that in May 1950 her rating in matrimony was sealed with her first flight student, Dick, in a ceremony performed at the Coonamasset Ranch Airport on Cape Cod and they flew away in their own plane for the honeymoon. Dick has a private rating and handles the ground work while Shirley is in the air instructing or flying. She plans to start on her instrument work this fall when the summer season slacks off and before the winter ski season opens.

The Honorary Judges who assisted in selecting the Scholarship winner this year were Wm. T. Piper, President of Piper Aircraft Corporation; Major General Walter R. Agee, CAP National Commander; and Kenneth E. Newland, Director of the Aviation Department at Stephens College. Again this year, the Scholarship Award amounts to \$300. In addition to this award, Shirley will receive as a memento a beautiful bronze medallion commemorating Amelia Earhart. It is a gift from Lucille Wright, International Chairman of the Air Age Education Committee. One of the Honorary Judges made this comment when rendering his decision, "I would like to personally commend Mrs. Mahn for her fine record and feel that she will be a real credit to the 99's if she is selected."

INTERNATIONAL OFFICERS

PRESIDENT	VICE PRESIDENT
Edna Gardner Whyte 3155 Willow Park Dr. Fort Worth 11, Texas	Broneta Davis Minco, Oklahoma
SECRETARY	TREASURER
Eugenia R. Heise 5019 N. Cumberland Blvd. Milwaukee 17, Wisconsin	Jimmie Kolp Box 591 Electra, Texas

EXECUTIVE COMMITTEE

Geraldine Mickelsen 1809 Wentworth Ave. Sacramento, California	Donna Myers 3310 Milwaukee St. Denver 5, Colorado
Louise Smith 421 Edgedale Drive High Point, N. C.	

SECRETARY'S CORNER

From your delegates and the condensed minutes which you will receive in the fall, you will get the complete details of all action taken at convention. To keep you all "up to the minute" we are listing here the highpoints of the action taken.

130 99's were registered. Excellent reports were received from officers, chairmen and governors.

Convention site for 1957 - McAllen, Texas, June 8 - 11.

AWTAR dates - July 3 - 11, present method of sponsorship to be continued.

Contest committee policy amended to include request that trophies be given only for actual achievement, not for "first to land", "youngest pilot", etc.

Executive committee went on record prohibiting use of 99 roster by anyone for commercial purposes without prior approval.

Executive committee emphasized importance of turning over files immediately to incoming officers and committee chairmen at beginning of new term.

At the request of the delegates, the rotation of conventions was rearranged and is as follows: South Central-1957; Southeast-1958; Northwest-1959; Middle East-1960; Southwest-1961; New York-New Jersey-1962; Canadian-1963; New England-1964; South Central-1965; North Central-1966.

Amendments to ARTICLE V, SECTIONS 1 and 2 of the Bylaws (as presented by the NY-NJ Section) were passed. Therefore, dues will be \$10 yearly, \$8 to International treasury, 50¢ to the Section and \$1.50 to chapters. Initiation fee will be \$5. This will include the pin. Reinstatement fee will be \$3.

San Diego resolution passed requiring renewal forms to be sent not later than July 1, with deadline for renewals September 1 of each year. Resolution passed that all matters of pertinent business transacted during the year by Executive committee be reported to the membership through the President's Column in the Newsletter.

Your new officers will be: President, Edna Gardner Whyte; Vice President, Broneta Davis; Secretary, Eloise Smith; Treasurer, Jimmie Kolp; Board Members, Louise Smith, Anne Waddell and Barbara Evans. Nominating Committee: Alice Hammond, chairman; Ruby Hays, Patricia Ar-

nold, Evelyn Bryan, Isabelle McCrae. Amelia Earhart Trustee: Ruth Shimon.

Our congratulations and best wishes to all of them and to each we pledge our support. Personal note: It has been a most rewarding experience to serve as your secretary these past two years and has enabled me to really know so many more of you. Thanks a million.

DEEBO HEISE

CONVENTION FUN

Honestly, so much happened so fast, it's hard to sort it out logically, but I suppose convention actually started when we struggled through the sand to park at Pellston, each of us bemoaning the extra gas we used for that last few feet. From that point on we were royally entertained. First, coffee and doughnuts in the home of the operator, then off in cars to Ramona Park. While everyone else relaxed around the pool and said "hello" to newly arriving friends, the executive committee went into session and almost missed the barbecue. T'would have been a catastrophe because it was delicious. Later an antique fashion show. The weatherman cooperated the following day by bringing rain so everyone had to attend the business meeting. During the luncheon, our own gals proved that they were versatile by modelling lovely things in true professional style. In the evening the S.M.A.L.L. Race Awards and a "talent" show by members of the North Central Section. Saturday dawned bright and sunny for the trip to Mackinac and a look at the new bridge, or bicycling on English bikes with hidden brakes or just catching up on rest and kibitzing around the pool. In the evening, the annual banquet proceeded by a cocktail party given by the A. C. Spark Plug people. John Hammond as master of ceremonies kept things moving smoothly from his first introductions of V.I.P.s through the announcement of the A.E.S. Scholarship winner Shirley Mahn and on to the selection of Princess Happy Landing...Claire Justad of Idaho. (I would hate to have been one of the judges, each of the contestants was a princess.) Really, you should have seen the Indian dance with the judges bringing up the rear. Finale was the presentation of the gavel to Edna Whyte as reelected President. Throughout we received so many favors and prizes that it is impossible to list them. Many, many thanks to the North Central Section (particularly the Michigan gals 'cause they actually did the work) and to Mary Clark, general chairman, for a wonderful, wonderful convention.

E.R.H.

AWTAR, INC.

FRAN BERA AND ALICE ROBERTS REPEAT THEIR VICTORIES IN THE 1956 AWTAR.

Frances Bera, Los Angeles, California, flying a Beech Bonanza E-35, repeated her first place victory again this year. Her co-pilot was her sister Edna Bower of Long Beach, California. Second place was also a repeat victory, giving Alice Roberts of Phoenix, Arizona, and Iris Critchell, Palos Verdes Estates, California, their second set of second place trophies in the TAR. They were flying a Beech Bonanza C-35. Third place brought Marian Craver and Betty Lambert, both of San Diego, California, into the winner's circle, flying their Piper Tri-Pacer PA-22. Another repeat in the winner group was Marian Burke who moved into fourth place from fifth last year flying solo in her Piper Super Cub. Fifth place was awarded to Irene Leverton and Carol Cooper, both of Chicago, Illinois, flying a Beech Bonanza F-35. All of these gals flew a good race and our congratulations to them all and also to all the contestants in the 1956 for a job well done.

The race started this year from the San Mateo County Airport near San Carlos, California, on the morning of Saturday, July 7. Forty-nine aircraft reported to the starting line out of an entry list of 50. All 49 were registered, inspected and approved for the race. Forty-seven aircraft reached the finish line at Bishop Airport, Flint, Michigan, before the deadline on July 10. One aircraft was eliminated due to mechanical trouble, one aircraft withdrew for personal reasons and three aircraft were disqualified for infractions of the published Rules and Regulations.

