



The Ninety-Nines, Inc.
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

News Letter

International Headquarters — P. O. Box 1444 — Oklahoma City, Oklahoma

AIR TERMINAL BUILDING — WILL ROGERS FIELD — FEBRUARY, 1960

President's Column

February, 1960

Through the cooperation of Donna Myers who was contacted by Lt. Col. George Fagan, USAF, Director of the Library of the United States Air Force Academy, the Ninety-Nines are now on file there among the Early Aviation Societies. Several months ago Col. Fagan requested that the history of our organization be placed among the permanent records in the Academy's record files. We will also send them the Anniversary Booklet so we will be listed as still very much alive and active.

Congratulations to 99 Anesia Machado of Rio de Janeiro, Brazil, who, on November 16, 1959, was awarded the National Order of Merit, the highest Brazilian decoration given to Brazilian citizens.

So many of the chapters have been writing to headquarters requesting application forms for new members that we have had to order a new supply. There is nothing that could please us more. New 99's bring us new enthusiasm and fresh ideas, both of which are the most wonderful stimulant that any group can receive.

It is two degrees above zero here as I write this, in Alaska it is probably many degrees below that, and in the deep south I suppose some of you are taking a daily swim. But whether on skis or floats or wheels the Ninety-Nines are flying, and planning new projects for the months ahead.

Please remember that all material for the March News Letter (deadline February 25th) should be sent to International Headquarters and not to the Editor. Identify it clearly as News Letter copy.

As ever,

Eugenia Heise

Eugenia Heise

SECTION GOVERNORS—Let us know the dates of your spring meetings to list in "Coming Events".

DEADLINE For Nominations

MARCH 15, 1960

Nominations for International Officers for the fiscal year 1960-61 are hereby requested, and **MUST** be postmarked not later than March 15, 1960.

Submit one name for each office in compliance with these rules:

1. Candidate **MUST** be an **ACTIVE** member with current physical.
2. Candidate's written consent to serve if elected **MUST** accompany her nomination.
3. Candidate's aviation and 99 history **MUST** accompany each nomination—not over 40 words.
4. Nominating Committee Members are eligible as candidates.

President Eugenia Heise is eligible for renomination and has agreed to serve if elected.

Vice-President Ruth Deerman is eligible for renomination and has agreed to serve if elected.

Secretary Louise Smith is not eligible for renomination for the office of Secretary.

Treasurer Barbara Kiernan is eligible for renomination and has agreed to serve if elected.

Nominating Committee: Only one name from each Section will appear on the ballot as candidate for the Nominating Committee.

Please submit one name for each office listed below, giving her Chapter, Section and address:

President	Secretary
Vice-President	Treasurer

Nominating Committee

These names, together with the written consent and aviation and 99 background, must be mailed to the Chairman, Margaret Callaway, at 1083 W. Truesdell, Wilmington, Ohio, postmarked not later than March 15, 1960.

**ALL MATERIAL
For March Issue Of
NEWS LETTER**

Is To Be Sent To **HEADQUARTERS**
Instead Of Editor. All News Must Be
Received By February 25.

Important Notice From Resolutions Committee

In accordance with the Constitution of the Ninety-Nines, Inc., which requires that any proposed amendment to the Constitution and By-Laws be submitted in writing to all Sections and Chapters thirty days before the International Meeting, the Resolutions Committee requests that you send in such proposed amendments to me, postmarked not later than March 15, 1960, with the copies being sent to the other members of the Resolutions Committee.

Send in all proposed amendments or suggestions as to changes in the policy or practices of the Ninety-Nines. Each suggestion or proposed amendment must be accompanied by explanation and reasons for the change, not to exceed 200 words.

Doris M. Eacret, Chm.
Resolutions Committee
1645 Auburn Way
Reno, Nevada

Coming Events

March 19

High Sky Derby, Midland, Texas
Write Mimi Muldrow, 411 S.
"M" St., Midland, Texas
for details

April 29 - May 1

North Central Sectional Meeting
Dearborn, Mich.

May 13 - 15

South Central Sectional Meeting
Houston, Texas

July 9-13

AWTAR
Torrence, Calif., to
Wilmington, Delaware

July 14-16

International 99 Convention
Wilmington, Delaware

INTERNATIONAL OFFICERS**President**

EUGENIA R. HEISE
5019 N. Cumberland Blvd.
Milwaukee 17, Wisconsin

Vice President

RUTH DEERMAN
405 Camino Real
El Paso, Texas

Secretary

LOUISE SMITH
421 Edgedale Dr.
High Point, North Carolina

Treasurer

BARBARA KIERNAN
High Field
Franconia, New Hampshire

Executive Committee

BRONETA DAVIS EVANS
Minco, Oklahoma

BARBARA EVANS
40 Stuart Place
Manhasset, New York

BARBARA LONDON
624 Armando Dr.
Long Beach 7, California

Deadline For News

The 25th Of Each Month

Pilot's Briefing**DON'T FORGET—**

Nominations for International Officers for coming year to the Nominating Committee Chairman, Margaret Callaway, 1083 W. Truesdell, Wilmington, Ohio, postmarked not later than March 15, 1960.

Proposed amendments to the Constitution and By-Laws to Chairman of Resolutions Committee, Doris Eacret, 1645 Auburn Way, Reno, Nev., postmarked not later than March 15, 1960.

Governors and Chapter Chairmen: Please be sure that the name of your Membership Chairman is on file at Headquarters. Processing of new members will be greatly facilitated if application blanks are complete before being sent to Headquarters.

If you have not received your "Thirty Sky Blue Years," please notify Headquarters as I'm sure you won't want to miss this beautifully done booklet. Also, if you are not receiving your News Letter or Roster, please notify Headquarters.

News Letter Reporters: Please send all NL material to Headquarters beginning with the February 25th deadline, indicating on envelope that it is NL material.

FROM KOREA

We Present—



Korea's one and only woman flyer, Capt. Kyung O. Kim, enrolled as a freshman at Guilford College to learn the ways of the American people. The 26-year-old former Republic of Korean Air Force pilot was decorated six times by her government during the Korean War and holder of her country's "Silver Star" is on leave of absence from the Korean Civil Aeronautics Institute, where she is a licensed pilot and aerographer. Capt. Kim has a flying record of 320 hours, mostly in L-19's and other light aircraft. She began flying in 1949 in the Korean Air Force, as one of 15 pioneer women pilots, all the 15 dropped out except Capt. Kim. Miss Kim's chief duty during the war was transporting secret documents and key personnel to and from the front lines. Her pilot friends named her "Sunshine." Her commanding officer refused to let her fly in combat. She contented herself by flying parallel to the front lines. She served in the ROK Air Force until 1954, when she joined the Civil Aeronautics Institute in Seoul.

When her studies in this country are over, Capt. Kim, the sole woman pilot of Korea and the only woman officer in the ROK Air Force, plans to organize a Korean women's flying corps.

AWTAR

The 14th Annual All-Woman Transcontinental Air Race will start in Torrance, Calif., and terminate in Wilmington, Del. The important dates to remember are:

Opening Date
for Entries April 20, 1960

Closing Date
for Entries June 20, 1960
Impound
Deadline 1700 PST July 4, 1960
Take-off 0800PST July 9, 1960
Finish

Deadline 1200EST July 13, 1960

Sequence of race numbers for all entries postmarked April 20th will be determined by drawing and all subsequent race numbers will be assigned by individual postmark. The race course is 2,509.13 statute miles (2,180.37 nautical miles).

Airplanes to be eligible for the 1960 AWTAR must have a date of manufacture after January 1, 1950 and be not less than 85 horsepower and not more than 350 horsepower. Two-way VHF radio is mandatory.

Rules and regulations, applications for entry, "par speeds" (handicaps) and all other information for entry in the 1960 race may be obtained by writing AWTAR Headquarters, 2611 East Spring St., Long Beach 6, Calif.

Board of Directors
AWTAR, Inc.

99 Membership List**NEW ENGLAND SECTION**

GROSS, Estelle Ann
(Mrs. Harold A.) New England
78 Overlook Drive
Springfield, Mass.
Phone: RE 9-2734

NEW YORK-NEW JERSEY

PRESTAS, Barbara Jean
(Miss) New York-New Jersey
178 East 80th St.
New York 21, N. Y.
Phone: RH 4-9384

SOUTHEAST SECTION

HARLEY, Jeanne S.
(Mrs. Robert A.) Carolinas
410 Parkdale Drive
Spartanburg, S. C.
Phone: 2-1693

NORTH CENTRAL SECTION

COLE, Mildred Eileen
(Mrs. John D.) All-Ohio
3860 Honey Hill Lane
Dayton, Ohio
Phone: CR 7-5011

HEMINGER, Juanita Anne
(Mrs.) All-Ohio
312 East Spring St.
Bellefontaine, Ohio
Phone: 2-3433

JEFFERY, Wanda Jean
(Mrs. Robt. Geo.) All-Ohio
139 East Yates Ave.
Findlay, Ohio
Phone: GA 2-2531

BARNES, Dorothy Jean
(Mrs. Geo. I.) Greater Kansas City
403 South Locust
Ottawa, Kan.
Phone: CH 2-1019

SOUTH CENTRAL SECTION

KENNELLY, Patricia Bird
(Miss) Corpus Christi
550 Wagon Wheel Drive
Corpus Christi, Texas
Phone: TU 4-2752

DICKEY, Eunice Wayland
(Mrs. Brantley) El Paso
8304 Echo
El Paso, Texas
Phone: SK 5-6775

MacGUIRE, Betty Lee
(Mrs. John T.) El Paso
P. O. Box 806
Fabens, Texas
Phone: FA 302

SUTTON, Phyllis Claire
(Mrs. Weldon H.) El Paso
6009 Cabrillo Drive
El Paso, Texas
Phone: JU 4-0183

BARRETT, Mildred
(Miss) Missouri Valley
2635 North 61st
Lincoln, Neb.
Phone: IN 6-0647

FRANKE, Vinia Geraldine
(Mrs. Henry C.) Oklahoma
4205 Holiday Place
Oklahoma City, Okla.
Phone: WI 2-6604

NORTHWEST SECTION

DECKER, Margaret G.
(Mrs. Edwin R.) Alaska
c/o Maj. Edwin R. Decker
U. S. Army Eng. Dist., Alaska
APO 942
c/o Postmaster, Seattle, Wash.
Phone: TO 2-9161

