



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 — MARCH, 1960

President's Column

March, 1960

It seems to me that now, with so much emphasis being placed in the press on aircraft accidents, it behooves us all to do our share in our ordinary associations with those who do not fly to help dispel the idea that aviation in general is a treacherous and unduly hazardous adventure. In the United States alone about 100 people are killed in automobile accidents each day and over 2,000 are permanently injured. All of us, of course, deplore all these accidents but should do what we can to keep the picture from being distorted in the minds of the general public. It is important too, that in our flying each of us realizes her own limitations and abides by them.

Don't forget to send your contributions to the Amelia Earhart Scholarship Fund. Send them to Marjorie Fauth, Chairman, Board of Trustees.

More of the Chapters are becoming interested in working with Wing Scouts. Actually projects such as this serve a double purpose. They promote good public relations in your community and help advance Air Age Education.

With Spring in the air—make your plans to attend the meetings of your Sections. It is the best way to learn first hand what other Chapters are doing and you will be sure to meet a 99 you haven't known before.

Special 99 congratulations: To Dora Dougherty of Texas and Teddy Kenyon of Connecticut who have recently received commercial helicopter ratings; to Evelyn Bryan of Tennessee who was awarded a bronze medal by the Carnegie Hero Fund Commission for saving the life of a helicopter pilot who crashed on her airport; to Nancy Bird Walton of Australia whose autobiography, "Is the Wind Rising", has been accepted for publication.

The Executive Committee will be meeting the 28th and 29th of this month in Oklahoma City. If there is any particular business you want presented at that time, please let me know.

Deedo

Eugenia Heise
President



JERRIE COBB being presented the "Aviation Woman of the Year" trophy by Senator Mike Monroney (Okla.) at the Aero Club in Washington.

Aviation Woman Of Year Is Oklahoma's Jerrie Cobb

Jerrie Cobb, Oklahoma Chapter 99, is the new "Aviation Woman of the Year". The Aero Club of Washington presented the accolade at a special luncheon. Bestowing the honors was Senator Mike Monroney (D-Okla.), an aviation enthusiast himself and Chairman of the Senate Aviation Subcommittee. Also, there were many other notables present as was our International President, Deedo Heise, and many of the 99's.

Jerrie's flying laurels include the world aviation class record for speed and altitude and the former long distance record, all done in Aero Commanders and was the only international woman ferry pilot.

Jerrie, at the age of 12, was taught to fly by her father, a retired airforce colonel, in an open cockpit Waco. She received her license on her 16th birthday and by 18 held a commercial license and instructor's license. Since that time, Jerrie instructed, ferried civilian and military aircraft, both foreign and domestic, did charter work and became an executive pilot for a Kansas firm.

At present, Jerrie is an executive pilot and sales promotion and advertising director for Aero Design and Engineering Co., Bethany, Oklahoma, builders of Aero Commander planes.

Tenth All Womans International Air Race

Approval has been received from the Contest Committee of the International Air Race April 27-May 8, 1960, Miami, Fla., to San Salvador, El Salvador, Central America, sponsored by the Florida Chapter of 99's and the government of El Salvador.

Route is strictly a costal route—Miami to Valdosta, Ga., to New Orleans to Houston to Brownsville to Tampico to Tuxpan to Vera Cruz to Minnittlan to Ixtepec to Tapachula to San Salvador.

Deadline for entries: April 15, 1960.

Take-off: Miami, Saturday, April 30.

Deadline to San Salvador: May 4.

Hotel in El Salvador is free to contestants.

Working closely with Pan-American Airways for assistance at the various airports.

NAA now requires each contestant to be a member of NAA in addition to having the FAI sporting license, and the \$6.00 membership is tax deductible. Current Small Pox vaccination card is also required.

Louise Kidd is entry chief. Address all inquiries to Louise, c/o Richard Osborne Associates, 901 NE Second Ave., Miami, Fla.

Marion King, Chairman

Pilot's Briefing

Extra copies of the Anniversary Book may be obtained from Headquarters. Send \$1.00 per copy to cover cost of handling and mailing.

Make every effort to attend the Spring Sectional in your area. The hostess Chapters are going all out to provide you with fun and entertainment. Go and take another 99 with you, especially if she is a new member.

Please be sure all spaces on the application blanks are filled, failure to do so has been causing delay in processing new members. **Only one copy** of the application blank is necessary, it is the **Transfer Blank** that must be made in triplicate.

Thanks for the wonderful cooperation in sending the News Letter material to Headquarters.

INTERNATIONAL OFFICERS**President**

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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

Coming Events**March 19**

High Sky Derby, Midland, Texas

March 28-29

Executive Committee Meeting
Oklahoma City, Okla.

April 22-24

Southwest Sectional Meeting
Phoenix, Ariz.

April 23

Middle East Sectional Meeting
Walber's on the Delaware
Essington, Pa.

April 30 - May 4

Proposed International Air Race
Miami, Fla. to
San Salvador, El Salvador

April 29 - May 1

North Central Sectional Meeting
Dearborn, Mich.

May 13

Ft. Worth to Houston, Tex. Air Race
See Ft. Worth Chapter Reports
For Details

May 13-15

Joint Sectional Meeting of The
Southeast Section and South Central
Section, Houston, Texas

July 9-13**AWTAR**

Torrence, Calif., to Wilmington, Del.