The start for 1956 was sponsored by the Bay Cities Chapter of the 99's Inc., and the San Mateo County Development Association. The Finish was sponsored by the Michigan Chapter of the 99's Inc. and the AC Spark Plug Division of General Motors, in Flint, Michigan. These groups worked all year to make the plans for the operation of the TAR a success. The chairman for the Start was Geri Hill and her committee members were: Maxine Carlson operations; Helen Kelton, Inspection; Mable Zehr, Impound; Lindy Boyes, Publicity; Acc. & Social, Rosemarie Gehling. At the Finish the Chairman was Bernice Trimble and her committee was: Operations, Eloise Smith; Inspection, Marie McKay; Impound, Margaret Crane; Publicity, Jane Hart; Social, Bernice Trimble. Our heartfelt thanks to all of these gals.

The TAR this year covered a total of 2366 miles on a route via Bakersfield, Palmdale, Needles, Prescott, Winslow, Albuquerque, Amarillo, Wichita, Columbia, Urbana, Fort Wayne and Flint. Palmdale was set up as a mandatory fly-by and both Amarillo, Texas, and Fort Wayne, Indiana, were MUST STOPS for all contestants.

Former winners of the TAR, Ruth Deerman and Ruby Hayes did the Route Survey work for the 1956 TAR and very ably set up the time-clock operations and made the arrangements at all of the stops enroute. They flew the entire route, making all the contacts before the racers started from Calif.

We wish to thank the 99's, Inc. again for their continued support of the AWTAR and for their financial help through their voluntary contributions to the TAR fund. As usual, even more than the monetary contributions, we wish to thank all the 99's for their generous contribution of time and effort in behalf of the TAR. Without the "woman-power" they provide across the country, the race could not operate. The chapters who so generously gave of their members' time and interest are: Bay Cities, Bakersfield, Las Vegas, Coachella Valley, Saguaro, Tucson, Albuquerque, Texas, Kansas, Greater St. Louis, Central Illinois, Indiana and Michigan. They have worked hard and long and we thank them very sincerely.

Official timers for the 1956 TAR were Irma Story, San Fernando Chapter, who was the NAA representative at the Start. Helen Dick, San Diego Chapter and Chairman of the Timers Committee, Claire Hale, San Diego Chapter and Frances Dias, San Joaquin Valley Chapter. These gals worked night and day with their calculators to compute the scores and the winners. Their very accurate work denotes somewhat the time and effort they expend of this very necessary job.

Over \$3300 in cash, many trophies and various merchandise awards were presented to the winners in this our Tenth Anniversary Race. All contestants received valuable experience and although all can't be winners, the race is fun for all and a wonderful way to learn and to keep our women pilots actively flying.

INTERNATIONAL CONTEST COMMITTEE

By: Alice H. Hammond, Chairman

It was apparent at Convention that a number of the delegates were rather vague as to the function of the International Contest Committee of the 99's, and the policy under which races and events are carried out in the name of the 99's. So it seems wise at this time to republish this information in its entirety, including the new second sentence added to paragraph 9 at the convention. It is recommended that this copy of the Newsletter be kept for reference, since you never know what plans your Chapter or Section may embark on at some future time.

In planning any such activities the provisions of Article XIII, Section 2 of the 99's Constitution must be complied with: "All activities carried on under the sponsorship of the 99's, Inc. or using the name of the 99's, Inc. shall require a two-thirds vote of the members present at a meeting of the chapter or section in which such activity takes place, provided notice in writing has previously been given."

FUNCTION OF THE INTERNATIONAL CONTEST COMMITTEE OF THE NINETY-NINES, INC.

1. TO ADVISE: With the Chairman of Racing Events, Derbies, or Contests sponsored or carried on in the name of the Ninety-Nines, Inc. The International Contest Committee will serve in an advisory capacity on matters of general policy, publicity and promotion, as well as clearing and coordinating dates and places of such events.

2. TO STIMULATE AND ENCOURAGE PARTICIPATION IN CONTESTS AND AIR RACES: The International Contest Committee will make necessary contacts with Air Show Managements throughout the country for the purpose of promoting their interest in scheduling women's events wherever possible.

3. ON POLICY: The general policies as outlined shall be adhered to in the planning of any Contest or Race. These policies are of necessity very broad and their application must be governed by the type of event as well as numerous other considerations. The International Contest Committee shall clarify and advise wherever questions arise concerning the application of these broad policies to any particular race or contest contemplated by any 99 group. Certain standards of conduct, promotion and publicity must be maintained wherever the name of the Ninety-Nines, Inc. is used in connection with any such event.

The International Contest Committee is a permanent committee of the Ninety-Nines, Inc. and is directly responsible to the seven-member Executive Committee of the Ninety-Nines, Inc.

NINETY-NINES POLICY FOR EVENTS CARRIED ON IN THE NAME OF THE NINETY-NINES, INC.

1. Rules shall be published at least 30 days prior to the Race event, preferably 45 days. There shall be no changes in rules except in the interest of safety. In order to keep the Contest Committee informed, rules should be submitted to the Contest Committee in advance of their publication.

2. It is suggested that in any long XC Race, the committee require a minimum of 100 solo hours XC experience, and for any closed course race a minimum of 500 total hours with 10 hours in the type of equipment to be flown in the race. The race committee at all times should reserve the right to disallow the entry of any applicant who in their opinion is not qualified either by experience or ability to successfully participate in such event.

3. Race committee shall appoint personnel to adequately check all airplanes and equipment prior to race. Pilot license and medical shall be current. Flight Plan: It shall be mandatory for flight plans to be filed for all XC races and air derbies. It is recommended that two-way radios be compulsory for Transcontinental Air Race and International Air Race.

4. The Director or Chairman of an event shall serve in an advisory capacity but shall not be a member of the Judging Committee. Judging Committee shall consist of at least three members selected by the race committee. Whenever practical it is advisable to include a member of the Contest Committee on the Judging Committee. No decision shall be valid unless all members of the Judging Committee are present.

5. It shall be mandatory for all race results to be published and presented to all contestants as soon as practical after the event.

6. It is suggested that in a closed course race, protests must be filed in writing immediately after the race and shall be accompanied by a protest fee of at least \$5.00. In a XC Race, protests must be filed in writing within two hours after the last participant has arrived, or the deadline for race arrivals has occurred, and must be accompanied by a protest fee of at least \$10.00. Protest fees will be returned if the protest is held valid. Otherwise, fee will be used to defray any expense incurred in review of protest.

7. It is urgently recommended that all participants in a race have a clear understanding with their sponsors, if any, as to who is to pay any bills incurred before they reach home. Any participant leaving any unpaid bills during participation in any event carried on in the name of the Ninety-Nines may be automatically disqualified from entry in any future event carried on in the name of the Ninety-Nines, Inc.

8. It shall be in conflict with Ninety-Nines policy for any aviation contest carried on in the name of the Ninety-Nines or any individual entrants therein to accept sponsorship from alcoholic beverages companies, or gambling concerns.