DOW, Monica
(Mrs. Neal J.) Alaska
2203 Spenard Road
Spenard, Alaska
Phone: FA 2-1834

BLYPHE, Winifred Ellen
(Mrs. Lonnie) Western Washington
101 Third Avenue
Renton, Wash.
Phone: AL 5-9048

McGEE, Pauline M. "Pat"
(Mrs. Al) Western Washington
816 East 95th
Seattle 15, Wash.
Phone: LA 4-0423

SOUTHWEST SECTION

GIBSON, Dorothy May
(Miss) Bay Cities
1631 98th Avenue
Oakland, Calif.
Phone: LU 8-7525

MESSERSMITH, Mary Jane
(Mrs. Harold) Bay Cities
1406 Elm St.
San Carlos, Calif.
Phone: LY 3-0687

LINE, Dr. Grace Song
(Mrs. Winfield H.) Coachella Valley
571 Indian Trail
Palm Springs, Calif.
Phone: FA 5-6330

DRAPER, Joyce
(Miss) Los Angeles
1844 N. Harvard Blvd.
Apt. 27
Los Angeles, Calif.
Phone: HO 3-4682

WILLIS, Barbara Runezel
(Mrs. James M.) Los Angeles
17517 Tramonto Drive
Pacific Palisades, Calif.
Phone: GL 4-6164

HOGINS, Gladys Erickson
(Mrs. Thomas B.) San Fernando Valley
632 E. Grinnell Drive
Burbank, Calif.
Phone: TH 8-1189

PORTER, Carlene Nadine
(Miss) Phoenix
6031 North 2nd St.
Phoenix, Ariz.
Phone: AM 6-8102

RE-INSTATEMENTS**New England Section**

GALLAGHER, Mary Alma
(Miss) New England
16 Messer St.
Laconia, N. H.
Phone: LA 4-4124

South Central Section

BUTTS, Joy
(Mrs. John) Midland
702 Douglas St.
Midland, Texas
Phone: MU 3-1116

ACTIVE LIST

GREENING, Mary Eleanor
(Mrs. Clay) Montana
516 Washington Ave.
Laurel, Mont.
Phone: 386

**By Nancy Bird Walton**

Freda Thompson, Helen Blackburn, Peggy Kellman, Nancy Walton and Nancy Leobold were all able to attend the Perth meeting, after which the first meeting of the Ninety-Nines was held. The following is the report of the trip over:

Peggy Kellman flew with Hazel Roberts, a former Ninety-Nine (who we must get back into the fold), and by the time they reached Perth they had covered 3,000 miles. They then decided to go home to Northwest Queensland the back way, which meant around the northern section of Australia, and down through the Island to Alice Springs. They covered approximately 8,000 miles and it is not so very many years since such a flight—over some of the loneliest and

most isolated country in Australia—would have been headlines.

They traveled in a Cessna 182—Peg and Hazel flying alternately. Much of the country is utterly featureless.

My own experience of the trip was to travel in the DC-3 as far as Kalgoorlie where I was met by a Cessna 172, intending to take part in the Annual Reliability Trial.

I took off from Kalgoorlie about ten minutes behind Peggy Kellman and Hazel Roberts and five minutes before a Chipmunk. In the air I received a radio message to wait for the Chipmunk at Southern Cross, 110 miles away, for it was felt that the pilot might need some assistance in the starting, etc. When half an hour overdue I reported the Chipmunk had not arrived and was told to stand by until its last time of arrival had passed. Then I was ordered back to search the Southern Cross area and then proceed back to Kalgoorlie — searching the direct route on the way. Immediately search and rescue operations were put into effect as this is among the most featureless and waterless country in Australia, where people have been known to survive less than twenty-four hours without water.

We saw no sign of the Chipmunk and by the time we arrived at Kalgoorlie reports were coming in, in response to an urgent appeal, that a light aircraft had been seen heading in a northerly direction instead of on its western course. This created greater emergency as the aircraft was heading into very sparsely inhabited country, with very few places where one could land, the country being mulgascrub and salt lakes.

The Flying Doctor service Cessna an Anson and the Department of Civil Aviation DC-3 now all joined in the search and began working to a pattern of combing all the country in which the aircraft had been last reported. On board the DC-3 was a press photographer who had been a rear gunner during the war. It was on their last run, ten minutes before last light, that he sighted a strange object on a salt lake, which was 600 square miles in size. Until then the picture had been growing increasingly grimmer with every hour, for it was known that the Chipmunk had no water on board and only a few pieces of fruit. The temperature was then 94 degrees.

Immediately the DC-3 returned to Kalgoorlie we set out by car to drive the 130 odd miles to the salt lake. After driving all night at 3:30 in the morning we met the police search party that we believed had reached them at 8 p.m. the previous night—still trying to find them. One of the men that I was accompanying had been a pathfinder during the war and with map and dividers had navigated

us through the bush and winding tracks. Having been on the aircraft that sighted the Chipmunk, which had made a forced landing and turned over on the salt lake, he was able to pinpoint the position of the aircraft and direct the other searchers.

Continuing our all night drive we navigated our way to the edge of the salt lake and then proceeded to walk the six miles through the mud to the aircraft. The surface of the salt lake was exceedingly spongy so I took off my shoes and continued to trek in my stockings. It was no time before the nylons that will not wear out had worn out and I continued with stockings on my legs and bare feet.

Being on the salt lake was a most fantastic experience, for mirages of beautiful blue lakes came up to within 200 yards of one, mountains and islands floated in the mirages, giving the whole place an ethereal look and seemed to go off into eternity. We could not see the damaged aircraft and only knew it was on the western end of the salt lake—60 miles long and 20 miles wide. Fortunately when we were about two miles from it an aircraft came over and began circling the spot which directed us to it.

Later the aircraft was pulled out on rollers and skis by genuine manpower before being dismantled and trucked over 500 miles to Perth.

Nothing so exciting had happened in the little township of Menzies, 40 miles from the lake, since the gold rush and it is still a gold mining ghost town, with a population of less than 100 people. There was great jubilation on our return to Menzies where we delayed only a short time before driving to Kalgoorlie to pick up the waiting DC-3 to be in time for the evening's dinner party, one of the major events of the women pilots functions in Perth 500 miles away.

It took my feet a week to go down. The pilots were not injured.

You asked me for an account of my part in the Trial and I am afraid that this was my experience. I had only covered 110 miles on the 400 miles in the Reliability Trial when I joined in the search.



By Mary Lowry

Communications seem to have broken down during the winter months, but a few messages have gotten through.

Shirley Mahn writes that they have been racing the snow to complete their new hangars at Whitefield. Hope they got finished before the snow starting arriving. A trip to Kansas

was a holiday present for Lois Dobbins. We're still waiting for the details since Lois has been "out" with a bad cold.

Hear that June Douglas has been taking multi-engine training at Norwood. Although we spend a good bit of our time there, we seem to always miss seeing her.

From Springfield Rae Tober writes that she has been so busy. She sent along the following on the membership situation: New member Catherine Griswold has just earned her private. She and her husband run the flight school at Griswold Airport. It's just a short hop from there to several of the Connecticut state park and beach areas. Sounds like nice visiting for the summer, doesn't it?

Alma Gallagher from Laconia, N. H., is a former member who has renewed her membership. She has a commercial and flight instructors.

Estelle Gross, who joined in the fall, is already at work on her commercial rating.

Thanks to Anne Baddour we'll have a tour of the Wright Brothers wind tunnel and the supersonic wind tunnel at Mass. Institute of Technology before our January meeting. Prof. Bicknell of MIT should make this an interesting occasion.

Jerry Gardiner and her 49½er have deserted the New England cold to fly to Puerto Rico, St. Croix, and St. Thomas to mention a few of the sunny spots on their itinerary. They plan to be back for the January meeting.

Your reporter is still at the same address—if anyone is feeling charitable, she might drop me a long (or short) newsy letter. Beginning to feel "stoopid" when faced with the deadline. Seems as though with a few exceptions, I'm writing about the same people all the time. Help!



WASHINGTON, D. C. CHAPTER
By Virginia Thompson

Terrific—that is the word that best describes the talk made by Brig. Gen. Ben Kelsey, USAF, Ret., at our 99 meeting on January 10. It was fascinating to hear the problems that confronted the father of our modern day instrument equipment and flying. Some of their experiences were indeed hair-raising. The time lag, approximately ten years, between the inception of different pieces of instrument equipment and their general acceptance and usage was an interesting fact.

The response to our notice was so wonderful that it soon became apparent that we would overflow "Dodie" Power's home. So "Dodie", her re-

freshments and the members came to our house for the evening. Bill and Helen Murphy drove in from Solomons, Md., as did Archibald and Betty MacGlashan from Church Hill, Md. We were delighted to have Margaret Mangan as a prospective member and Louise Millican, a former member whom we hadn't seen for a long time.

One of the highlights for Mrs. Kelsey was receiving a Vanda orchid lei that had just been flown in from Hawaii. This was a gift from our hostess, "Dodie."

Our next meeting will be held on February 6 at Lamona Cervenka's "cabin-in-the-woods." A buffet supper will precede an interesting evening of entertainment. Everyone knows of Lamona's gracious hospitality so you won't want to miss this meeting.

On Tuesday, Jan. 26, the Aero Club of Washington is honoring one of the nation's outstanding women pilots. The "Woman of the Year Award in Aviation" is being presented by Sen. A. S. "Mike" Monroney to Miss Jerrie Cobb. She now holds the world aviation class record for speed and altitude and formerly the long distance non-stop record in the 3,858 pound to 6,613 pound class aircraft.

A great man is at rest, but the heritage he left lives on in the minds of men. This year for the first time the James Forrestal Memorial Award, established in 1953, is to have dual recipients: Donald A. Quarles, former Deputy Secretary of Defense, and the Hon. Wilfred J. McNeil, recent Assistant Secretary of Defense. This is the highest honor which can be granted by the National Security Industrial Association in recognition of that American who has consistently applied the ideals of James Forrestal in the interests of national security. Mr. Quarles' award is being presented posthumously to his wife on January 29 by the Secretary of Defense, Mr. Gates. Previous recipients have been Dwight D. Eisenhower, Gen. David Sarnoff, Gen. Alfred M. Gruenther, Adm. Arthur W. Radford, and Dr. Melvin J. Kelly.