July 14-16

INTERNATIONAL 99 CONVENTION
Wilmington, Delaware

From France**... we present****Odile Tommy-Martin**

"I have often thought about relationships between you and the few French members and I hope, one day, we could meet you more easily and exchange ideas.

"I belong to a women's aviation club IPSA (pilots first aid nurses) and surely some of them would like to be Ninety-Nine members."

Mlle. Tommy-Martin is serving in the French Army in Algeria as a helicopter nurse to give first aid to the wounded soldiers and evacuate them to the nearest hospital.

As to her flying background she writes: "I took my private license on May 1957 at Rochester, Minn. When I came back to France, I had to take the French examination and I made some cross country flights until June 1958. Since I am in Algeria, I cannot pilot often."

Public Relations

Many aviation organizations are making plans for their annual meetings next year. If one is to be held in your city, your members will find it very interesting to offer your assistance and there are many things you can do which will be helpful, such as assisting in transportation, registration, etc. Organizations are generally very grateful for such aid and the contacts are helpful in building prestige for the 99's.

Is your state Director of Aeronautics familiar with the work the 99's do and the ways which you can assist him in his state programs? If not, invite him to some special activity of your chapter. There are many programs that you can help him with and in return, he will remember 99's and include you in special aviation activities.

The trip to Europe is shaping up nicely and reservations are coming in very quickly. It looks like the limit

of 100 will be reached before the deadline. If you are planning on going, send in your reservation AT ONCE. The following are excerpts from some of the letters from Aero Clubs who will entertain us while there:

"We should be very glad if we could receive the group in the club house in the course of the afternoon. If there is sufficient time, we could do some flying in private planes and planes of the club in order to give the 99's an aerial view of parts of this country. Afterwards we could have a cocktail party and dinner in the club house." —Amsterdamsche Aero Club.

"There are different interesting things which could be done during the day; having a look at the wind tunnel at Emmen, visiting the new "Verkehrshaus der Schweiz" or making a little trip to Brestenburg or up to Burgenstock. Naturally, we will arrange as well a reception in Zurich." —The Swiss Aero Club.

Loretta Slavick
Public Relations Chairman

AWTAR

Following are the important dates to remember for the 1960 All-Woman Transcontinental Air Race from Torrence, Calif., to Wilmington, Del.

Opening date
for Entries April 20, 1960

Closing date
for Entries June 20, 1960

Impound
Deadline 1700 PST, July 6, 1960

Take-off 0800 PST, July 9, 1960
Finish

Deadline 1200 EST, 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. Airplanes to be eligible for the 1960 AWTAR must have a date of manufacture after January, 1960 and be not less than \$5

A Reminder

Spring is here, and it is high time to prepare for the RACE. We appreciate the donations to support the AWTAR that many chapters have sent in. For those of you who haven't been heard from yet, please make your checks payable to **All-Woman Transcontinental Air Race, Inc.**, and send them either to the Race Office in Long Beach, or to me, your Ways and Means Chairman.

Winifred (Pud) Lovelace
1001 South Grand
Bozeman, Montana

hp and no more than 350 hp. Two-way VHF radio is mandatory.

Official mileage for the race course is 2509.13 statute miles (2180.57 nautical miles). Following are the "designated airports":

Torrance Municipal Airport
Torrance, Calif.

Needles Municipal Airport
Needles, Calif.

Prescott Municipal Airport
Prescott, Ariz.

Winslow Municipal Airport
Winslow, Ariz.

Kirtland Air Force Base
Albuquerque, N. M.

Amarillo Air Terminal
Amarillo, Texas

Will Rogers Field
Oklahoma City, Okla.

Fort Smith Municipal Airport
Fort Smith, Ark.

Memphis Municipal Airport
Memphis, Tenn.

Lovall Field
Chattanooga, Tenn.

Tri-City Airport
Johnson City, Tenn.

Woodrum Field
Roanoke, Va.

New Castle County Airport
Wilmington, Del.

NOTE: Chattanooga, Tenn and Roanoke, Va., are MUST STOPS for all airplanes.

All Ninety-Nine Chapters this year will be able to purchase official AWTAR programs for their members. Each Chapter Chairman will receive an order form so that the programs will be available to Ninety-Nine members everywhere. The price will be approximately 50 cents per copy.

Rules and Regulations, Application for Entry, "Par Speeds" (handicaps) and all other information for entry in the 1960 AWTAR may be obtained by writing AWTAR Headquarters, 2611 East Spring St., Long Beach 6, Calif.

Board of Directors
AWTAR, Inc.

Wanted

Stenotypist for International Annual Meeting of Ninety-Nines, Inc., to be held July 15, 1960, in Wilmington, Del. Any qualified Ninety-Nine desiring the position please contact:

Katherine B. Macario
122 Printz Avenue
Norwood, Pa.