9. Prizes shall be awarded for achievement in the event, and should be limited to a certain number of major awards, depending on the size and importance of the event. Trophies should not be awarded for the "first to land", "first to finish", "oldest or youngest pilot", etc., which have no direct bearing on achievement in accordance with the scoring system for that particular Race of Event. Souvenir or token awards may be given each participant if deemed proper by the race committee, but in no way such as to detract from the major prizes.

There shall be no misrepresentation to donors as to type of race, or the location, or the attendant publicity attached to the awarding of the prizes, or any numerical place in the race for which the prize is to be given. Whenever possible this information should be published with the race rules and entry blanks.

10. It is extremely important the proper publicity be given to Ninety-Nines air races and other such events. An air race event should not be confused in the public mind with mass flights or derbies - which tend to detract from the importance of the major races such as the Transcontinental and International Air Races. Wide scale solicitation of prizes, money, or trophies, begging for free gas and oil, hotel accommodations, etc., should be discouraged among all Ninety-Nine Chapters, as this reflects adversely upon the international organization as a whole.

11. It shall be the duty of each air race committee to see to it that proper appreciation is expressed to all donors or contributors (both by the race committee and by the participants) who have helped to make the race successful.

12. Any event carried on in the name of the Ninety-Nines in which prizes are awarded in cash should be sanctioned by the NAA in order to protect participants who may wish to enter other NAA sanctioned events in the future.

Approved by the Executive Committee 1951. Reaffirmed by the Executive Committee 1952-53.

Paragraph #8 was adopted by the Executive Committee 1954.

Second sentence Paragraph 9 was adopted by the Executive Committee 1956 and affirmed by the delegates.

Published in a 1952 issue of the Newsletter.

Published in the November 1954 issue of the Newsletter.



CANADIAN SECTION

FIRST CANADIAN CHAPTER

By: Roz Robinson

First Canadian Chapter girls are looking forward eagerly to the next meeting and barbecue at Dot Rungeling's on July 21. Hope the weather holds out and we can all fly in. Audrey Stonehouse, Lois Schram and friend Agnes Pierce report attending a huge breakfast flight at the Ontario County Flying Club, Oshawa, in June. Over 150 aircraft flew in from all parts of the province and the circuit was a madhouse. The Oshawa girls did all the cooking and from all reports did a "bang-up" job. (We better send our recruiting team to Oshawa.)

Your reporter has been kept on the hop these last few months travelling with 49 1/2 er Doug all over Canada - from the iron mines at Knos Lake, Labrador, to the oil fields around Calgary and Edmonton, Alberta. Airlined back from Edmonton in one of TCA's new Viscounts and thoroughly enjoyed it, especially my brief visit to the "front office".

THE BULLETIN BOARD

NOTICE

The deadline on Applications for Membership at present rate is AUGUST 31. Any Application received postmarked after August 31 will not be accepted at the old rate, and it will be necessary for Headquarters Office to return the Application. Hurry, Gals, get in under the Deadline!

International Northwest Aviation Council convention, September 9 - 11.

Northwest Regional convention of the 99's, September 9 - 11.

Flying Farmers' regional convention, September 9 - 11.

Several of you have requested copies of the Pilot-Co-Pilot Skit. As soon as the Pilot has caught up on her sleep and the co-pilot has caught up on our laundry, we will mimeo them. Send your request to The Co-Pilot, 5111 Idlewild Avenue, Milwaukee 17, Wis.



By: Ora K. Stevens

A splendid glider show was sponsored by Mrs. Catherine Hiller of Hiller Airport in Barre during the month. Prizes were awarded to the first glider to arrive at Hiller from Elmira, NY and demonstration rides were given.

Chris Seaver is spending her vacation at Chatham on Cape Cod after her return with Gladys Turcotte from the race to Flint. They both had a wonderful time in the race and a lot of good experience.

Barbara Kiernan is located at her summer home in Nantucket with her family after returning home from the race.

Mary Ann Lippitt of Lippitt Aviation Service reports a wonderful time was had at the meeting at Whitefield, N.H. with Shirley Mahn as hostess. They enjoyed golfing and swimming in the pool after their very tasty lunch at the Mt. View House where Mr. Schuyler Dodge did a grand job of keeping his guests entertained and happy.

The women operators in this area, Shirley Mahn, Whitefield Air Service, N.H., Mary Ann Lippitt, Lippitt Aviation, Providence, and Rachael Williams of the Trade Wind Flying Service, Oak Bluffs, all report a very good charter and student business this season so far.

Shirley Mahn flew in from Whitefield, N.H. to King Field, Taunton one morning about 7 a.m. with a passenger for a local business concern.

It was not good weather for the meeting scheduled by Catherine Cullen and Rachael Williams at Oak Bluffs for the month of July.



By: Ruby Sadtler

Our members and guests were delighted to see Helen Mennitto at our June 18 dinner meeting. Helen, who was our governor a few years ago and has a special place in our hearts, was visiting here from Miami after a vacation in Caracas and Curacao. She talked informatively about the recent IAR in which she participated. We are proud of our local entry Louise Hyde who flew a Bonanza in her first IAR and finished eighth. We understand LIFE International will cover this IAR in its July 17 issue. In the absence of Barbara Evans who was meeting her three little nieces from Los Angeles, Selma gave a blow by blow description of the rummage sale which was our successful fund raising effort for the TAR.

Selma also read a report from Marge Davis and Ruby Sadtler re 1956 sales of our silver Compass Rose pins, this being our Amelia Earhart Scholarship perennial project.

Connie Hahn, at the buiest time of her school year, took time out to talk of the intensive budget she had prepared and to ask for reactions. After much discussion, our delegates were instructed how to vote at the Convention.

Kay Brick, just back from San Francisco, reports seeing Marge Gray, Novie Davenport and Cecile Hamilton at the Aviation Writer Association convention. Kay says she is looking forward to the TAR with Louise Smith in her new Bonanza 225.

Marge Davis is flying Pan American to Puerto Rico to make a study for the Commonwealth of Puerto Rico and to Jamaica for the British Government.



EASTERN PENNSYLVANIA CHAPTER
By: Peggy Borek

Despite a few raindrops and one Tri-Pacer out of commission, our Women in Aviation Day went off quite well. We got about 90 delighted people into the air. Getting publicity was the most difficult problem even after two weeks of hard work. This area is admittedly a hard nut to crack and we consider our first attempt a successful one. We are fully aware that there were loads of Philadelphians who would have jumped at the opportunity if we could have reached them. One lady passenger showed great interest in flying and has decided to take lessons. A future 99 is payment in full for us. I talked myself blue, answered all manner of questions saved a strut from being stepped on by an extra heavy passenger just in time, buckled in and down everybody from little George, the shoeshine boy, to an elderly gentleman who didn't quite fit. Gracious, tireless Connie Wolf flew round and round from early morning until late afternoon. She even took the trouble to get special permission from the tower for little George to use the radio, which he did quite capably for a 9-year-old, we thought. "He steered it too", you know! Now there's a future Air Force Cadet! We didn't just put them in and send them off. We tried to make them understand flying even a little bit. Those who flew in Jean McKaig's Aeronca (name of Swoop - with leopard skin upholstery) got some dual with Margaret Callaway or Anne Sheilds at the controls. Louise Sacchi brought in another Tri-Pacer and Anne Piggott flew some in that. Elsie McBride, Kate Ormson, Kay Macario and the whole Callaway family were a big help! Active, interested members who come out for everything are just the bestest!