EASTERN PENNSYLVANIA
CHAPTER
By Kate Macario

In January a very successful idea was carried out by Polly Alley, program chairman for that month. The original arrangement was to have a lunch and meeting in town followed by the stage play "Sweet Love Remembered," starring Margaret Sullivan. But the unexpected tragedy of Miss Sullivan's death which cancelled the play here in Philadelphia had Polly return the tickets for that play and purchase a block of tickets for another. The final outcome was a luncheon in the dining room of the John Bartram Hotel and a meeting afterward in a private suite of the hotel.

Elsie McBride conducted the meeting in which she outlined a complete chapter program for 1960. After a thorough business meeting everyone walked to the Walnut Street Theater to see Robert Sterling in "Roman Candle" a humorous comedy spoofing the Air Force missile program. During intermission we sent a note to Mr. Sterling letting him know we were in the theater, as a group of 99's, to see his play. He graciously invited us all backstage after the show where he told us of his experiences as a war-time pilot, while at present he is a more active golfer than a flyer. After leaving the theater farewells followed and a very enjoyable and well attended affair came to its happy conclusion, thanks to the efforts of Polly Alley.

Of the 12 members present, we particularly welcomed the first appearance in quite a long time of Kay Gaul from Reading. We'd like Kay to join us more often after this. New member Arlene Feldman was another welcome addition to our day. Adelaide Tinker and Kitty Stepler drove from Wilmington to join us. Prospective members Joyce Roggio, who has only to remember to send that application in to be officially one of us, and Irma Keyes, a school teacher who flies her own Ercoupe, helped to bring our total attendance to 22.

On January 26 the Aero Club of Washington has invited 99's to attend their luncheon and meeting at the Press Club during which Jerrie Cobb will receive the WNAA "Woman of the Year" award. Adelaide Tinker, Marie D'Alterio, Joyce Roggio and I are planning to attend. Deedo Heise, Louise Smith and many of the Washington members will be there. As Jean Ross Howard puts it "the meeting will be heavy with 99's."

PERSONALITIES — We are most unhappy to learn that Kate Ornsen did not make her planned trip to South America as we mentioned last month but was having a bout with pneumonia instead. We're so sorry for both your disappointment over your trip and your illness that caused it.

Helen Myers of Lancaster hopes to fly a Mooney Mark in the Powder Puff Derby and is at the present looking for a co-pilot.

We have learned from a letter Elsie received from Chris (Siegl) Vaneck of Allentown that her reason for forgetting to renew was a baby girl born prematurely in September with Chris having trouble both before and after the baby's birth, though both are doing fine now. To quote Chris, "my co-pilot days are over" but she expects to continue her flying as a "Sunday pilot" and is anxious to renew her 99 membership. Thank you for writing us, Chris, it's been such a long while since we have heard from you.



FLORIDA CHAPTER

By Dorothea M. B. Vermorel

The January meeting was held at the home of Marian King, chapter chairman and chairman of the International Air Race. We were so glad to see Bea Hymen in from New Orleans and Anne Fruehauf back from the north.

Several of the girls attended the Zonta dinner in Fort Lauderdale at which Jacqueline Cochran was the guest speaker. She showed slides taken in Russia during the FAI meeting—very interesting.

Now that we anticipate an International Air Race for this year the entire Chapter is working on the project and also looking for sponsors, baby sitters, etc.

ALABAMA CHAPTER

By Gertrude C. Luther

Although our plans and intentions were good, weather kept us from meeting in Troy in November, 1959. The Christmas party was held at Jaunita Halstead's house in Montgomery on December 6, 1959, with a poor turnout because of the weather again. It was really too bad, since Jaunita's house was beautifully decorated for the holidays. Grace Bailey came in from Birmingham and Meredith Ward from Tuscaloosa. Florence Fintak drove up from Elgin Air Force Base where she is now stationed.

We met at Clanton at Mrs. Minnie Wade's on Sunday, Jan. 12—second Sunday because of the holiday weekend on the first Sunday. The weather was CAVU and everyone flew in this time. Minnie Wade Jr. came in from Troy, Grace Bailey from Birmingham, Jan Warwick from Decatur, Jaunita Halstead from Montgomery, Marie Carastro from Selma, and Lu Luther from Anniston. We missed Flo Fintak, one of our most conscientious members because she had to fly to Washington. A wonderful home-cooked dinner at the Wade's is hard to beat and we all had second servings. We are planning to meet at Cullman on February 7, 1960 with the second Sunday as an alternative if the weather keeps us out of the air on the 7th.



MINNESOTA CHAPTER

By Dorothy Ryan

Reporter's lament: Why does the

25th come faster than any other date? This will remain a constant and perplexing mystery.

Marian Champlin, aided and abetted by this reporter, ushered in an early Christmas for the 99's December 3. The Valley View Room, Golden Valley Golf Club, swagged with frosted evergreen, garnished with festive red, and stocked with tantalizing hors d'oeuvres and delicious food, played host to us all: Jean Scheifley with guest, former 99 Marietta Sonnenberg, hostess Marian Champlin and 49½er Keith, Avis Larson, Helen and George Masterton, whom we were so happy to see after a long absence, Marilyn Williams, Rita and Burt Orr, Dorothy and Rocky Ryan, and a group of interesting guests who I am unable to list.

Completing our guest list were Dale MacIver, State Commissioner of Aeronautics, with his friend and associate, Assistant Attorney General Stuart Rodsom, permanently assigned to the Department of Aeronautics, who filled us in on a large range of aviation-related topics. Tossed to us was the possibility of one of our number serving on the governor's Aviation Board, currently comprised of military and airline representatives, Marilyn Williams, who last year—with Patty Mankin's help—blanketed Minnesota with letters and specs on air marking, was especially happy to hear the legislature had passed an appropriation for this project.

"Flying Down to Rio," theme for Rochester Art Center's Beaux Arts Ball January 30, reflects the aviation orientated imagination of the ball's chairman, our Jean Scheifley. Prizes, guests, decorations are being flown in by Braniff Airlines, whose enthusiastic cooperation Jean secured; invitations are couched in flight idiom; and all 99's, with assorted 49½ers and guests, are planning a low flight down to Rochester the 30th. With Jean at the stick, the ball will be tremendous. It is almost with regret that this reporter and 49½er plan to leave the 29th, via Mooney, for the sunny South.

Attending our business meeting January 13 were members Jean Scheifley, Marian Champlin, Dorothy Ryan, Avis Larson and Virginia Caspersen, with three additional members present by proxy. Our vice-chairman, Marilyn Williams, in a swirl of packing and by now a resident of Des Moines, Iowa, was unable to come. Elected to the post Marilyn vacated was Avis Larson. Avis (appropriately named), a flying fireball, this month became stockholder in a St. Paul club flying a Bonanza G and her lady love, a 170 on floats. Avis dreams of a summer flying in the north lake country, where her brother now lives.

Working hard to set up a summer efficiency air race, to originate at

Holman Field, St. Paul, and dubbed the Charles "Speed" Holman Air Derby, the St. Paul Jaycees have asked the 99's cooperation. The aviation committee of the Jaycees will present their plans to our February 17 meeting for official action. Certain of our members are already lending a hand.

Also scheduled for our February feasting are Marietta Sonnenberg's films of her extended European and Russian tour. Advance reports indicate they are marvelous.

Hot off the press here in Minnesota is a state-wide aviation newspaper whose first issue appeared the first week in January. Asked to appear on the women's activity page, we are looking forward to contacting, and interesting, many women outside the Minneapolis-St. Paul area in joining with the 99's for fun and work.

INDIANA CHAPTER

By Billie Smith

On December 13 Indiana Chapter members were invited to Ester Berner's beautiful home for our Christmas party. One of our new members, Gloria Richards and her committee, used all kinds of clever ideas to decorate the recreation room. It really was beautiful. We had entertainment but the chance for everyone to visit and really get acquainted was enjoyed most.

Our January meeting was held at Muncie, Ind. We had a real Sunday dinner at Waco, good attendance and several visitors. Our chairman, Ethel Knuth, asked for reports from every committee on all activities. The highlight of the day was movies and slides of National and Sectional meetings also AWTAR required stops.

Sometime in January Flora Mae Newman and Lois Whitney borrowed someone's airplane and flew to Florida to visit their mothers. Mildred Hurt flew to Washington and Boston recently and Nellie Alger went to Florida again. Ethel Knuth spent Christmas in Phoenix, Ariz., with her son and she also made the newspapers and television by being awarded the Dee Nicholas trophy for Outstanding Woman Pilot of Indianapolis. This beautiful trophy is awarded each year by the Indianapolis Aero Club and its an honor to receive it.

CENTRAL ILLINOIS CHAPTER

By Rose S. Andrew

Helen Greinke writes that she was off for Florida about the middle of the month and expected to spend Christmas in McAllen, Texas.

Evelyn Farley wrote a skit which she and her husband enacted at the Flying Farmer clinic held at Peoria right after Thanksgiving. Am sure everyone had a good time there and that we can be proud of Evelyn for her part in the program.

Did you see a picture of Dora

Dougherty in the "Wasps' Nest" corner in Cross Country News, early in December? We are very proud that she was a member of our Chapter several years before she left Campaign for "greener pastures."

We have two new lovely members in our Chapter. Both young ladies are students at the University of Illinois, having their private licenses and are working toward more advanced ratings. Their names are Ann Corkill from Galva, Ill., and Jo Sharnoff, Minnesota.

Barbara Jenison, Paris, during the past year has had several articles accepted by an English magazine on aviation.

The Holcombs "up at Princeton," have a good time with their plane on weekends and when the weather is not fit for flying "Dee" says they look at pictures they have made or just hangar fly with friends.

Our chairman, Marporie Kelly, and her 49½er are leaving for Florida by car about the middle of January. If the weather is good someone is taking their plane down to them at another time.

Kathleen K. Hudson, our Decatur member, has been ill this winter with a "flu bug" and complications. We certainly hope that she will soon be recovered.

She and her husband, Dean, are planning to enroll in the state aeronautics safety refresher course that begins in Decatur in February. Her husband is starting his flying lessons now too, so there will be another pilot in the family.