99 Membership List

NEW ENGLAND SECTION

Fox, Elizabeth K.
(Miss) New England
Davies House
Jackson College
Medford, Mass.
Phone: SO 6-9162

MIDDLE EAST SECTION

Roggio, Joyce
(Mrs. Victor) Eastern Pennsylvania
545 Chandler Lane
Villanova, Pa.
Phone: MU 8-3436

SOUTHEAST SECTION

Maxwell, Mary Dudley
(Mrs. Alfred Pinckney) Carolinas
R.F.D. No. 3, Box 232
Florence, S. C.
Phone: MO 9-7603

NORTH CENTRAL SECTION

Brandman, Mary Martha
(Mrs. Peter) All-Ohio
R. R. No. 2
Findlay, Ohio
Phone: GA 2-5353

Yocum, Elzabe Anna
(Miss) Chicago Area
2508 Thayer Street
Evanston, Ill.
Phone: UN 4-9452

Zurndorfer, Mary T.
(Mrs. Walter) Chicago Area
455 West Oakdale Ave.
Chicago 14, Ill.
Phone: GR 7-2968

Elders, Mary Catherine
(Mrs. Frank A.) Greater St. Louis
Cuba, Mo.
Phone TU 5-3475

Howard, Barbara J.
(Mrs. Alvin) Greater St. Louis
Gorin, Mo.
Phone: 90-R

O'Connell, Patricia Claire
(Mrs. William F.) Greater St. Louis
4705 Bridgeton Sta. Rd.
Bridgeton, Mo.

Richardson, Josephine Mary
(Mrs. Wesley) Indiana
R. R. 5
Decatur Hi-Way Airport
Decatur, Ind.
Phone: 3-8235

SOUTH CENTRAL SECTION

Puckett, Gloria Bonine
(Mrs. Bruce E.) Abilene
1525 Elmwood Drive
Abilene, Texas
Phone: OR 4-7085

Magruder, Catherine Jones
(Mrs. E. G.) El Paso
4223 Emory Road
El Paso, Texas
Phone: JU 4-1233

Ports, Dorothy Lee
(Mrs. C. M. "Bud") North Louisiana
4415 Tibbs
Shreveport, La.
Phone: UN 1-7806 or 2-2193

Ward, Patsy J.
(Miss) North Louisiana
Rt. 4, Box 737
South Lakeshore Drive
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Phone: ME 5-1802

NORTHWEST SECTION

Stark, Lois Huse
(Mrs. Melvin D.) Alaska
1705 Sunrise Drive
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(Miss) Eastern Washington
11 South Underwood
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Dunlop, Helen Robinson
(Mrs. Eugene A.) Montana
1601 E. Lyndale
Helena, Mont.
Phone: HI 2-6663

Gray, Aileen M.
(Mrs. Andrew W.) Montana
2204 Fox Drive
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Phone: 4-4740

SOUTHWEST SECTION

Tracy, Florence Marie
(Mrs. Robert J.) Long Beach
528 No. El Camino
San Clemente, Calif.
Phone: HY 2-5252

Runyan, Patricia Francis
(Mrs. Wm. B. Jr.) Phoenix
3626 East Coolidge
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Phone: CR 7-4357

DeHaan, Frances Elizabeth
(Mrs. Abel Jr.) Redwood Empire
701 Del Ganado Road
San Rafael, Calif.
Phone: GL 3-7386

Morgan, Minnie L.
(Mrs. Richard) San Fernando Valley
3942 Glenridge Dr.
Sherman Oaks, Calif.
Phone: ST 9-4668

RE-INSTATEMENTS

NORTHWEST SECTION
Owsley, Patti Canada
(Mrs. Howard Lee) Montana
c/o Northern Montana College
Havre, Mont.



AUSTRALIAN WOMEN PILOTS' ASS'N. RELIABILITY TRIAL

Ninety-Nines would probably be interested in the annual nation-wide women pilots' event held in Australia which is closest to the Powder Puff Derby. Firstly, the Australian Women Pilot's Association, with its recently formed chapter of 99 members, does not hold an actual air race. It does, however, organize a navigational and Reliability Trial each year, and this coincides with the Association's Annual General Meeting. Australia, with an area roughly equal to that of the United States, has six individual states each with its own capital city and the annual general meeting is located in a different state capital each year. Thus the navigational and Reliability Trial offers fresh terrain and experience.

The most recent Trial offered a maximum challenge as it was held in Perth, the Western Australian capital, which is over 2,500 miles away from Sidney, Melbourne or Brisbane, in the east, where a majority of our members are located.

To meet our widely varying conditions as to limitations on availability of aircraft, financial resources of the various members, our Reliability Trial was moulded on the lines that contestants could start from any point of their own choice. It was essential to complete a minimum of 400 miles in one day, with two intermediate check points, this then enabled the hostess state to compete by doing an out-and-return course from their own base.

Our Department of Civil Aviation was most cooperative and their staff acted as departure, arrival and check point supervisors, providing expert security of all flight plans. They also made available examiners for testing the knowledge of all entrants in the Daily Inspection of their aircraft; thus they are the governing body which select the winner of the Trial.

The inclusion of the examination on Daily Inspection of aircraft has proved of value to encourage the girls to know more about the aircraft they fly. By a carefully graded points system entrants are encouraged to bring other women pilots to the meeting; thus achieving the two-fold purpose of bringing more members to the annual meeting and also giving wider cross country experience than would otherwise be obtained. This particu-

larly applies to the more junior members.

The type of aircraft vary considerably, but with the recent easing of import restrictions modern American machines are making their appearance in the Reliability Trial. Types are: D. H. Hornet Moth, D. H. Chipmunk, D. H. Tiger Moth, Cessna 172 and 180, Miles Messenger, Auster. This year we were to have had our first multi-engine entrant. This De Havilland Drover aircraft has three engines and normally seats eight passengers. Originally manufactured with D. H. Gipsy Engines, the first aircraft with the Continental engine conversion is due to fly in the very near future.



FIRST CANADIAN CHAPTER

By Sheila Mann

We haven't been able to log many hours during the past three months due to very poor weather conditions but our girls have been busy.