TENNESSEE CHAPTER
By: Eddie Lee Griffin

The Southeastern CAP Regional Conference was held in Chattanooga in June. Bettye Anderson and Sarah Duke did a lot of the planning and work for the conference. Tennessee members attending were: Bettye Anderson, Sarah Duke, Georgiana McConnell and Olivia Brown. Some of the other 99's attending were: Betty McNabb of Georgia who is Squadron Commander of the Albany CAP, and Clara Livingston, International member of 99's and Wing Commander of the Puerto Rico Wing CAP. The chapter meeting was held at the Sky Chef Restaurant at Lovell Field following the conference. Members attending were: Sarah, Bettye, Georgiana, Mary Beth Sargent and Irene Fluewellen. They discussed amendments to be voted on at the National Convention in Michigan. Georgiana will be our official delegate. Also discussed to try to have 100% of the Tennessee members write letters for the Amelia Earhart Commemorative Stamp. Our next meeting will be in August. Time and place to be announced later.

ALABAMA CHAPTER
By: Jan Warrick

That fabulous pair, Minnie and Charlie Wade, opened their beach house in Panama City, Florida, to the Alabama Chapter again this year. During the period from 30 June thru 7 July a total of 19 99's, their 49ers and guest enjoyed the hospitality of "Wade Inn" at Sunnywide Beach.

Those flying in were Juanita and Cecil Halstead in their Cessna 180, Ruby and Ralph Fielding in their Stinson, Doc Ware and Ben Brinker in Ben's Aeronca and Mary Lou Foshee, Mrs. Brinker and ye ole reporter along with Charlie Wade in his Cessna 195.

Driving down were Bennie Ware, Richard and Estelle Moon, Elizabeth Wade, Elizabeth Gay and Jean Ballard, Minnie Wade went down earlier to open the house and along with her came Little Minnie, Cecil and the champion of all cooks "Polly" with her assistant "Lil Bit".

Needless to say, everyone had a wonderful time and there wasn't a dull moment...with the time being whiled away with such attractions as swimming...sunbathing...water skiing...shuffle board...dancing (a juke box is std equipment at "Wade Inn"), card games, a lot of eating with little sleeping, and numerous trips up and down the beach to our favorite haunts, especially to "Little Birmingham."

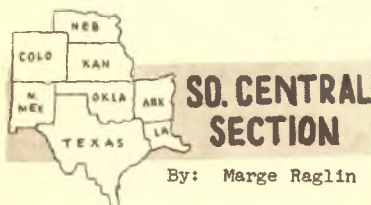
Liz Gay lost three bets on the whereabouts of Cecil Halstead on the morning of 4 July...seems Cecil landed (due to weather) on Tyndall's bombing target (an abandoned airport) and the jets were dropping 500 pounders from on high...the aims that AM weren't too good however and he got off but fast and was chased by a Helicopter which Tyndall had dispatched after Cecil was sighted on the radar...the worst part of the whole thing says Cecil is that they called him a "Cub"...That beautiful 180 a "Cub"...

Congratulations to Elizabeth Wade on her forthcoming marriage to Dave Enrie in October...all the happiness in the world to both of you.

Ralph Fielding (the 49er Jet Instructor) says flying a jet is mild compared to one of Charlie's jeep rides over the dunes...having been on them myself I can almost see the point...the ride thru the woods is no laughing matter...especially when "Rachel May", the ghost comes out of the dark...just isn't enough room for 11 people to hide on one little jeep.

Wouldn't be surprised to see Minnie flying a new 170 just any day now.

Next meeting will be in Clanton on August 19...a money making program in the form of "Airplane Rides-a penny a pound" is being planned...cokes and peanuts will be sold...we hope to increase our treasury...all money made this year will be used toward expenses of the entire Alabama Chapter attending the 1957 national convention.



By: Marge Raglin

With apologies for Michigan weather July 5-14, the North Central 99's extend their thanks to everyone who came to Flint and Petosky for the TAR and convention events. It was a pleasure to entertain you.

From the boathouse dinner at Lake Fenton through the GM tour, barbeque at Al and Marie Koerts, and Awards Dinner, Flint felt honored to entertain you as its special guests. Ramona Park in its picturesque setting was a wonderful place to relax after both the big and small (Southern Michigan All Ladies' Lark) races. Alice Roberts and Iris Critchell won the latter, while as of course you know, Fran and Edna "flew" off with the grand prize for the TAR. Claire Justad of Boise, Idaho was crowned Princess Min-nwa-siew-eoning (Happy Landings) in a real ceremony conducted by Chief Pipigwa of the Shangwendane-shisangswe Indians.

Sincere sympathy and the offer of helping hands from all the 99's are extended to Chicago's Lois Cassidy whose husband Bernard took his last flight on July 13.

Many items of business were accomplished at Friday's all-day meeting and it was reported that the 49ers held their first international conflag at the same time. It was of ten minutes duration, attended by 19 members and the only item of business decided upon was to remain disorganized.

As you flew away "over the lovely countryside dotted with lakes" we hope you glanced down at the "mitten of Michigan" and remembered that "this is the hand of the land of friendship." We hope you did enjoy your visit and that you will return many, many times to Michigan.

ATTENTION 99'S OF THE NORTH CENTRAL SECTION!!!

We Minnesota 99's extend a cordial invitation to you to join us at the beautiful White Pine Inn at Bayport, Minnesota (just 15 miles from the Twin Cities) for the Fall Sectional Convention September 14, 15 and 16!

One big fun-packed weekend with flying, swimming, boating and good eating!

White Pine Inn is known throughout our area for its very fine food. It's a lovely Georgian Colonial Inn in the charming little town of Bayport, Minnesota, on the banks of the beautiful St. Croix River.

Fly in to Lake Elmo Airport (A Metropolitan Airport Commission secondary field) just six miles from the hotel... or if on floats, buoys will be provided at White Pine Inn's dock on the St. Croix. 99's will be there to greet you and provide transportation to the hotel. If you plan to arrive on a commercial line, let us know your plans in advance and arrangements will be made for transportation from Wold Chamberlain Field in Minneapolis. A map of the area will be mailed to you later.

Now, here's the exciting schedule:

Friday Evening, September 14, 3:00 to 7:00
Registration and dinner for those arriving early and the Minnesota 99's at the Country House just across the river in Wisconsin.