GREATER ST. LOUIS CHAPTER

By Adela Scharr

Duth Lake and Delores Whelan were hostesses of the January 13 meeting at Ruth Lake's delightful home in Kirkwood. Fifteen happy members concluded this creative session in lively anticipation of the 99 program preceding the Achievement Awards to be presented to our winning contestants at the Aero Club dinner on January 26, 1960. The entertainment will be a fashion show of 1960 (what the well-dressed? woman pilot will wear) and Del Scharr regaining her tongue (no speeches in 10 years) with chuckleful observations on Achievements of Flying Women. Any chapter wishing to borrow this hilarious fashion show format should contact Ginny Duenke, our chairman, who introduced the idea that this meeting developed.

On Monday, the 25th, Connie Maters' home will be the rehearsal stage for the show. Ingeniously contrived costumes will be shown to appropriate musical background and fashion pattern arranged by clever Laura Sellinger, the commentator. We should charge admission!

On February 14 our chapter will honor women of this area, currently

interested in and actively flying, with a Valentine tea at Ginny Duenke's home. Our purpose is to stimulate our guests' interests in 99's.

May 21, 1960 was chosen as the "Lindy Hop" date at Arrowhead Airport, which will be our annual money-raiser clothed in the style popular when the "Spirit of St. Louis" flew. Aviation friends support us cheerfully. Decor and entertainment and food harmonize with the theme, which varies annually. Charleston, anyone?

Could we persuade as many Mid-Western 99's as possible to attend the Springfield, Mo., fly-in on April 23 and 24? A Missouri state chapter will receive its charter from our International President, Eugenia Heise, at a dinner. The Ozark Aero Club will honor this group and all 99's who come. For particulars, write to Laura Sellinger.

CHICAGO AREA CHAPTER

By June Basile

There just doesn't seem to be any way of starting the new year on my new typewriter (a Christmas gift from Tony) than with good news. Congratulations to Juanita Fineman for passing her instrument written and congratulations to Helen Sailer for passing her commercial test. If I continue to quote my philosophical aunt, I'll



Chicago Area 99's and Guests at Glenview Naval Air Station, Glenview, Ill. Left front, Nell Brown, Hostess Chairman; center front, Lois Seketa, Chicago Chapter Chairman; left front, Deedo Heise, International Chairman.

probably be thought of as the old timer, but I'll just have to risk it once more. Somewhere in her famous sayings is one that goes like this: If the first meal in a new skillet is prepared well, all meals cooked in it will be good thereafter. I don't know if this refers to new typewriters, but if it does, this little machine will be typing out congratulations galore to the Chicago 99's for jumping ahead to new and higher ratings.

Now that we know the new year has started so well, we can go back and report that we know the old year

ended on a very high note. Our November hotess chairman, Nell Brown, assisted by Regina Devine, Dorothy Anderson, Joan Baldwin and Viola Howard arranged a full day for us at Glenview Naval Air Station, Glenview, Ill. The whole day was one of high points, starting with the very special privilege of being able to fly-in in our own planes. Capt. I. M. Hampton, commanding officer of the base, and Cmdr. W. A. Kinsley, public relations officer, arranged for all this VIP treatment. We toured the link and jet simulator room where Virginia Jewett, Tr. Dev. 1st Class, operated the equipment, the anti-submarine detection quarters, the parachute loft, the weather briefing rooms and we even climbed to the control tower where Mr. Marvin Olson, ACC chief air controlman, spoke to us and congratulated us on our own radio procedure. Later, we were driven out to inspect the GCA facilities on the field. Naturally, you know what GCA stands for, but the Navy ground crews have their own interpretation, "Gentlemen, Congratulations, You're Alive." Because of the interest and nature of our group, we were extended the opportunity to view more of the detailed and technical features of the base than other groups who have toured Glenview. Cmdr. Kinsley welcomed us in the BOQ and introduced Capt. Hampton to officially start the day. We received briefings from Lt. Cmdr. Jack McDonald and Cmdr. Hal Sumi and then accompanied by Personnelman 3rd Class Don Kyle and Photographer 3rd Class Eric Lundahl, we toured the entire base. Maybe because it was so near the Christmas season, I couldn't keep from comparing the Chicago 99's and their guests to little children in a toy shop. We just could not see enough, fast enough. I have a suspicion though, that we saw more than any child would see, because we have been taught to be swivel necks.

After the tour we were taken to the BOQ and enjoyed a delicious lunch that was planned and supervised by Lt. Cmdr. Paul Neher's able assistant, Dolly Molinaro. The day was so full of interesting adventures that we were lingering over our many cups of Navy coffee when some lert soul realized that official sunset was sneaking up on us. We scampered for our planes and took off for home. Sylvia Roth, who took off just ahead of us, put just the right touch to a perfect day and reminded me of the old movie travelogues. As her 310 took off into the setting sun, we heard her call the tower and say "Thanks for your hospitality."

Speaking of hospitality, Kay Buckley, a first anniversary 99, deserves all the praise we can give her for planning our Christmas party. The

Mural Room of the Sunset Arms Hotel in Franklin Park didn't have a wallflower in it, thanks to the "No" pin game played during the cocktail party. Kay made all the lovely centerpieces that decorated the table where over eighty 99's and their guests enjoyed a steak dinner. After dinner, we were entertained by a hypnotist and then we all took part in an air-minded version of pin the tail on the donkey. Dallas Sutton's 49½er, Don, emceed the after dinner entertainment and helped distribute the lovely door prizes.

Old 1959 was a good year for 99's, we are sure that 1960 will be an even better one. Happy New Year.

MICHIGAN CHAPTER

By Adele Binsfield

The Michigan January meeting was held at Bishop Airport, Flint, Mich., on January 10th. Guests included Mr. and Mrs. Ralph Dingman, who sponsor a Girl Scout group composed of physically handicapped girls. Mrs. Dingman gave us a most interesting account of her scouts and their accomplishments.

Margaret Windfuhr, the 1960 SMALL Race chairman, announced her committee: Velma Del Giorno, vice chairman; Fran Meyers, secretary; Janey Hart, publicity; and Marge Saunders, hospitality. Reserve October for the Michigan SMALL Race.

Ruth Woods and her husband have just returned from an extended tour of Florida and points south. Christmas Day found them sunning on the beaches of beautiful Massau in the Bahamas. The highlight of the Bahama trip was the ritual of the Junkanoo, a parade and dance starting at 2:30 a.m. until 8:30 a.m. on December 26th, with about 5,000 Bahama natives participating.

Margaret and Eric Windfuhr are planning a three week trip to Europe in April. Will be in London a few days, then on to Germany, from there to Spain with some German friends, for a week.

Rose Anna Veach from Jackson hopes to get a little more flying time and instructions in the new requirements since she bought a share in a Cessna 140.

Marian Elbinger and Marian Hoffman, winners of the 1959 Michigan SMALL Race were feted at dinner, hosted by Jeanette Sovereign at the Winona Hotel, Bay City. It was attended by 35 flying friends, with corsages and all the trimmings. They also appeared on Wings over Michigan, TV. with second place winners, Fran and Dale Meyers and third place winners Sammy McKay and her copilot son, George. The city commission of Bay City unanimously approved the appointment of Marian M. Elbinger to the airport advisory committee, James Clements Airport, to

fill the vacancy caused by the death of Dr. James W. Wilcox.

Babe W. Ruth announced that Spartan Aviation, Lansing, has consented to hold Flight Safety Days to give the Michigan 99's and friends a check ride and help with any problems that they may have. The instructors, Ray Wheeler, Jim Frazier and Babe, will donate their time. Come on, girls, and get up to date. Babe Ruth has taken a vacation of a year and a half to have a baby girl, but is back in flying now; has an AOPA 180 Instructor Rating which she received from one of her previous students. There must be advantages to preparing your own instructors!

Elsie and Mike Ferich are temporarily living in a farm house while their new home is being completed. Contemplate landscaping in the spring and selling nursery stocks. Anyone interested?

Plan on coming to our Spring Sectional in Dearborn on April 29, 30 and May 1.

ALL - OHIO CHAPTER

Over 50, including members, 49½ers and friends were drawn to the January meeting at Marion. The main attraction was the AOPA film on the 180 degree turn and the following question and answer period. Our thanks are extended to Marion Betzler for being our hostess, to Mr. Peterson, the airport manager for making us feel so welcome, and to Beverly Mather for making the program arrangements with Norman Crabtree of the Ohio Aviation Board, and of course Court Chapman, 180 degree turn specialist at Ohio State University and chief pilot.

Those attending were fly-ins Jane Howell, who is sporting a diamond, flew in with her future 49½er; Genna Rodda; Helen and Elmer Weidwald bringing Joan Hrubec and Edythe Maxim; Martha and Jim Wilcox bringing Alice Schlott; Beverly Mather came in the state ship with Court Chapman; and Norm Crabtree bringing new member Eileen Cole; Edna and John Calbeck bringing Marion Betzler in her Skylane; Marge Hammon Bonanzaing in prospective member Clara Thorpe, and guests Capt. Breen and Green; Bernita and Roger Nickell accompanied by their nephew, Martha and Jim Foley and daughter, Susan; Lavina Stolte bringing Kate Kohler, a prospective member; Dottie Anderson; Margaret Callaway; new member Juanita Heminger bringing prospective member Bonnie Rich; and Wanda Jeffery, another new member. Drive-ins were Rosalie Bracht; Marge and Jim Gorman with little Gail; Jean Hixson; Mary Fecser; Helen and Jim Samon; Virginia Schumacher; Mary Schaefer; Jean Strong and Helen Collier; with Janice Keuchenmeister and Marilyn Collette reporting in by

phone who had to turn back due to trouble with planes.

It looks as though the trip to Europe will get a lot of thought from the Ohio Chapter so far those who are looking forward to the trip are Joan Hrubec, Virginia Schumache, Janice Keuchenmeister, Jean and Doc Bonar, Mary Schaefer, and Marge Gorman. It sure sounds like a wonderful trip and perhaps before the deadline I can add my name to that list.

The All-Ohio Chapter wishes to extend its congratulations and many thanks to all of you who were responsible in getting out the 30th anniversary booklet "Thirty Sky Blue Years." I can only say it is a great thrill to me to be a member of this great organization at this particular time and to receive this booklet which will always be a treasured memento of the best years of my life, and the reaction I have received from our members has indeed been overwhelming. Many thanks for another great job well done.