Dot Rungeling won first prize for aviation reporting in the nation-wide contest sponsored by Air Industries and Transport Association in Ottawa. This isn't the first time Dot has won recognition in this contest. We're all anxious to see that plaque. Congratulations!

Welland is airmarked in 10 foot letters on top of the Atlas Steel building. Dot has been working toward this since 1953. Last winter a plane lost in a severe snowstorm had trouble locating Welland Airport but spotted it just as he was about to land in a field. It was this story which won the contest for Dot and brought the people's attention to the need for air-marking.

Dot is the first woman pilot in Canada to solo in a helicopter. We're really proud of you, Dot!

Roz Robinson and husband, Doug, have been doing some cross-country skiing. It's a shame you couldn't accompany Doug on his flight to Denver. The Ninety-Nines meet the first Sunday of each month at the Toronto Flying Club. They are a going concern with 15 present and prospective members. You're building up our membership. Keep up the good work, Roz.

Susan Koch has wonderful memories of that 9,000 mile trip she took out West last summer. We hope that your visits to Winnipeg, Portage,

Brandon, Regina, Edmonton, and Vancouver Flying Clubs and your chats with the Ninety-Niners out there have aroused interest. Sue tells us that the small number of women flying and the distance between the cities is too large a barrier to overcome at this time. We are looking forward to seeing your slides, Sue.



By Mary A. Lowry

Before our January meeting some thirty 99's and guests were escorted through the MIT wind tunnels by Mr. John Stevens, mechanical technician for the tunnels. It was fascinating—if somewhat over this reporter's head at times—and we picked up quite a bit of information along the way. Present were: Chris Seaver, Janet Watner, Usbeck Peterson, Mrs. Peterson, Marie Lepore, Anne Baddour, Ora and LeRoy Stevens, Rae and Merwin Tober, June Douglas, Lois Warman, Alice Mansfield, Sara Hayden, Eleanor and Ralph Horn, Charlotte Kelly, Virginia Cogswell, Betsy Fox, Alma Gallagher, Gladys Sakowicz, Mrs. John Lamb, Elizabeth Lewis Gaines (who started flying in 1917) and Mary Lowry. Mr. Stevens also gave us a brief history of the tunnels after dinner at the Smith House.

Marie Lepore had to dash off after the tour but stayed long enough to tell us she would soon be off to Denver for an Aviation Education conference. She had a large batch of material for yours truly to use in her new job as Aviation Education officer for the South Shore Squadron of the CAP.

Our New England Scholarship award was presented by Charlotte Kelly to Ora Stevens much to everyone's delight. Ora has been a 99 for 15 years, and has worked very hard this past year toward establishing the new Taunton Airport. Aside from her job as mother, Ora has found time to do quite a bit of charter work. Hoorah for Ora!

Jerry Gardiner and Pat Arnold have been off to the islands in the sun—St. Croix, St. Thomas, etc., and had planned to get back for the meeting, but Pat missed the flight and well, Jerry we told you that Pat was a jinx as far as getting to meetings go.

Anne Baddour had a chance to meet Marian Betzler for lunch on one of her trips abroad the Raytheon Fairchild. They met at North American Aviation's cafeteria and had quite a time for themselves. Anne also got in some quail shooting on another trip to Tennessee. Another trip to Pittsburgh—Anne gets around!

Meet our newest New England member. Betsy Fox is a junior at Jackson College in Medford. She has already started work on her Commercial and is the proud new owner of a Cessna 170. Many happy days, Betsy. We're glad to have you with us.

Lois Dobbin was among the missing at the last meeting. Had a ski trip to Mt. Cranmore. No aching bones, but after six hours of dual, she still hasn't "soloed." There are plans afoot for a ski weekend for the braver souls in the Section. Since your reporter is a coward, the results of the trip will have to be second hand.

Luck to the brave, and happy flying to all.



By Jeanne Spielberg

Our February 23rd meeting brought out practically all of our membership and their friends and it was no great wonder. We had the distinguished honor of having a charming and eloquent pilot of 56 ocean crossings as our guest speaker. The famous Max Conrad, poet, pilot and A. and E. mechanic, spoke to us for more than an hour about his early flying days, his successes and failures, his family of ten children and finally his 7,668 mile solo flight on June 4th in a Piper Comanche from Casablanca, Morocco to Los Angeles in 58 hours, 38 minutes. His account of this lonely grueling record breaking flight over an ocean and continent was told only as a poet might tell it. We were spellbound by this most unusual man who composes music, love ballads, while soloing on these ocean flights. He has established a workshop for kids in his hometown of Winona, Minn., which has produced more airline pilots per capita than any other U. S. City. It was a wonderful evening.

It must have been very gratifying too to our little beaver, Governor Peggy Norris, to have so many wonderful guests and some members we haven't seen for ages. Let's mention a few guest names: Gil Robb Wilson of Flying Magazine; Roy Ryder, Bill Strohmeyer of Piper Aircraft; Herb Fischer of N. Y. Port Authority; Blanche Stuart Scott, first woman pilot; Col. Crouch, Speed Hanzlik, Bob Wormald of Esso; Mr. Nuessle, Dave Bevan of General Electric; Mr. and Mrs. Robert McCracken of Pan American; Irwin Casten, Pete Brucia of the Q.B.'s; Ed Evans, Henry Renninger, John Norris, Harvey Cohen and Fred Triggs of Color Lab. Some of our members who we were happy to see again were Magda Tiza Tacke,

Helen Mennitto, Ruth Nichols, Novetah Davenport, and Pat Wilson. If I've missed someone, forgive me.