Saturday Morning, September 15, 9 to 12:00
Registration and breakfast

Saturday Afternoon, 12:00 to 2:00
Luncheon at the White Pine and Business Meeting

2:00 to 5:30 - Tour of Wiplinger Air Service, Holman Field, St. Paul -- a fascinating tour, escorted by the master himself, Benny Wiplinger, of three hangers of the latest aircraft repair and conversion equipment, a complete radio shop and all types of executive aircraft.

OR

A boat ride on beautiful cabin cruisers along the lovely St. Croix.

6:30 to 7:30 - Cocktail party in the Marine Room at the White Pine Inn with such interesting guests as the Queen of Snows and Prime Minister of the St. Paul Winter Carnival and the official Aquatennial Quartette.

7:30 to 9:00 - Banquet at the White Pine Inn orchestra.

Minnesota 99's
Convention Committee

MINNESOTA CHAPTER

By: Marietta Sonnenberg

Plans are shaping up beautifully for the North Central fall sectional meeting to be held along the St. Croix River in Minnesota September 14 - 16. More details were worked out at the July meeting which was a fabulous event in itself. Marilyn and Drex Henderson were the charming host and hostess. Enjoying the "dream" trip down the St. Croix on the Henderson cruiser, a swim and picnic on the beach, brunch and meeting at the newlyweds cottage and a look at their new house under construction, were: Florence Scriber, Audrey Baird and her two boys, Helen Masterton, Tamie Olsen, Dorothy Anderson and her grandmother from Chicago, Margaret Manual and her two children, Shirley Iverson and Marietta Sonnenberg. Florence, Marilyn, Drex, Shirley, Dorothy, her grandmother and Marietta also enjoyed dinner together the night before at beautiful White Pine Inn at Bayport which will be the headquarters for the sectional meeting this fall.

We certainly hope all the North Central gals, 49ers and flying friends will attend and also that other 99's around the country come to see beautiful Minnesota! There will be boating, swimming, tours, dancing, prizes, speakers, business, good companionship and more fun. If anyone needs details from outside the section, just let us know. The airport will be Lake Elmo port, east of St. Paul. Reservations can be made directly with the White Pine Inn, Bayport. Bee seeing you.

WISCONSIN CHAPTER

By: Ruth C. Lembke

Lunch at Dinty Moore's at Lake Delavan was the special for June meeting of the two Wisconsin Chapters. Weather made the faithfuls drive and then wonder if they could make it, but Dora Fritzke and Genevieve Sharp made it. Tops for the day was the visit to the Radar base at Elkhorn.

Jeannette Kapus was in town, Dora Fritzke tells us, for a brief vacation from her California post.

Newspapers tell us that Deedo Heise and Herm won third place in the J.C.C. Air Race recently.

Deedo and Dora leave Saturday for the 99 race. With them go the Chapter's best wishes. Toney will see them in Michigan where she will meet them as our delegate to the convention.

ALL-OHIO CHAPTER

By: Joan Hrubec and Edythe Maxim

The All-Ohio Chapter did not hold a July meeting because of the AWTAR Terminus and the national convention in Michigan.

On behalf of the All-Ohio Chapter, we would like to express thanks and appreciation to the Michigan girls for the fabulous program and affairs they promoted in the North Central Section at Harbor Springs, Michigan, our national convention site. To speak of the convention and not of the AWTAR Terminus in Flint, Michigan, would indeed be an oversight and a grave injustice to the Michigan group. How so much can be so well managed is a secret that Ohio would really like to know. So, for all of us, who managed to get to the Terminus or the convention or BOTH and also for those who were less fortunate, may All-Ohio congratulate Michigan on a fine performance of planning and management.

All-Ohio was well represented at all the activities. Joan Hrubec and Edythe Maxim arrived in Flint on Monday to help at the AWTAR Terminus. It was a real thrill to watch the Powder Puffers "fly-by" the finish line. Per Control Tower procedure we don't mention the word "buzz". However, "buzz" would certainly be most appropriate. With great interest, we followed #32-Marion Betzler and Ione Kiplinger her co-pilot-our Ohio entry, all along the route. Marion was surprised and happy indeed when Charles was there at the finish line to greet her. Also in Flint for the AWTAR Terminus banquet were Dr. and Jean Bonar, Mary Fecser and Virginia Schumacher.

Not much can be said, favorably, for the weather on the day of the S.M.A.L.L. Race. But, as a result of that weather, many of us got to see much more of Michigan. It really wasn't necessary to take the restriction off that "restricted" area on the direct route for we had several changes in course. Our Ohio entries were Virginia Schumacher in her Tri-Pacer, Mary Fecser in her Ercope and Edythe Maxim and Joan Hrubec in Joan's Tri-Pacer. One can say (with the exception of weather) it was a very fine race.

Joining us in Harbor Springs for the Convention activities were Martha Walters, Margaret Hammon and Mildred Harshman, all from Dayton. We were certainly pleased that so many of our chapter members and their guests were able to attend the Terminus and the convention this year.

We are most happy to welcome BETTE BELLE INGWER of Cleveland as our newest chapter member and we're looking forward to having Bette join us at our August 19 meeting in New Philadelphia.

INDIANA CHAPTER

By: Rae Cawdell

Was it because it was Father's Day (and a beautiful day for flying), because of the word "picnic", or simply because an outing at Billie and Savage Smith's farm always promises a delightful time that brought the 49ers out en masse for our June 17 meeting? At any rate, they were there, with an extra fine number of 99's themselves. The drive-ins, as well as the fly-ins, met at the newly managed North Vernon Airport where several cars met and took us to the farm. Especially pleased were we to have with us Mary Margaret Arnold from El Paso who is visiting her mother and sister in Greenfield, Indiana.

Our picnic table, shaded by tall green trees, was loaded with all - and even more - that could be expected, including freshly picked strawberries.

We had anticipated a ride over the farm, but noticing a few thunderheads building up thought it best to forego that pleasure. So at the close of the business meeting took off for the airport and thence for home. Fortunately, the weather held off until later that evening so all made it to home port without incident.

The June meeting was held at Clear Lake, Iowa, with Bernie Hugelen as hostess. A very nice luncheon was held at the Lake Shore Hotel on the shore of Clear Lake. A lovely day was spent swimming and relaxing in the sun. The only business conducted was briefing Maggie Adkins on information for the national convention. Maggie is the Upper Iowa delegate for the convention. She just recently completed her flight test and is now the proud owner of a Commercial Ticket.

Those present were Bernie, Hostess, Helen Flaherty, Virginia Koestner and daughter, Bob and Maggie Adkins and daughter, Mark Blank and guests, Dorothy and Wayne Hunt, Jean and Quentin Wildman and two prospective members, Kitty Hock of Ames and Alice Pfantz of Des Moines.

Jean and Quentin came to say goodbye as they are moving to Columbus, Ohio. Dorothy and Wayne took off from the meeting for Washington, D.C.

The July meeting was held at my cottage on Lake Okoboji. Due to many other commitments most of the girls were unable to attend. They certainly missed a lovely day of swimming and relaxing on the lake. A very informal dinner was served at 1 pm and the day was spent in visiting and relaxing. Those present were Millie Burt and her parents, Wayne and Dorothy Hunt, Darrell Place and yours truly.