News-gathered-along-the-way: Beverly Mather is chairmaning a new committee which will procure an All-Ohio Trophy for the NIFA (National Intercollegiate Flying Ass'n.). Joan Hrubec will check prices for this trophy which our chapter will confer upon the high fem scorer in the events which will take place in Columbus, Ohio in May, 1960. Bev. writes it is anticipated that there will be between 325 and 375 individual participants at this year's meet. Sounds very interesting and perhaps some of us can get down as spectators.

Helen and Elmer Weidwald are planning a trip to Las Vegas in the near future.

Edna and John Calbeck are in the midst of selling their home in Columbus, in preparation of moving to Kansas City, where members of their family reside. We hate to lose you from our chapter, Edna, but do hope you will find happiness with your new venture.

Winifred Caughey entertained the Cleveland area 99's in her charming Shaker Heights apartment recently. Those attending were Helen and Jim Sammon, Joan Hrubec, Helen and Bob Hansen, Edythe Maxim, Tessa Plummer, Mary Fecser, Pat Schultz, and Florence Bowell. I understand a grand time was had by all.

Hats off to Ione Kiplinger, Sandra Callaway, and Harriet Wladyka for coming through the Amelia Earhart Scholarship screening and being the three members from Ohio submitted to Section. Good luck to all of you, and I hope one of you bring home the bacon. The two judges of this contest were as Mr. Charles Tracey, aviation editor of The Cleveland Press, suggested: Mr. Howard F. Powders, president of the Cleveland Aviation

Club, and L. O. Mosher, lieutenant in the U. S. Navy Air Corps. They had never met the applicants and chose their selections on the basis of their apparent sincerity to help others in aviation, their background, and their willingness to work toward greater goals.

Better luck next time to runners-up Bernita Nickell, Marion Betzler, Helen Weidwald, and Martha Wilcox.



DALLAS CHAPTER By Dorothy Warren

Beings there was no News Letter in December and I just didn't get a report in the mail for January, I am way behind with Dallas activity, so please bear with me while I get caught up and make good by New Year's resolution to do better!

In November we enjoyed a dinner meeting at La Tunisia Restaurant and we were happy to welcome Dorothy Coldbath as our newest member. Pat Jetton's name was sent in for the 1960 Amelia Earhart Scholarship and we are keeping our fingers crossed for this most deserving gal.

Five planes filled with 11 99's and three guests took off on Saturday, the 12th of December, for a visit with 99's and prospective 99's in Shreveport. Had a delicious luncheon, a nice visit with the Shreveport girls and once again the Shreveport airports were generous hosts and gifted us with billfolds and notebooks. To make a perfect day complete flying weather was GOOD! Sure enjoyed it and hope the Shreveport chapter reorganizes and becomes active again soon.

If we had orchids to hand out to the gal with the most spunk and whom we all admire, they would go to Joyce Wright. Joyce went into the hospital on Christmas Day and was operated on the following morning for cancer of the breast. She came through the operation in wonderful spirit and three weeks later was driving her car! This we all thought was too good to believe, but to Joyce was just the first step toward getting back to the 180 and sure enough after a check out by her instructor she got the okay to go solo and did on the 22nd of January. She is now going ahead with plans to fly the Midland "High Sky Derby" and the AWTAR. Sue Conally, who is getting very close to check ride time for her private, will be Joyce's co-pilot for both races. Joan Huckeba and Marge Bunch are also making plans for the Midland race and Jerry Sloan and Martha Ann Reading have a

sponsor and are getting plans made for the AWTAR.

The brochure on the 99 trip to Europe came and we all spent several days trying to figure out just how the back account could stand it and what could be done with children and a million other things and looks at this time like Doris Weller will be our only representative. It sounds like a really wonderful trip and know Doris will enjoy it.

EL PASO, TEXAS CHAPTER

We had our Christmas party at Ruby Tatman's. Those of us who did not get to go, missed a wonderful time. For our Christmas project we all donated money to buy the little orphan girls' dresses.

The weather has been so unpredictable that most of the flying has been done locally. When you are flying the pattern, it is so crowded they are almost landing you on top of each other. We will be so glad when we can get in some cross country flying.

Our 99 meeting was held at the Sky Chef this month. We were real pleased with the number who attended. Lela Carwardine flew in from Las Cruces and Alice Strickland flew in from Fabens for the meeting. Frances Slape is all excited over flying the Powder Puff Derby this year. We will all be pulling for her.

Juanita and Tex Burdick have gone on their annual vacation to Mexico. They take their trailer house and car and do a lot of fishing while there.

Our February meeting will be held at the Pancake Room of the Ramada Inn. It will be guest day, so let's all bring someone who is interested in flying.

Good flying to you all.

HOUSTON CHAPTER By Alice Seaborn

Seems like I got mixed up on the News Letter sending in something when it was not due and not sending it in when it was due! Or did I?

We had our Christmas party Dec. 12th at the home of Joyce Brooks. Those attending were Rhea Hurrle, Merle Boitnott, Marceline Todd, Celia Parrish, Frances Castleberry, Gertrude Howard, Virginia Williams, Alice Seaborn and Joyce Brooks. And, of course, assorted 49½ers accompanied their respective 99's. We romped and stomped, exchanged gifts and enjoyed ourselves immensely.

Our weather has been really lousy and air marking expeditions have had to be cancelled repeatedly. But I find it rather a consolation. I should be home working on stuff for the (remember?) Spring Sectional, and if the weather was good I would be tempted to roam around particularly out to the airport.

And here's some late bulletins on the Spring Sectional, May 13, 14 and 15. We're gonna kick off with a race

from Fort Worth non-stop to Houston terminating at International Airport at approximately 10 a.m. We have big things organized and some of them are secrets so you won't know what they are unless you come. But it's no secret that Max Conrad will be here as our banquet speaker. So ya'll come—from everywhere.

MIDLAND CHAPTER

By Mary Erwin

I have no real news for this report. Netta Adcock, Ann Byum, Mimi Muldrow, Mary Erwin and one guest met the 10th and formed up some race plans . . . the date will definitely be MARCH 19th. The rest of the stuff I gave you in the previous report is okay. Haven't determined our course yet, may let it be a surprise to everybody, including us. Hope to see you all the 19th in Midland for the High Sky Derby.

SAN ANTONIO CHAPTER

By Marian Burke

A cloudless sky on Dec. 13 made it possible to have a real delightful combination fly-in and meeting at Uvalde, Texas, which included all 49½ers too. Our prospective 99 member, Janet Allison, and her husband, Dr. Allison, who is also a pilot, were our host and hostess. We had a wonderful luncheon at the Uvalde Country Club.

We had the pleasure of having Anne Ash with our group at our December meeting. Her husband is stationed at Randolph AFB. She is from the Washington, D. C. Chapter. Sure hope you can be with us for a long time, Anne!

Evelyn Kelly from Long Beach, Calif., arrived in San Antonio by airline and was a house guest at Marian Burke's the first week of December. She was Marian's co-pilot in the TAR and they had an enjoyable time reliving the 1959 course.

In November, Marian Burke purchased a small ranch 22 miles northwest of San Antonio . . . not too much of a house on the place and it will require a lot of building in the near future. She recently put all of her nickels in the renting of a bulldozer and other heavy equipment . . . yes . . . you guessed it! She has just completed a beautiful 2600 ft. runway 60 ft. wide and it's going to be a real fine place for some future 99 fly-ins.

And now to get around to Christmas time . . . Santa Claus must have established permanent residence in San Antonio during the holidays because he sure left his mark here and he must have had an awful time wrapping Betsy Hogan's present. She woke up Christmas morning to find herself the proud owner of a Cessna 170. She is already making plans on the possibility of flying the 1960 TAR. Anybody know a good sponsor?

Marian Burke flew her airplane to Montana to spend Christmas with members of her family. She had a

nice personal visit with Mary Jo Janey from Glendive, Mont., and a nice telephone visit with Vivienne Schrank of Jordan, Mont. She planned to fly to Jordan but the weather seemed to be better for telephone conversations than for flying at that time.

Our January meeting scheduled for the 10th was postponed because of bad weather. We are trying for a rain check date of next week . . . hope Old Man Weather is good to us.

Here's hoping that all of our 99's everywhere have spent a happy and safe holiday.

FORT WORTH CHAPTER

By Edna Gardner Whyte, R.N.

Delphine Bohn, former WASP, is now doing business under her own name. She was Miss Western Aviation, Inc., handling Beech products, and during this time she won the "Best Dealer Award" from Beech for delivery of the most planes in her territory. Miss Bohn was the commanding officer of the WASPS at Love Field during the last war. Since the reorganization of her company she is in business serving customers with all types of airplanes. We wish you every success.

We are also proud of our Dora Dougherty, also a former WASP, having just received her helicopter rating and is a "Whirly Girl" adding to her long list of accomplishments any man would be proud of. She holds FAA commercial pilots license with flight and ground ratings including ATR, helicopter, multi-engine, commercial glider. Dora is a member of the AF Reserve. Capt. Dougherty is assigned to the 9834rd Air Reserve at Hensley Field. Here she instructs in research and development flight. Dora worked on the human engineering part of the B-58 test team under assignment from Air Proving Ground Center, Elgin AFB, Fla. Now she is employed by the Bell Helicopter Co., Hurst, Texas, and is coordinator in human factors with duties and responsibilities concerned with cockpit and instrumentation evaluation and training type researches. While piling up this long list of accomplishments Dora graduated from Northwestern, her MA from Illinois, and her PHD from NYU. She is also a member of the Soaring Society of America.

Tony Page just returned from a business trip to California said she enjoyed some DC-3 co-pilot time enroute.

Eloise Rowan has a new prospective 99 co-pilot, Sidney Rowan. We are happy for you and hope we will see you at our meeting again. Bring the baby, it is being done with all the new babies in our Chapter this year.

At our January meeting we discussed the possibilities of a Fort Worth to Houston Air Race to fly in

to the big twin Sectional meeting May 13, 1960, being held in Houston, Texas. More about this next month.

HAVE FUN FLYING!

ALBUQUERQUE CHAPTER

By Juanda Sawyer

The reporter for the Albuquerque Chapter has been negligent about sending in news but the Chapter has been busy.