SHORT NOTES: Selma Cronan is the proud owner of a Cessna 172. She and Kay Hilbrandt are teaming for the Race. Irene Keith and Kay Bradley (new member) another twosome for the Race. Lots of luck girls. We missed Selma at the last meeting but sure hope she enjoyed Florida.



WASHINGTON, D. C. CHAPTER

By Ada R. Mitchell

Old man weather has been very unkind to the girls here in the District of Columbia area. We just can keep our feet on the ground let alone try to keep a "flying machine" up in the air with all of this snow and wind.

Speaking of flying low, Josie Cook is the gal that can run rings around all of us. Last Sunday, when I arrived at the Leesburg Airport there was Josie in her Austin-Healy—and bless my soul if she didn't walk right over and shake hands with Arthur Godfrey.

Betty MacGlashan and I went to Wilmington, Del., where we met with Peggy Borek and Jean Rutledge at the home of our Governor, Adelaide Tinker, and made plans to place a plaque on Augusta Robert's grave. And after the meeting Adelaide treated us all to a dinner at the Wilmington Country Club. Wonderful gal that Adelaide.

Never had so much fun since I was in the greased hog race as we did at our February meeting which was held at the beautiful home of Lamona Cervanka. The food was delicious. Pictures of some of our own famous members back in the days when—I had better say a few years ago—well when they were in their first solo stage, was pinned up on the walls (googles and all) and we had to guess who they were. That game was a howling good one. And then that wasn't all. Lamona dug up a movie of early flying machines and I almost ripped a seam when I saw the guy who tried to tie wings to his body and then fly into the wide blue vonder. Reminded me of the time I stole grandmother's stove sweeper made from the wings of an old grey goose and tied them to my arms and jumped out of the hay loft. I was like the man—never tried that again.

Virginia Thompson and her 49½ flew to Fall River, Mass., to help celebrate the 100th birthday of Miss Barbara Thompson, Don's aunt.

The Ninety-Nines were well represented at the Areo Club luncheon held at the Press Club, January 26th. Jerrie Cobb was honored as the "Woman of the Year in Aviation." The affair

was a huge success and that honor goes to Jean Ross Howard.

Jean Ross Howard was elected Secretary and Laura Zerener as Treasurer of the Areo Club of Washington, D. C.

I almost flipped my lid the other day. I called Blanche Noyes' office and someone trying to give me the scoop on Blanche informed that she was going to Turkey. I hung up right away as I have often heard of people "going to pot" or that other place not printable, but never "to turkey." The next day when I called back to check on Blanche, I realized she meant the country of Turkey as she said Blanche had the flu and had changed her plans. She will leave February 25th for Arkansas, Mississippi, Florida and South Carolina, returning March 18th. We miss Blanche when she is out of town.

As most of you know I am from Texas and the folks up in these parts just don't believe we have big Jack Rabbits in Texas, so I hope the Texas delegation, headed by Alice Seaborn, will ride a few up here to the Convention in Wilmington, Del., so that I can prove my story. The Philadelphia Chapter certainly is making some "out of this world" plans for the Convention, so you all come.

EASTERN PENNSYLVANIA CHAPTER

By Kate Macario

Program chairman for February was Beth Sturtevant who made the arrangements with "Bevo" Howard to speak at our dinner-meeting. Saturday, Feb. 20, at the Silver Lake Inn, Clementon, N. J. Members unable to attend this affair missed a most enjoyable evening with the very entertaining Mr. Howard. As the majority of us know "Bevo" is internationally famous as an acrobatic pilot—the first to outside loop a light plane—and is also owner and president of the Hawthorne Flying Service with facilities in four Southern states.

Even Nancy and "Buzz" Diemand felt the evening was worth an hour and a half drive to get there. Ann Piggott who expected to fly in from Lock Haven was disappointed when she was snowed-in and couldn't make it. Dr. Helen Myers flew a Mooney in from Lancaster, Judy Rich "long time no see" came with her fiancé, and Betty Ward and her date were all welcome additions as well as the "flying A's", Arlene and Arnold Feldman. And of course Gert Dennis and Beth Sturtevant bringing the flying population of Jersey with them brought the total to a nice-size group of forty.

On January 26th Marie D'Alteria, Joyce Roggio (now a full fledged member) and I flew to Washington in Joyce's Cessna 175, to attend the luncheon-meeting of the Areo Club of

Washington. All 99's were invited to attend this affair honoring Jerrie Cobb with the WNAA "Woman of the Year Award." We joined Adelaide Tinker and many of the Washington members there plus "Deedo" Heise and Louise Smith who added to the occasion by flying such a distance to attend. Following the luncheon and a grand opportunity to chat we were driven to the Washington-Virginia Airport by Virginia Benn and Connie Luehman where we took for Philadelphia in perfect flying weather.

About 10 days later Adelaide and I were back in Washington again, this time by train, to attend their Chapter meeting in the home of Lamona Cervenka. I don't know when three hours went so fast, unfortunately we had to make a certain train back so that was as long as we could stay. After a delicious dinner prepared by Lamona in her lovely "Cabin-in-the-Woods," the group got down to business. Chairman Virginia Thompson conducted a very thorough meeting and in discussing the terminus and convention, quite a few of these girls agreed to come to Wilmington the week of July 10 to 15. This was most gratifying to Adelaide and me for we need as many girls to participate in this tremendous job as we can possibly get. It will require many girls to perform the numerous tasks that are involved.