Our July meeting was a picnic in a lovely park spot - hosted by Joan Cayot and Mary Ruth Dietrich and their two nice roommates provided a bounteous feast, fried chicken and all the trimmings and all most delicious. Attending were Emily Crew, Dee Southard, Loretta Craig, Joan and Mary Ruth and respective roommates and your reporter.

July notes: Reporter Marjorie Farrell is now studying diligently (?) at N.U., Evanston, Illinois. Vacationers include the Mark Crews, driving their new auto thru cool Wisconsin and Minnesota, the Orville Kuhlmanns flying to Tulsa for the Aero Club meeting, Joan Cayot now returned from a tour of Texas and the Missouri Ozarks.

Our youngest member, Loretta Craig, will soon be Mrs. Don Everson, the event being scheduled for August 17. Our very best wishes to Loretta and congratulations to her 49th year. She's a sweet and lovely girl and we wish a happy life together for them.

The August meeting will be hostessed by Laurien Griffin, our annual election meeting, and we also look forward to first-hand reports of the race and national meeting from race participants Laurien Griffin, Sarah Gorelick, Grace Harris and Verna Wilson. We are proud indeed to have had such wonderful representation in the races and at the meeting.

Our Kansas City group was greatly saddened by the untimely death in June of our Honorary 49er, Frank Trumbauer. Frank, thru the years of 99 history, has been friend and guide, speaker and participant in many meetings, and always working for the good of the private pilot. He leaves memories of many delightful and informative talks, much hard work in the advancement of air age education and the safety education of the private pilot.



TEXAS CHAPTER
EL PASO UNIT
By: Lois Hailey

Everyone has been going their merry ways this month. I have been in Reno and San Francisco where I visited 99er Betty Budde. Returned to El Paso and dashed off to Amarillo to see the TAR go through there. We Texans are proud of the job the Amarillo gals did for the race. I'm sure all TAR's had a wonderful time there.

Ruth and Ruby have been to California and enroute to Flint to make all preparations for the TAR. Mary Margaret Arnold and Dodie Powers have been to Indiana and they got together with 99's there. Lela Carwardine flew her Cessna to ALB to help with TAR, then went on to Santa Fe, New Mexico. Anne Duthie and Jim are planning a trip to Canada at this moment. Dottie Blackham and Lois Ziler are tied down with three offspring each. Doris and Harvey Smith have been off to New York.

When we are all settled down again, we plan to have a breakfast flight and swim party at the Dell City ranch of Faye and George McConnell.

99's here had the pleasure of assisting with the Flying Farmers meeting which was recently held in El Paso.

CORPUS CHRISTI UNIT
By: Nell Hood

I'm sure everyone was excited about the 1956 "Powder Puff Derby", especially the girls who walked off with the Derby awards.

Merle Dunnam, Ardath McCreery, Vida Tennant, and I flew to Harbor Springs and enjoyed some of that excitement at the national convention. Congratulations to all those girls "way up yonder" for a job well done.

While we were away, Elaine Needham made arrangements for a surprise housewarming at the new home of Polly Glasson and her 49^{year}. Believe it or not, the Glassons were really dumbfounded and we're mighty thankful to have our Polly home, safe and sound, and back in the big middle of things.

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X      This month is devoted to the X
X      memory of EDITH FOLTZ STEARNS, who X
X      answered the Great Master's call X
X      at 3 p.m. June 27, 1956. X
X
X
X      Edith, one of the women X
X      pioneer's in aviation and a char- X
X      ter member of the 99's, will long X
X      be remembered by those she left X
X      behind. X
X
X      Her many contributions, both X
X      moral and physical, toward the X
X      progress of our organization will X
X      always be respected by all of us X
X      as her spirit dwells in the halls X
X      of Aviation. X
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ALBUQUERQUE CHAPTER
By: Harriet Nye

The TAR stop in Albuquerque was the event-of-the-month for New Mexico 99's. Some who worked hard at the Cutter-Carr Field the days of the race were Jo Eddleman, Virginia Cutter, Donnie Boone and Mary Turney. Jo manned the time-clock throughout in spite of a painful injury which she had suffered the week before the race. Our own representative, Randa Sutherland, was eagerly welcomed; she flew solo and made 12th in the race. The first to land in Albuquerque were Lois Cassidy and Dora Dougherty in their Piper Apache.

We extend our sincerest sympathy to Lois because of the tragedy which struck her family so soon after the race.

The winner of the Chamber of Commerce \$100 prize for the best time between Winslow and Albuquerque was Pearl Laska with her co-pilot, Vivienne Schrunk. The Zona Chapter in Albuquerque also recognized them with a trophy which was presented at the convention. Co-pilots at last came in for recognition when Shelton Sanders, a local investment counsellor, presented 400 shares of Frontier Uranium Co. stock to Ruth Lake, who was co-pilot for Micky Clark; Micky and Ruth were first in Albuquerque on the second day of the race. June Hart and Nan Randolph won the use of a new Oldsmobile for their stay here; it was given by the Galle Motor Co. to the first to stay overnight in Albuquerque. So we all enjoyed the race and the activities which ensue from it.

COLORADO CHAPTER
By: Marilyn Nordstrom

Please note that the Fall South Central Sectional Meeting site has been changed to Writers' Manor, Denver, Colorado. The dates, September 14, 15, 16 remain the same. A relaxing and interesting program is promised. Complete details will be sent out in August.

Happy to report we have a new member, Zada Arentz, former Utah Chapter Chairman. Zada has transferred to our chapter and was present at our July potluck supper at Marilyn Nordstrom's. Also on hand was Jean Hixson of the All-Ohio Chapter. It is always a pleasure to have visiting 99's with us.

Our next meeting will be at the home of Frances Tepper on August 3. Do hope you are all having a most pleasant summer. We are about to take off and enjoy some of our state's lovely mountain scenery. Don't forget the Fall Sectional - Denver - September 14, 15, 16.

MISSOURI VALLEY CHAPTER
By: Bettie King

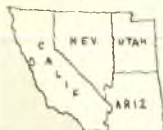
Members of the 99's flew into Essex, Iowa, for the July meeting. A covered dish dinner was enjoyed by the members. All 99's present, excepting Belle, flew in in their planes. Bettie King was hostess to the dinner in the yard of her home. She had asked several members of the local flying club and their families in Essex to eat dinner with them. Funds for the nearly depleted treasury were discussed at the business meeting before dinner. Barbara Anspaugh of Lincoln, Nebraska, joined the Missouri Valley Chapter, having received her license in mid-June. Barbara had attended several previous meetings as a guest. We extend her a big welcome.

99's flying in and enjoying the dinner were Jan Munkres, Pauline Hawks, Belle Petzel, Gertrude Howard and Barbara Anspaugh. A fried chicken dinner and all the trimmings was enjoyed.