After several meetings and much preparations our spot landing contest mentioned in the October News Letter came off as scheduled, and the only way anything could have been better would have been a 99 winning the contest. Everyone, including the weatherman, cooperated to the fullest extent. We started at 8:00 Saturday morning and the last entrant finished his landings about 2:30. At noon we all enjoyed a delicious fried chicken dinner prepared and served by Opal Knibbs who operates the restaurant at Cutter-Carr Flying Service, West Mesa Airport. There were 29 entrants which including five husband and wife competitors. The judges were members of three of the flying clubs in this area: Hank Tyndall, John Sawyer and Joe Hankins of the Crossroads Flying Club, Frank Endres and Charles Gilbert of the Kirkland AFB Aero Club, and Joe Weike and Kermit Goetsche of the Sandia Military Flying Club. They were assisted by Roland Buritt, 49½er of Betty Buritt. And even though the first and second place winners were men the gals made a good showing for themselves. Oh, yes, the winners were H. E. McCaulley, service manager for Cutter-Carr, first place, and John Sawyer, this reporter's 49½er, second place. Third, fourth and fifth went to 99's.

In November we held a brief meeting in the office of this reporter. Randa Sutherland was selected as the Albuquerque Chapter applicant for the Amelia Earhart Memorial Scholarship Award.

December was a busy month for all of us, but especially so for Betty and Roland Buritt. Betty and Roland both received their ground school instructor and instrument ratings and Roland also received his multi-engine rating. Instead of a meeting in December we gathered at the Sutherland home for a Christmas party. Everyone had a wonderful time playing party games, exchanging gifts and, of, course, hangar flying.

In January we held our meeting at the home of our Chairman, Lucille Boyles. Maj. Clay O. Keen, commander of the 188th Fighter Interceptor Squadron, New Mexico Air National Guard and an F-100 pilot, was our speaker. Maj. Keen presented two movies on flying safety in instrument conditions then talked to us about the AOPA 180 degree rating. Maj. Keen is the only instructor in New Mexico

qualified to teach the APOA 180 degree rating.

The Chapter is now busy planning for the 1960 AWTAR, Albuquerque being one of the stops on the route. We have one entrant from the Albuquerque Chapter, Randa Sutherland.

ABILENE CHAPTER

By Beverly Tarpley

The Abilene 99's got some additional unscheduled flight training during our January meeting. We were guests at Dyess Air Force Base and our particular host was Capt. Ford. After coffee at the Officer's Club, we were taken on an inspection of the base and our first stop was the Link training center. Our girls flew the B-47 simulator, the B-25 simulator and the T-33 simulator. All of us decided that it was great sport, but that perhaps we needed a little more training before we attempted the real thing. Our next stop was the flight line where we went through the B-47 bomber and were given a full explanation by our guide. He was extremely patient with all of our questions and made the visit a pleasant one. We then adjourned for lunch at the Officer's Club. Not only did the personnel at Dyess Air Force Base make this trip a pleasant one, but they invited us back for another look in the future.

We're very proud of our Chapter President, Patty Taliaferro, who is presently working on her commercial rating. Patty is the only Chapter member who has her instrument rating and will soon have her commercial rating.

All the talk in the Chapter in the last week or two has been about the wonderful anniversary brochure we received from International Headquarters. Not only does it inspire new pride in each of our members in the organization, but it furnishes some wonderful material for us to use in interesting more and more women in flying.

OKLAHOMA CHAPTER

By Delores Scott

No, your reporter hasn't gone into hibernation for the winter, but is simply suffering from absentmindedness.

Our November meeting was a combination dinner meeting-anniversary celebration, with Vada and Dewey Mauk, Blackwell. The Mauk's were also celebrating their 40th wedding anniversary. We were all happy and proud to know they wished to share this day with them.

Stillwater was the scene of our Christmas party. The most popular gift was a can of Instant Man. It works like this—close your eyes and imagine your dream boat, press the button and poof, there he is. Wally Frank was the life of the party with her red wig. Everyone kept referring to the "red headed" Wally as my

daughter, but think it would have been kinder to have said my sister. Cecil Yount showed us exquisite slides of eastern Oklahoma. Hollywood cameramen could take a few lessons from him.

Marie and Jack Ketchum hosted our January meeting. The food and hospitality was overflowing. It was a pleasure having long-absent member, June Welling, back with us. We were also fortunate in having Manila Talley as a guest and future member of our Chapter, as she is transferring to us. Manila holds the distinction of being the 100th 99.

Vicki Ketch of Stillwater spent some time in the hospital, but is as bright as a new penny now. Bruce, Jean's 49½er, has had of all things—mumps. Billy Tunes of Enid had the misfortune of having her OMNI stolen. Fern won a compact at the Hobart fly-in as the woman pilot from the greatest distance.

Sally Broyles and Wally Funk are our applicants for the AE Scholarship Award from this Chapter. Good luck, gals.

Again the Oklahoma Chapter would like to say how proud we are of Jerrie Cobb's latest achievement. Jerrie was presented the "Woman of the Year in Aviation" trophy by Senator Mike Monroney (Okla.) for the Aero Club of Washington. Congratulations and best wishes, Jerrie.

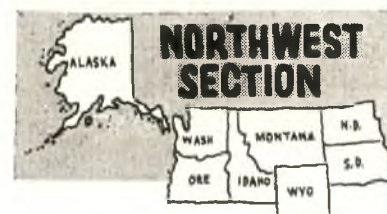
COLORADO CHAPTER

By Peg Ong

Here it is the new year and we've started off with lots of enthusiasm for plans that we hope will "jell" in 1960. The hangar flying at Helen Maxson's house on January 8 never even lulled . . . evidenced by the fact that it was midnight before I started my 85 mile jaunt home! We hope to have a lot of variety in our meetings this year—guest speakers, dinner meetings, some tours of the professional flying people, and of course lots more fly-ins now that nearly everyone has access to a plane. Grace Longbrook, our vice-chairman, was put in charge of arranging the meetings so do let her know what YOU would like included in '60. To those of you who haven't been able to attend some of the meetings lately, better start marking your calendars for the first Friday of the month since I'm sure you won't want to miss any this year! Gene Nora is applying for the A. E. Scholarship this year . . . she has a fabulous record in the flying game so do hope that this will be another "trophy" to add to her collection. A copy of the Colorado Pilot was given to all attending thanks to Willie Wonder of Grand Junction. She is a former 99 and we hope to have her back on the roster very shortly. She and her 49½er are the editors of this new informative publication.

CHATTER: Emily Hanrahan has passed her commercial written (wish I could say the same. The Mayfields and the Ongs found that they both were weathered in at Las Vegas, N. M. (wrong state) the day after Christmas. The Mayfields were on their way to Tucson and Phoenix and we were also headed that way but via L. A. We found quite a few icy roads and were again snow-bound just east of Tucson the 2nd of January . . . who says ya don't get weathered in when ya drive? Grace Longbrook flew a Tri-Pacer to Albuquerque recently and just sneaked out of the weather in time with the Comanche she brought back.

Heard that Jo Dennis and family are moving . . . staying in the Denver area however. Mary and Bob Collett are on their way to Europe and the Holy Land . . . will be gone about a month. Mary Frenzel has been down Texas way recently. Emily Hanrahan's new address is 1685 Garfield, Apt. 10, Denver. The Wenholz family also headed for California during the holidays . . . towed a new boat out to the Fred Grays. Understand that the boating was short lived though! Joyce Lyon is now situated at 983 Bellevue, Apt. No. 8, in Salem, Ore. She says she hopes the Oregon Chapter will soon be active again. We all hope Betty Stackhouse's illness was cured in a hurry. Our Bellanca is sporting a new overhaul and does she purr—ah me—it's good to join the birds again. Happy flyin'.



MONTANA CHAPTER

By Betty Jean Brink

Marian Burke, San Antonio, Texas, fourth place winner in the Powder Puff Derby, who arrived in Miles City just before one of the worst blizzards of the year probably wonders how we manage to do any flying in the winter time. She landed in Miles City in her Cessna 180 to spend the Christmas holidays with her family. Vivienne Schrank attempted to drive the eighty miles from Jordan to see her but the density of flying snow, the low temperatures and slippery roads caused her to turn back. Sometimes 180's are just as necessary on land as in the air.

The following day the skies cleared, conditions returned to normal and the sun shone with all its might.

Marian returned to San Antonio and Vivienne used the good visibility to do search and rescue work for Jordan ranchers who had lost sheep and

cattle in that vast white area north of Miles City.

Orpha Dann, using good judgment, grounded herself for awhile until repairs were possible on a broken safety wire which snapped by the under gear while taxiing. Orpha operates a ranch east of Jordan and uses her plane a great deal in her ranch work.

Dorothy Sabo has had one flight to Helena and back for her first cross country solo since her ski accident last spring. She and her husband spend their afternoons at the Bozeman ski area of Bridger Bowl, but this year Dorothy is taking to snowshoes instead of skis. She wants to have two good legs for a wedding she's having this summer.

Inza Riedesel had Billings 99'ers as guests at the December meeting of the Billings Zonta Club. They met for the luncheon meeting at the Montana Pilots' Association room at the airport, commemorating the birthday of Zontian and 99 Amelia Earhart.

Ernestine Gore, Norma Wingfield and Marge Rolle were guests.

WESTERN WASHINGTON CHAPTER **By Ruby Mathis**

Marion Owen conducted the January program by showing a film, "The Dew Line," made by the telephone company. The film showed the difficulty of setting up the program because of weather. The following attended: Terry Kellogg, Maxine Fancher, Winnie Blythe, Vanecia Adderson, Ginny Andrews, Marion Owen, Louise Smith, Helen Appel, Marty Spaulding and Ruby Mathis. We voted to sponsor another comedy at the greenhouse in March for our money making project.

We are proud to announce that we have a new member, Pat McGee. She's been doing a lot of work for us on the rescue maps, even before she joined, and has been made publicity chairman. Pat said about 30 planes at Snohomish had to be moved during the flood.

Van and Gordon, who are celebrating their silver wedding anniversary, will be leaving later this month for a month's vacation in Honolulu. Wish we could all join you there!

Maxine and Hugh are the lucky ones—they attended the Rose Bowl this year, after spending three days at Apple Valley, Calif. Yep, Maxine brought back the flu bug too!

In November Terry and Dave spent two weeks in San Diego and report some wonderful times with the 99's. Terry flew to Anchorage in December to visit her daughter, Galene.

Marion and your reporter are taking a tin craft course given by the recreation department of the Pacific Telephone Co. Sure is fun to see what beautiful things can be made out of tin cans!