On Personalities — Lancaster member, Dr. Helen Myers, whom we hadn't seen for quite some time, informs us she ferried a Mooney Mark from the factory at Kerrville, Texas, and is considering flying a Mooney in the Powder Puff Derby this summer. In the past, Helen has owned a Culver Cadet and a Globe Swift but now she leases a Mooney Mark 20 on a monthly basis from Garden Spot Air Park. During the war she was on active duty in the Dental Corps, U. S. Army, and she is still active in the Reserves, attending weekly meetings at the Quartermaster Depot in Philadelphia.

Marie and Tony D'Alterio took off February 19 from New York via airlines for a vacation in Puerto Rico with a visit to St. Thomas Island. They expect to be gone about two weeks. Say "hello" to Ike for us, Marie.

Nancy Diemand, who is seriously considering entering the Race with her daughter, Debbie, in their Cessna 175, has added a multi-engine rating to her many accomplishments. This she earned in a Cessna T-50 (Bobcat); nice work, Nancy. She and her husband "Buzz" are taking off at the end of February for Hawaii for a pleasure and business vacation. After 10 days there Nancy will fly home and Buzz will continue on to Australia on business.

All these winter vacations everyone seems to be taking! Beth and Clyde Sturtevant plan to take off March 2, Florida bound in a Tri-Pacer. They all sound pretty wonderful.

Elsie McBride was invited to speak at the January meeting of the Zonta Club of Greater Camden. This is the annual Amelia Earhart dinner of the Zonta International. Beth Sturtevant, who is a resident in that area, has been invited to become a member of this particular chapter. This is quite an honor for only one person of each business or profession is included in each chapter.

Dr. Margaret Densmore, who has been flying less than two years, recently acquired an instrument rating in her own Bonanza. She found time from her busy practice to concentrate on getting this rating as quickly as possible.



FLORIDA CHAPTER By Dorothea M. B. Vermorel

The February meeting of the chapter was held at the home of your reporter and the gals pooled cars for the long trek to Hollywood.

One nice thing about our location is that we have the pleasure of meeting traveling 99's. This month our guest was Dr. Anne Roethke from the Wisconsin Chapter.

Our main topic for the evening was of course the forthcoming International Air Race, finally under way. Time is short but we are enthusiastic about the prospects.

TENNESSEE CHAPTER By Evelyn Bryan

Congratulations to Georgiana McConnell! Georgiana has been named as one of the four Women of the Year in Aviation in Davidson County, Tenn., by the Davidson County Business and Professional Womens Club. We are very proud of Georgiana, this is quite an honor. One of the other women chosen is a former member of the Tennessee Chapter of Ninety-Nines, Sara McCullough. We wish we could still count Sara as one of our members. The other two women were Miss Marie Gedgard, chief stewardess at American Airlines, and Mrs. Margaret Preston Hoffman, airways operational specialist.

The Tennessee Chapter has had two meetings since the last News report. One held in Nashville and one in Lebanon. Both meetings were somewhat hampered by weather but it did not keep several of the members from getting together.

One of our prospective members has gotten her medical flight test and received her private license. This is Mary Sawyer, a girl to be commended. Mary does not have a right forearm. Her husband devised a special throttle device for her and she got busy learning to fly. Mary is a student that this reporter is real proud to point to and say, "I taught her to fly." She will make us an excellent member.

Welcome to our new member Pat Baddour of Lebanon. Pat recently received her private license and joined our chapter. We are happy to have her.

Nancy and Mac McMahan have sold their Taylorcraft. Hope they will soon get another airplane so they can get around to our part of the state occasionally.

Evelyn Bryan has had several nice things happen to her since last news was sent in. In October she was one of the Whirly-Girls who enjoyed the wonderful trip to New York City then on up to the Sikorsky Helicopter Plant in Connecticut. Then on October 30 she was notified that she had been awarded the Carnegie Hero Commission Medal and \$250 for her action when a helicopter crashed on her airport. Now on January 25 she has received her airline transport rating.

Jane Hilbert is busy making plans for the AWTAR stop at the Tri-City Airport this summer. She has expressed hope that every girl in the race will stop at their airport. We all hope that the three stops in Tennessee will prove to be enjoyable ones for each of the contestants.

We would sure appreciate a card from you Tennessee girls not mentioned in this news report—we would love to mention you but do not know what you are doing, so how can we do so? PLEASE?

ALABAMA CHAPTER By Gertrude C. Luther

The weather was wonderful on February 7, 1960 and permitted a good attendance of the monthly meeting which was held at Cullman, Ala. The Birmingham News carried a picture of the group attending and a very good write-up on Wednesday, Feb. 10, 1960, and if this was condensed from the Cullman paper, the latter really must have been tops! Juanita Halstead brought her 49½ and Judge Lola Price from Montgomery, Marie Carastor, Selma, brought her 49½, and the Wades—both Minnie and Charlie—came up from Clanton. Jan Warrick drove down from Decatur and her twin and another sister were with us.

Lucille Branscomb of Jacksonville, Ala., who is extremely active in CAP work and aviation education at the present, and who we hope we can talk into getting a pilot's license, accom-

panied your editor in her Cessna 175. Louise Patton was unable to come. We had a good dinner meeting and discussed the plan of having a "Penny a Pound Ride" afternoon sometime in May in Anniston at the Talladega Airport. The purpose of this afternoon activity would probably primarily be for the raising of funds, but we all would have fun and it would stimulate an interest in flying in this area.