Bettie had asked the following members and families from the Sky Hi club to eat dinner also: Mr. and Mrs. Clarence Rea, Mr. and Mrs. Virgil Flynn and Rex and their nephews, David and Dennis Hammer, and Mr. and Mrs. Jim MacDonald, Jerald, Sherry and Jan.

After dinner, several local movies were shown by the Kings and also movies taken on their trip to Los Angeles in the Tri-Pacer in June. Among the movies were those taken at Nebraska City meeting of the 99's when Edna Whyte and Ruth Deerman were present.

Bettie took the camera along to the airport and took the members getting into their planes and leaving. When these films are developed, she plans to bring them along to another meeting so other members may see them.



SOUTHWEST SECTION

SAN DIEGO CHAPTER
By: Margaret S. Lang

The big news this month, of course, is the Race. Participating from the San Diego Chapter are Dottie Sanders, Ruby Potter, Marian Craver, Betty Lambert, Lois Bartling, and Isabelle McCrae and we wish them all the best of luck.

Our dance honoring the participants was held on June 9 at the San Diego Hotel and was a big success for which thanks are due to the committee members: Dottie Sanders, Evelyn Briggs, Ern Stanley, Dottie Davis, Donna Davis, Helen Dick, Mary Ring, Marian Craver, Ruby Potter, and Lois Bartling. Ruby Potter won the \$100 which is given annually from the proceeds of the dance to help defray expenses of a non-sponsored participant.

A breakfast meeting was held at LaPresa Airport on June 17 at which Isabelle McCrae and Lois Bartling were appointed as delegates to the convention with Marian Craver and Betty Lambert as proxies. We were happy to have Martha Lundy and her husband Ray as guests.

LOS ANGELES CHAPTER
By: Marijane Brown

JUNE MEETING - ELECTION OF OFFICERS. Elsie Smith's new home was the scene of our June meeting. The Powder Puff Derby was the motif of the decorations and Elsie had a clever arrangement of tiny puffs and planes. Our own Fran Bera was there and we gave her a hearty send-off to another victory. If we of the Los Angeles Chapter were not so innately modest, we would do some tall bragging about our member who so consistently wins the TAR and tell you that Fran is not only an excellent pilot, but a wonderful warm-hearted person as well.

COUNTESS COUDENHOVE-CALERGI. Winifred Willmore brought with her as our special guest of the evening Countess Lilly Coudenmove-Calergi. The Countess has a project which is very dear to her heart. She desires to call together an international congress of women flyers to meet in Monaco in June or July of next year.

The Countess (or Lilly as she prefers to be called) has the distinction of holding the fourth pilot's license issued in Austria-Hungary. Lilly won her license in 1911 after numerous adventures.

Young ladies of Hungary, especially young ladies brought up in the old world tradition of the nobility, were not encouraged to nourish such wild ideas as stirred in the heart of this spunky girl. Her parents would not consent to flying lessons, they were adamant. But, a hunger strike broke their resistance.

It required more than a year for Lilly to earn her license because when one of the students cracked up the fragile little plane, they had to wait until it was repaired. As it was a single seater, instruction was necessarily on the ground. Lilly's Instructor was reluctant to let her go up; so one morning, very early, she slipped away from her Governess, drove through the early morning mist to the airport, and cajoled the old mechanic into letting her fly the Etrich-Taube. Her Instructor arrived while she was still up. He scolded and shook his fist at her but she flew until the last drop of petrol was gone and then made a perfect landing.

The Countess presented to our chapter a gold locket which is to be given to the winner of the next TAR. The locket has on its cover a beautiful diamond and the picture of an early plane.

Lilly is continually astonished at the freedom of the American women. She is delighted to meet career girls and will question them eagerly about their activities in the business and professional world. She loves to discuss her plans for the Congress of Women Flyers in Monaco and feels that such an organization could aid world peace by emphasizing the peaceful uses of aviation.

If you are interested in attending the Congress in Monaco, and will write to the Countess, I shall be glad to hold your letters for her until she returns to Los Angeles in October. My address is 1039 South Norton Avenue, Los Angeles 19, California.

REDWOOD EMPIRE CHAPTER
By: Dorothy M. Banzhaf

Our chapter chairman, Pat Stauffer's port town of Napa was landing spot for the July meeting. Attending were seven members from many points of the compass throughout the Redwood Empire. Salt Lake City for the Fall Sectional is the vow taken by all of our members. The Spring Sectional was a success socially as well as financially, our chapter having sent the profits to AWTAR Fund. Meetings for the remainder of the year will range from a fly-in barbecue to Lake Pillsbury to an end of the year gala Christmas housewarming in Anna Brenner's spacious new hillside home. The success of the Spring Sectional rests with the Santa Rosa and Napa members.

Hazel Bertagna of Napa is latest of three members to join the roster of 99's of this chapter. Hazel has held a private pilot's certificate since 1947. Florine Dauenhauer and father hold forth as a unique father and daughter team, daughter as pilot and father, student pilot of their Cessna 182. Florine is one of the new members of this chapter and Shirley Blocher of Ukiah is another new member. Shirley and her 49^{er} fly an Aerona Chief.

TUCSON CHAPTER
By: Dorothy Ring Jenkins

Our last meeting was spent making plans to hold down the fort at Winslow during the TAR stop there.

Bea Edgerly will be our lone entrant, flying #29, a new Tri-Pacer. She'll carry with her our very best wishes.

By far our most active member is Lorraine Chandler. She, her 49^{er} and son, Ronnie, made a vacation tour of the Southern part of the United States, through Florida to Cuba in their plane. Recently, Lorraine was very nicely written up in the local newspaper in a column called "Meet the Missus". Among her other claims to distinction she is the only woman member of the local CAP Search-Rescue Squadron.

LONG BEACH CHAPTER
By: Cynthia Gilkison

Four Wing Scouts and three troop leaders of our Long Beach Wing Scout troop were our guests for the June meeting. We all enjoyed so much getting the chance to meet and talk with these girls. Refreshments were brought by our Santa Ana members and two movies featuring the Cessna 182 and the 310 were shown courtesy of Air-Oasis Co. Al Chilcote served nobly as projectionist, errand-boy and general fixer-upper.

We're proud to have three of our members entered in the AWTAR, and we wish them all best of luck and only wish we could all go. Iris Critchell is flying a Bonanza, Jean Clark, Met-Co-Aire's "Tri-Cessna" 170 and Cleo Morrison a Tri Pacer.

Betty Loufek, Donna Chilcote and Cynthia Gilkison are all anxiously awaiting the completion of new homes recently purchased.

We're looking forward to our usual informal August gathering to find out all about the race from those who participated.

SAN FERNANDO VALLEY CHAPTER
By: Clara B. Davis

The June meeting of the San Fernando Valley Chapter found 14 of its members at Louise Robertson's Van Nuys home for a delicious spaghetti dinner with all the trimmings. Thanks to Louise for being such a perfect hostess.

Our July meeting will be held at the home of Betty Haney, Monrovia, California. This will be a swimming party and from the present heat wave we are having it will really be appreciated.