Saw Terry and Ginny sitting in the

corner discussing the possibilities of their racing this year.

Sure am proud of the NW Section's three entries for the Amelia Earhart Memorial Scholarship—Laura Conner, Ruth O'Buck and Pat McGee.

IDAHO CHAPTER **By Mildred Shinn**

Idaho's worst—but most beautiful winter—in over 10 years has slowed down flying activity during the past 30 days but the "spirit" remains as evidenced by the planned future . . . same couples to participate in the annual Mexico tour; many doing local hops and charter trips; April should see every 99 in the air about half-way across southern Idaho, when the east meets the west in apoint meeting and lunch; May will be our first try at a race within the state—this "for fun and to entice student women pilots participation," more than for a trophy or prize though such is also in the offing . . . all to end with an aviation day lunch to which we hope all pilots, men and women from everywhere, will come. Date to be announced.

AND—"special notice"—our annual money raiser . . . the big public dance Friday night, March 25, at the MirMar Ball Room in Boise, Idaho, sponsored by Idaho 99's. All of you are welcome for the fun.

For the May Race, we shall try to use Civil Air Patrol cadets, Aerial Possee or any neutral persons as timekeepers; and let us not forget our Amelia Earhart candidate, Laura Conner of Meridian, whom we are backing again since she came out second in the National for this award last year—pick a good horse and stick!



BAY CITIES CHAPTER **By Gail Lane**

Our January meeting was held at Ruth Rueckert's home. We had almost 100 percent attendance, including the following: Ruth Wakeman, Geri Hill, Hazel Miles, Jean Kaye, Mary Fields, Dixie Lusk, Mary Messersmith, Margaret Gerhardt, Maxine Carlson, Fran Grant, Rita Hart, Mirian Brugh, Helen Kelton, Marge Fauth and Gail Lane. The discussion centered around our advising in connection with Penny-a-Pound Flights for the March of Dimes, scheduled to be held at the Hayward Airport on February 7.

Chairman Jean Kaye was guest speaker at the Zonta Amelia Earhart Memorial meeting in January and talked on the life of Amelia Earhart, the organization of the 99's, and women in aviation today.

Geri Hill is leaving January 19 for

a two weeks' vacation in Hawaii with her parents.

We were visited recently by Fran Bera, who was weathered in here while ferrying a new Aero Commander to Seattle. Your reporter accompanied Fran from San Francisco north to Coos Bay, Ore., but turned back there when weather conditions again caused a delay. Understand Fran finally made it on to Seattle a couple of days later.

LONG BEACH CHAPTER **By Fran Bera**

The January meeting was held at the home of Fran Bera. After a short business meeting we held a white elephant sale. Claire Walters was a most persuasive auctioneer and we made a grand total of \$41.50. These auctions are loads of fun and a very good way to raise money. We had several guests, among them: Betty Hicks, the famous golfer. Betty is going as Claire's co-pilot in the TAR. There is much talk of the air race, Jean Clark is going to fly a Tri-140. Cleo Morrison and Florence Andenberg making plans. Annette Castle is going as co-pilot with Fran Bera. Annette had some bad luck with her 180, 49½er John had an engine failure and the plowed field overturned the 180, so they are having extensive repairs now.

Yours truly flew to Seattle in the Aero Commander and what should have been a seven hour trip turned into seven days. What weather! But how nice to have 99 friends to look up in so many different places. While weathered in at San Francisco, Marion Brugh showed me the town. And we enjoyed having dinner in China Town with the Gerhardts and Lanes, then checked out of the hotel and spent the night at the very interesting home of Jean Kaye. My first time to meet Jean and enjoyed it so much. Gail Lane decided to fly up to Seattle with me but after being weathered in at North Bend for two days she took an airliner home. After chipping the ice off wings I managed to get to Seattle with only two more stops for weather. The plane is being equipped for instrument flying in Seattle. It will be so nice to pick it up in a few weeks and have dual OMNI, ADF, ILS, course director and ECT.

SAN GABRIEL CHAPTER **By Jane O. Haag**

At the October meeting our Chapter undertook the sponsoring of a Wing Scout group from the Glendora Girl Scout Council. We met with our Scouts during November, talks were given by Norma Wilcox and Jane Haag and information on navigation was provided for our girls to study.

On December 12 we took our Wing Scouts to Ontario Airport for a conducted tour of the tower. The girls gained much this day, following the

trip up into the tower, a trip into the Link instruction area where the operation of the trainer and its purpose was thoroughly explained to them by one of the instructors. We then proceeded to Gable-Claremont Airport where we were met by 99'er Paula Phelps (Polly) for a tour of that facility. 49½'er Roy Haag took three of our girls in his 170B over to Gable Airport while the rest of the girls went by car.



Glendora Wing Scouts and San Gabriel Chapter 99's. Back row, left to right, Paula Phelps, Priscilla Lundh, Lynne Brady, Linda Lawrence, Carole Brownlee, Laura Swope, Mrs. Lawrence. Front row, left to right, Shirley Snelling, Pamela Cullen, Julie Casper, Jane Haag.

After lunch at Gable the girls enjoyed a flight to Brackett Field (Polly and Roy piloting) a Tri-Pacer and 170B respectively). The operation of a plane was explained to the girls during and after the flight. Thus our Wing Scouts were initiated into "flying" and for several of them it was their first flight. We are quite enthusiastic about our girls and we feel that many of them have the fine qualities and characteristics that we enjoy in our young people and we know they will make excellent pilots.

Other News Of Our Chapter: Paula Phelps and her instructor hubby, Boyd, flew to Santa Barbara to pick up their daughter who had been visiting friends during the Christmas-New Year week. Polly and Boyd operate Long's Flying Service at Brackett Field, La Verne and they are planning a breakfast fly-in to Desert-Aire for local flyers this weekend on a "handicap" basis to provide a little friendly competition and promote local interest in flying.

Barbara Collins (Bobbie) with 49½'er Bob, and their children flew a Comanche to Imperial Valley to attend a Christmas party. Bobbie is completely sold on a Comanche so I guess Santa Claus know what she wants for next Christmas!

Laura (Penny) Swope, Jane and 49½'er Roy and son David flew to Whitman Airport recently. Penny left her plane with Hank Coffin to sell for her and she returned home with the Haags.

Breakfast at Desert-Aire provided a recent flight for Jane Haag and 49½'er Roy who enjoyed sharing their 170B with friends from time-to-time. Last Saturday they flew to San Fernando Valley to visit with a "fellow genealogist" who met them at Whitman Airport. In addition to flying the Haag's enjoy lapidary, genealogy and photography as hobbies and find a great deal of pleasure in each. Son David is taking flight instruction with Boyd Phelps as time and money permit to make it "a flying family."

REDWOOD EMPIRE CHAPTER

By June O'Donnell

December 13 we had our Christmas party in Santa Rosa at the home of Anna Brenner. Typically Californian, Mr. Brenner barbecued steaks and Anna whipped up the rest of the goodies. December seems to be one of our most delightful months for barbecuing and flying. We had quite a shuffle exchanging gifts around so that our 49½'ers didn't get the cosmetic sets, etc. Flying over to Anna's from Napa were three planes. John Adams from Petaluma had Hazel Bertagna, Pat Stauffer and June O'Donnell as passengers in his Cessna 182; Myrtle Wright flew Gladys Haney, Betty Smith and Hilda Casey in her Cessna 170; and Bob Smith and Clarence Haney completed the group in the Haney's Cessna 140. Nellie Palmer did taxi duty to and from the airport.

Catching our breath after the holidays we had our January 10 meeting at Napa County Airport. Those present were Nellie Palmer and Anna Brenner from Santa Rosa, Gladys Haney, Hazel Bertagna, Pat Stauffer, June O'Donnell, and Betty Smith from Napa, and Cyrtle Wright from El Sobrante. A pleasant surprise was to see Jeanne McElhatton. Jeanne, David and their two sons had flown in with friends for lunch. Jeanne introduced us to Fran DeHaan. We had noticed very attractive girl flying in and out and were pleased to find out the flying club (Stinson Flying Club, which instead now has a Cessna 172) of which she was a member had just moved their plane to Napa County Airport. Fran is from San Rafael and hopes to join our Chapter of the 99's soon. We certainly hope so.

One point of discussion was brought up by Myrtle Wright. Myrtle flies down the San Joaquin Valley quite often and with our (I say this with hesitation) smog condition she finds it difficult to distinguish the small towns for landmarks enroute. It would certainly help flyers unfamiliar with the area to have these small towns, which

look so much alike from the air, air-marked. Anyone having any ideas, or experience in accomplishing such a task, or interested in some willing workers, please contact our Chapter.

SAN FERNANDO VALLEY

CHAPTER

By Shirley Robinson

A big chapter welcome to Minnie Lee Morgan . . . new pilot's license. Triumphant phoning her mother the news, she was met by a typical mama's response, a deflating, "Oh? I thought you had it already." M. L. was co-pilot for Audrey Schutte in the 1958 AWTAR. The Los Angeles Times family section ran a feature article on Audrey and her flying family recently. Those are the kind of headlines we like to see about airplanes!

Another brand new member, Gladys Hogins, is starting out good like a 99 should by having our February meeting at her home. George Schwab of Van Nuys FAA will give us the official translation of CAR Amendment 20-12, effective March 16, the little dandy requiring more instrument and other proficiencies for future private and commercial licenses. The January issue of AOPA Pilot magazine has an excellent article explaining it. It might be well to appoint a special 99 representative to Washington available to sit in with FFA, AOPA, ALPA, when topics are being formulated or reviewed.

Speaking of national activities, this morning's mail brought the booklet "Thirty Sky Blue Years" by the committee Kay Brick, Marian Lopez and Barbara Evans, commemorating our 30th anniversary. It is beautifully done and contains the essence of being a 99 and what it means to us. It is wonderfully graphic evidence of our status in the world of aviation, therefore in the whole of history. The poetry by Gill Robb Wilson and others is fine. Our appreciation to the committee.

Our chapter scrapbook now sports an autographed picture of Tony LeVier, chief of flight operations for Lockheed—"To the Best Gal Flyers in the Country—the 99's."