We hope to meet in Selma at the Selfield Airport on Sunday, March 6, at 10:30 a.m.



WISCONSIN CHAPTER

By Anne Roethke

Wisconsin 99's and members of the Capitol Drive Flying Club were entertained by two of the famous Heise movies on January 24. We were all enthralled with the magnificent Alaskan scenery in "Forty Nine to the Forty Ninth," a documentary film of the Flying Physicians' flight to the 49th state last summer. An added attraction was the epic "Flighty Lady," a tongue-in-cheek commentary on Deedo's early flying experiences. The sequence showing our International President trying to get into a J-3 wearing a dress, high heels and a garden hat is Academy Ward stuff.

Preceding the movies was a dinner at Ronny's Redwood Inn and afterwards the C.D.F.C. treated us to refreshments and a social hour. The whole delightful evening was arranged by Florence Toney.

February 21 we skidded out to Mary Landis' home for an evening business meeting. Falling snow and slippery roads did not deter us from driving to Wauwatosa to discuss the nominations and other important matters of the season. After coffee and cake, Mary led a lively discussion on precision landings, and we're all anxious to dig our planes out of the snow and try some of the theories presented.

I had the good fortune to be in Fort Lauderdale when the Florida Chapter held its February meeting, and managed to invite myself to it. Hostess Dot Vermorel and everyone was most cordial and insisted that they LOVE to entertain visitors. Business of the day was the International Air Race. It was a revelation to me to learn of the fantastic amount of work and planning required for an enterprise like this. I can recommend the hospitality of the Florida Chapter.

SOCIAL NOTES: Jeannette Herrling became Mrs. Eugene Zapata on De-

cember 26; Mary Seymour and Bernie Voelker flew by jet to the Rose Bowl, returned via Las Vegas; Bernie was a speaker at the Madison Zonta Amelia Earhart dinner; and Deedo Heise did same in Milwaukee.

CENTRAL ILLINOS CHAPTER

By Rose S. Andrew

We are so pleased to announce that a former member and good friend of ours, Dora Dougherty, is now a member of that extra special group known as the "Whirly-Girls." It takes a lot of work to get the rating, so we are mighty proud of her.

Just received a nice letter from our Chairman, Marjorie Kelly. She and her Fred had flown over to Nassau from Florida in their own plane. They took an experienced pilot with them as co-pilot. Certainly glad they can have such fine experiences together.

The McBrides and Hendrixes from Mattoon have also been vacationing in the South. In fact, Marge said that the day they were in Nassau, the McBrides were theretoo, unbeknownst to each other.

Mary Hendrix and her 49½er have also had a trip to New York this winter. Don't know if they were able to fly to Florida or not.

Barbara Jenison and Leah Warren attended a good Safety meeting in Bloomington the last of January. They saw several Ninety-Nine friends from the Chicago Area.

Haven't talked to Barbara in some time, but saw her charming smile on our local television station the other evening. She had come to town to attend a meeting of CAP officers. We are looking forward to our meeting with her March 25.

Kathleen Hudson and her husband are enjoying the ground school refresher course that is going along at Decatur. Frank and I took it last year and found it quite worthwhile too.

Marge Kelly is coming along fine with the instrument training. Has 22 hours now.

My family and I have not done much flying this winter. First the Ercoupe had a complete overhaul, January had mostly "stinky" weather, and Frank is now busier than a whole family of beavers with Extension trips.

GREATER ST. LOUIS CHAPTER

By Adela Scharr

FAA upgraded Mickey Clark and Fran Merrill to multi-engine status, and at the same time Erma Jaco and 49½er Garrett passed their instrument written tests. These 99's churn up a huge slipstream to shake us from the lethargy most of us would groove into.

A hurricane-type rainstorm cancelled our February 10 meeting at St.

Charles Airport, with Fran Merrill and Edith Olovitch as hostesses. Twelve members and escorts came anyhow and enjoyed the movies which had been scheduled for entertainment. The postponed meeting took place at the Valentine Tea on February 14, at Chairman Virginia Duenke's ultra-modern home on Arrowhead Lane, Chesterfield. This time, the weather couldn't have been better, and some of us groaned about missing the chance to fly that afternoon. But the party was worth it! Seven airports of the area were represented in the 24 participants in the get-acquainted get-together. Bunny Foley and Joyce Sigrest came from MATS Headquarters at Scott AFB, Ill. Dorothy Haupt was a loner from East Alton, Ill., and Betty Williston, ditto, from Dave Lobmaster. Ginny Duenke and June Evers were right at home, from Arrowhead Airport was just down the hill. St. Charles Airport had the greatest representation in Marguerite Bullerdick, Sylvia Bloom, Pat O'Connell, Dolores Whelan, Maxine Loeffler, Donna Meser, Edith Olovitch, Ruth Lake, Del Scharr and Mickey Clark. Golly Miner and Rosamond Joly spoke up for Weiss, while Lambert sent Theodora Hager, Hilda Hemmerseier, Lois Wright, and Elizabeth Harder. Dottie Wheeler, an ex-governor, and Laura Sellinger, International Membership Chairman, completed the group. Ten excellent, attractive prospective 99's were especially entertained by candid shots of our January Fashion Show, given at our awards dinner by the Aero Club of St. Louis.