It was nice to see Loretta Foy at our last meeting. Loretta has a very interesting job she is doing some flying for the New Guided Misell Program at the Van Nuys Airport.

It was nice to have Polly Straher and Cindy Lundington at our meeting - they are both prospective members.

Members of the San Fernando Valley Chapter flew 156 hours during the month of May, so you see we are really a flying chapter.

SAGUARO CHAPTER
By: Jimmy Lou Shelton

Carol Lowery has taken a position as Computer for an exploration party with Shell Oil Company and, darn it, they've moved her to Hobbs, New Mexico. We're going to miss her and are glad that she has elected to retain her membership in our chapter. We have two new members and we are all very happy to have them and want to welcome them into our chapter. They are Beth Jacobs Wright and Helen Lothrop Van Court, both of Flagstaff, Arizona.

We had a scheduled flight to Flagstaff on the morning of July 1; however, several of us were out of the state and only Juanita, Elgin, Berniece Jespersen and Melba Beard attended.



ALASKA CHAPTER By: Pat McGee

Our July 11 meeting at Doll Booth's cozy home brought out the profits of our Breakfast of June 17. This was a Drive-In - Fly-in affair consisting of a bill of fare of Sourdough pancakes, ham, eggs, coffee and cocoa. We enjoyed putting it on and our patrons were most enthused and appreciative; however, we expected more of them. We served approximately 60 people with a net profit of \$51.05. On this, our third breakfast, we feel we learned we should have had signs on the road directing customers to Sea Airmotive on Lake Hood. Ward Gay loaned us their hanger for the event. We are deeply grateful for all the work the Sea Airmotive people went to make room for our tables and the line up of our four gas camp stoves as a kitchen unit. Their beautiful facilities were just the right setting and made efficiency easy.

The 99's and the Palmer Airmen were special guests at a picnic the 29th sponsored by the Anchorage Airman Association. It was held at the Willow Air-strip and all groups were well represented.

Helen Stoddard and her 49er flew Randy Briggs and her family to their homestead at Lake Clark, 180 air miles from here. The Briggs plan to spend the winter there this year and Randy has committed herself to teaching the isolated youngsters there along with her own school age daughter. Helen contributed the most to the larder by catching eight fish smack in front of the cabin. Weather made this trip a long weekend but they made it back for the Fourth.

The Florida Chapter will be glad to hear an old active member of theirs is now in Alaska. Mrs. Mary Lee gave her address as Box A-907 and residence as 137 No. Blvd., Kodiak. Her Coast Guardsman 49er is now stationed there. Mary wrote that now that her daughter is three she is looking to the sky again and wondered if we knew of any 99's in Kodiak. On Shuyak Island we have June Welling, but wouldn't you know she has no strip or sea base. We hope Mary can get us another member in Kodiak so at least they can have coffee together. Maybe she can make one of our "first Wednesday evening in the month" meetings. We hope so, as we would love to meet her.

IDAHO CHAPTER By: Laura Conner

During the National Convention at Harbor Springs, Claire Justad of Boise was crowned Princess Min-nwa-siwe-eoning meaning "Happy Landing." Claire stated while she was crowned by an Indian Chief she was not, however, required to smoke, the traditional peace pipe. Claire won over seven other contestants all chosen for their beauty and charm.

Claire and I really enjoyed flying her sleek Bonanza in the TAR this year. Don't be bashful girls about flying this race as you'll learn more about flying during one week of racing than you would flying around the ole hometown for a year. Quite a bit of comment was made about twin-engine aircraft racing but this should cheer you up - out of four twin-engined planes entered in the International air race this year a Luscombe won the race. Mark a double XX on your calendar and borrow or beg a Boise Sectional map so you'll all be here for the Northwest Sectional September 9-11. Don't miss this convention as the Flying Farmers, the International Northwest Aviation Council, and the Idaho 99's are joining forces to make this the biggest and best convention to be had. Two of the guest speakers will include our International President Edna Gardner Whyte and Admiral Richard Byrd.

MONTANA CHAPTER By: Vivienne D. Schrank

I was very much impressed with our convention. Every 99 member should attend at least one convention or participate in one air race. Just to meet all the wonderful members about which we have read in our International Newsletter is worth your while. It's a thrill you'll never forget. Also, we'll never forget these wonderful people at San Mateo, California, and Flint, Michigan, who worked as hard as our 99's at these places to make the start and finish of the AWTAR a success - not forgetting the people and 99's along the race route who also went "all out" to entertain us and make us feel most welcome wherever we might be. My only regret is that all of our 99 members could not be there. Mere words are so inadequate to express our feelings and thanks for all the wonderful things that happened to us wherever we were - gifts given us and all. People are truthfully wonderful!

BACK HOME GAIN NEWS:

Pud Lovelace and Dot Sable of Bozeman were our Montana 99 arrangers for the July 21 99 meeting and chose the impressive Gallatin Gateway - a resort at the feet of the mountains, for our meet-

ing with cut flowers as a centerpiece and cute little flash lites for gifts at each plate.

We all flew to Bozeman (Belgrade Airport) and were met and transported to our meeting place by automobile. It was a lovely spot and we enjoyed it so much.

EASTERN WASHINGTON CHAPTER By: Betty Jane Seavey

Gini Richardson returned to Yakima on May 29 as the fifth place winner in the International Air Race held the middle of May and the third place winner in the Tuscon-Hayward Race held on May 25-26. Flying with Gini in her Cessna 180 as copilot was Doris Sacret of Elko, Nev. We are very proud of these gals! June 1-3 our chapter served as host chapter for the Spring Sectional meeting in Yakima. We were happy that the weather was good and that so many of the 99's could attend.

Parry and Adriend Casey are the proud new parents of a baby boy born on May 14.

Georgia Connick was installed late this spring as Worthy Matron of the Walla Walla Eastern Star Chapter, and her inspirational theme for the year is Flying.

Marilene Shearer, our newest and youngest member, will serve as rodeo queen for the Toppenish, Washington, celebration to be held on July 4. She also recently received a bid from the Air Force to enter the "Miss Air Power" contest.

Ann Warren completed her most successful year as Washington Flying Farmer Queen on June 24 at Northport, Washington. Ann has been editor of the P.F. state newsletter this past year and served as official hostess at the Walla Walla Airport for the plane rides given the State Grangers on June 12-13. Ann has done a superb job in interesting women in our state to learn to fly.

Lygie Hagan and yours truly attended the 3rd annual Spokane Chamber of Commerce flight clinic held at the Naval Air Station at Geiger Field on Sunday, June 17. The lectures were informative and the hospitality extended the visiting pilots by the Naval Officers and men was outstanding.

A recent birth-o-gram from Yakima, Washington, announces a happy landing by the birth of Jill Florence to Gini and Ralph Richardson on July 22. The construction cost a military secret, no run(a)way takeoff expected till walking begins, by authority of CAA (child addition association)...at home at hangar.

The Ninety-Nines INC.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

WILL ROGERS FIELD, P.O. BOX 1444, OKLAHOMA CITY, OKLAHOMA

News Letter

EDITOR

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