Bonnie Meacham was our only member who took off for the Antique Airplane Association fly-in at Tucson, January 16 and 17. (AAA secretary is 99 charter member Melba Beard.) Her card says they wound up in Phoenix instead and we could kid her about a cross-wind, but maybe her airplane homed in on Sky Harbor's luxury instead. This will be a lovely place for our Spring Section convention.

Our Cessna fan Liz Crowley has been checking out in a 172 and a 310; Beechcraft fan (works for Norm Larson) Bonnie Meacham gives us glowing reports on the new "Debonair"; Donna Fisher true to her Ercoupe in her fashion—sporting a bracelet with medallions showing each airplane en-

tered in her log book. Lo Zdenek keeping up with the celebrities again by going along on a Cessna 210 demonstration ride with "the" Danny Kaye and party for dinner at Don the Beachcomber's in Palm Springs. Talented in the cheffing department also, he promised to cook a fancy Chinese dinner for Lo when she gets her next pilot's rating. Irene Levertton reports "just normal business flying" for her —Mazatlan and 200 miles southeast to Puerta Varta (?). Our thanks to Val Verba for our stationery—now available.

LOS ANGELES CHAPTER

By Christie Warren

A record crowd turned out for our first meeting of 1960 at Elsie Smith's recreation room, 3400 San Marino St. Present were Chairman Dru Benefiel, Marijane Brown, Dorothy Beachler, Mary Ilgen, Ethel Kerley, Tillie Klements, Tillie Kaufman, Ethel Pflaum, Virginia Showers, Elsie Smith, Claire Walters and Christie Warren. Also eight prospective members: Carmen Dymek, Rachel Bonzon, Betty Faux, Cathie Brozoski, Betty Hicks, Betty Dupont, Frances Heaney, and Barbara Willis.

Two new members were welcomed: Joyce Draper who had attended the required meetings for membership some time ago and was accepted, but just at that time accepted a position with Flying Tigers and could not be active. Joyce is teaching physical education at Robert A. Millikan Jr. High in Sherman Oaks and continuing private flying. Kathleen Braithwaite, attractive blonde, has been flying for three years from Hawthorne Airport, works for North American Aviation in production control.

Mary Ann Craig, recently recovered from surgery, reported that her Wing Scout troop is doing very well and will have their wings in February.

Elsie Smith's Wing Scouts had the famous early pilotess, Matilda Moissant, who has the record of only 35 minutes before soloing. This was "way back before there was CAR, instruments, or even log books!"

Ethel Pflaum has a new granddaughter, Michelle, born the day after Christmas and weighed a mere three pounds. Another little 99 in the making. And Bette Glaser says "call me Granny" now that her son Bart became the proud, proud father of an eight pound son on Christmas Day.

Carolyn and Jack West are leaving the end of January for a two month cruise along the Mexican coast in their 75 foot Monsoon II.

To raise money for the TAR, it was agreed that we have a white elephant sale at our March meeting which will be at Elsie Smith's recreation room, with guests invited. Also it was agreed that our meetings will alternate between Santa Monica and Los Angeles

so that members living in one area will not always have to drive so far.

One member already has a sponsor for the TAR: Mary Ann Craig, who is fhecker at Von's Markets, has convinced her boss, Mr. Walter Von de Ahe that his Skylane Cessna 182 would look mighty pretty winning the race with their own employee as pilot. Yours truly and Tillie Kaufman hope to pair up for the race, and we have a commitment by telephone that Mr. Charles McLaughlin of Air and Space Show, Inc., will sponsor us. Keep a positive thought for us that it will be a reality. Incidentally, anyone who is near Los Angeles April 14 through 24 will want to attend the Los Angeles International Air and Space Exposition which will be held at the Los Angeles Sports Arena. Every nation in the world has been invited to participate with their exhibit.

PHOENIX CHAPTER

By Alice Roberts

Another year has come and gone and looking back we find the Phoenix Chapter has done well in increasing its membership. A year ago we had 15 members and today we have 24 members. Excellent, we think, considering the feminine flying population in our area. This past year we had the pleasure of welcoming into our Chapter Ruth Jacquot, Betty Siler, June Kaiser, Pat Lambert, Dr. Doris Rowe, Charlene Porter, Kay Pattison, Ferol Deaderick and Pat Runyon. We are happy to have them "aloft."

Phoenix is happy to welcome Isabel Bellet as a new winter visitor. Isabel is a 99 member-at-large from France. While here she is taking instrument instruction from our own Ruthie Reinhold in Isacel's 310. I'm sure they will have many happy hours together.

Our January fly-in took us to Ryan Field at Tucson for an air show sponsored by Arizona's Chapter of the Antique Airplane Association. Melba Beard (new secretary of the Arizona Antique Airplane Ass'n. and a good 99) won first place in the spot landing contest with her 1929 Bird. Members flying in from our Chapter were Melba Beard, Virginia Hash, Juanita Newell, Kay Pattison, Ruth Reinhold and Pat Runyon. We flew down in six planes ranging from Melba's '29 Bird to Juanita in her corporation's 310.

The news this month was gathered for me by Pat Runyon. The Chapter got tired of my missing so much of what was going on and very graciously presented me with an assistant (Pat Runyon). Thanks, kids . . . thanks, Pat.

My daughter, Barbi, is now in Okinawa. She left here on January 9 and flew to Los Angeles and was royally entertained by fellow member Iris Critchell. Thanks Iris. Then flew on to Travis Air Base and then the long hop

"across the sea." I got a letter from her yesterday and she says it is beautiful. I'm glad she likes it because she will be there for three years. Chas. and I hope to make it over to see them before their tour of duty is up.

Our meeting this month was held at the home of Marge Crowl. Had a very good meeting with several new things happening. Carol Lowery Young (who used to live in Phoenix before her marriage) is back to stay for awhile. So nice to welcome her home. Jean Burdick, who has her license, was a guest . . . seems to me she would make a nice addition to our Chapter. Betty Clater is eyepetting again . . . wonder if this one will be a boy? Sorry Dr. Rowe couldn't make it to the meeting . . . seems she was on call that night and couldn't come. We heard from Mary McNeil. She has been doing a lot of research and has been inactive for a while . . . but she writes for re-instatement in our Chapter. Welcome back! Pat Runyon missed the meeting because she was in Las Vegas . . . how about that! Now that I have told you all about the one that weren't there, here is a list of the ones present: Betty Slater, Juanita Newell, Kay Pattison, Jean Burdick, Carole Young, Melba Beard, Jimmie Shelton, Alice Roberts and our hostess, Marge Crowl. She refreshed us with some delicious cheese and stuff. Very tasty. Jimmie came prepared for us all to take a test. "Meet Yourself." It's fun. Ask a lot of questions . . . then she gives you your personality reading. Maybe she will send it out to all of those who would like to test themselves.

SACRAMENTA VALLEY CHAPTER

Congratulations and best wishes from all of Sacramento Valley Chapter to Doreen and Reinard Brandley on their double delivery—first a beautiful new Cessna 210 and then on the evening of our chapter meeting Doreen decides to have her baby, a big seven pound, fifteen ounce boy, and thereby wrecking our plans for a shower for her the next day. We had gayly wrapped packages with no one to open them but we are glad it's all over and that Doreen made such fast work of it. I hope the little guy will attend the next meeting with his mom so we can all get a peek at him.

Claire Raley had the meeting in her home, serving a buffet luncheon. Attending were Ruth Lummis, Helen Mace, Florence Breen, Gerry Mickelson, Hialeah Reilich, Ruth Wagner, Claire Raley and our new member June Devine, whom we are mighty happy to have, and our two guests, Mary Ann McDonald and Edith Hammer whom we hope to have as members before very long. Our Chairman, Genevieve Hall was unable to attend due to a severe cold.

Mary McFarland is snowed in in

Casper, Wyo., and wishing she was back in California.

Congratulations to Nelsyne Jones on her new 172, we hope she will enjoy many, many happy hours in it.

Helen Mace is having fun flying all around in the new experimental plane that her husband built, it's a very good looking little ship and Helen says it really travels too.

Florence Breen with hubby Jack at the controls flew their Apache back to Lincoln, Neb., to spend Thanksgiving with their daughter and son-in-law. Hear they had a very beautiful trip. Shortly after their return Florence flew her Tri-Pacer to San Carlos to spend a day with her sister, now I hear they will fly to Coronado in a few days for a builders convention and from there to Las Vegas for some sun and fun. Sounds good.

Gerry Mickelson was nominated for the Amelia Earhart Scholarship due to the fact that Nelsyne Jones will be unable to accept it at this time.

Well that is thirty for this time, see you next month.

SANTA CLARA CHAPTER

By Eleanor Wortz

Our fly-in to Napa to join the Red-

wood Empire group was rained out for those of us who live on the Peninsula. However, Anne and Bob Gardyne made it in from Berkeley with their guests, Jeanne and Dave McElhatton. Our next trip is scheduled for Stockton on Valentine's Day—again we hope to meet the Redwood Empire Chapter. Perhaps our much need rain will take a holiday for cupid and we'll all be there en masse this time.

The most exciting news from our group is that Dee Thurman and Mary Ann Wetherby have closed their flying service for three months and are off on a European holiday. Sounds as though they have been doing very well in their new flying business.

Pat Gladney and her neighbor, Vivian Essler, flew down to Salinas early in the month to check on Ardell Hauk's activities. Combining business with pleasure, Pat "just happened to leave" a case of "Katydid's" for Dell to sell for the Chapter. The last we heard, all members of the highway patrol—where Dell works—were loading their wives and girl friends with unexpected candy.

Dell has been doing some rather

interesting flying lately—or at least it could be real special. The officer who usually flies prisoners for the highway patrol has been temporarily grounded, so our girl Dell now ferries the "meanies" around. See what I mean about possibilities for excitement?

Our last regular meeting was at Chairman Mayetta's house where Mable Zehr, our vice chairman, agreed to take charge of all forthcoming fly-ins. The February meeting will be a special treat. Bill Behringer, radar and air traffic control center officer for the Navy locally, has arranged for a dinner at the Officers' Club at Moffett Field to be followed by a trip through the RATCC operations. This installation is one of the few in the country and should prove to be a most instructive as well as entertaining evening. The group will be limited to twenty so get your reservations in to Mayetta soon.

Natalie Bossio won't be able to make the next few meetings as she is taking a course in investments. After her ten-week course ends we plan to devote half of our meeting time to "hot market tips."

The Ninety-Nines Inc.

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