Illness kept several members from the party, but Dot Rumsey's excuse was distance — a Florida vacation. Golly Miner decided to duplicate it, but Ginny Duenke went even further; 49½er Burton recently purchased a twin-engine Bonanza, and so they're trying its performance in Mexico and the Caribbean.

Greater St. Louis is impressed with the 30th Anniversary Booklet and appreciative of the work done by Kay Menges Brick and her committee. This effort deserves commendation.

A reminder of two events—Springfield, Mo., Fly-in on April 23-24 upon formation of a new chapter, and the Lindy Hop on May 21 at Arrowhead Airport, St. Louis County.

MINNESOTA CHAPTER

By Dorothy Ryan

February, for the Minnesota Chapter, may have been a "lean" month for attendance (Helen Masterton, Marian Champlin, Jean Scheifley with prospective member Pat Osmon, and Dorothy Ryan), but more than compensated for this lack in the tremendous program Jean had planned for us!

Marietta Sonnenberg's films on

Europe certainly lived up to advance publicity. We spent almost two entranced hours, beginning when Marietta's flight landed in Shannon the end of June and ending with cloud formations over Nice in October.

Marietta, a former 99 who reports for the Rochester newspaper, narrated her 16mm films, filing in the most fascinating information on everything from medieval castles and abbeys scattered from Edinburgh to the Danube to Helsinki's ultra-modern Olympic stadium. It is almost impossible even to suggest the scope of her experiences which included a tour of Russia, Poland, East Germany and Berlin, and we feel ourselves most fortunate to be numbered with those of her family and friends who have seen them. The films, for the most part taken on the "fly," were breathtakingly good and artistically impressive. Thanks to both Jean and Marietta for a wonderful program!

Sorry, this reporter hasn't spent the time she should with her ear to the ground — Marian Champlin reports that while she and 49½ Keith were weathered in at Rochester whom should they see but Marilyn Williams and Frank. We miss Marilyn, now a Des Moinesian, or whatever! Jean Scheifley reports now that the dust is settling from her successful bout with Rochester's Beaux Arts Ball, that she and Chuck with their four children are planning a late summer European tour. Sounds wonderful.

Hope to have lots of good news for next month.

CHICAGO AREA CHAPTER By June Basile

Just in case you're wondering what you'll do to ward off the after-vacation doldrums, plan on flying to Chicago for our big Air Meet in September. It may seem quite soon to be thinking about next September, but after we looked over the list of coming 99 events for the year, we thought we had better ask you to reserve at least one weekend for us. We had such a good time last year with 15 planes entered; plan on coming to help double the entries and the good time.

Fran Akerlund, our hostess Chairman for January and her committee, Joan Campbell, Leda Misiowiec, Michelle Sola, Sally Strempel and Winnie White, planned an evening meeting with a new twist. It was a "dessert" meeting—it started with dessert. We sat around a big conference table at the University Club of Chicago, ate a delicious dessert, drank lots of hot coffee and caught up on our visiting. When Lois called the meeting to order and we settled down to business, we really accomplished a lot. One of the most pleasant things we had to do was welcome two

members into the Chicago Area Chapter. We're happy to say "welcome aboard" to Mary Zurndorfer and Elzabe Yocum. After the meeting was adjourned, we drove over to the North Side of Chicago and continued our visiting at The Flyers Club.

Mary Beritich and I drove down to Bloomington to attend the Illinois Department of Aeronautics Safety Refresher Course. We met Marjorie Raglin who came down for the two day session and were happy to see Louise Kokesh who came down for the Saturday session. The turnout for the course was great even though the weather was below minimums. One of the instructors commented that he had never seen so many planeless pilots assembled in one group before —this included planeless instructors too. The same weather had its effect on Alice Kudrna. She had to leave her 170 in Detroit. Alice mentioned that the most serious inconvenience to her was the commercial fare she had to pay to get home and then go get the plane later. All she could think of was that all that money would have bought a lot of hood time.

Three of our Chicago member have been quite ill. Dorothy Vachout and June Lore have just come out of the hospital. We understand that they each underwent surgery, but are at home now and convalescing nicely. Gean Burson and her husband have decided to head South in the hopes that the climate will be beneficial to Gean's arthritic condition. We wish them all a get well fast please.

Just a quick reminder; come to the Chicago Air Meet in September.

GREATER KANSAS CITY CHAPTER

The Kansas City Chapter met at the home of Marie Kuhlman for a lovely Valentine party. It was a pot luck supper and the pot sure had some luck, from the looks of the buffet. Had some 49½ers present — Orville Kuhlman, Stan Siggs and Sheldon Stafford. Laurien Griffen brought her friend Peter Chapin and since he is from Germany he helped us a great deal when we were wondering about some of the different stops our 99 European trip would make. Now you know that that European trip was about all that was talked about THAT evening! Elaine Morris and Sara Gorelic are planning on rooming together, and Marie and Laurien will be room-mates also. It looks as though Ruth Stafford and son Randy along with Ruth's mother, Eva Stafford, will round out the Kansas City group headed for "over the water." Can't hardly wait!

Our Kansas City group is going to sponsor an open house coffee at the municipal airport for all prospective members on Sunday, March 6, from

9 a.m. till 12 noon. With so many prospective women pilots in our area we know this is going to really be a blow-out.

We were so sorry to learn of Marge Farrell's losing her father. We missed Marge at our Valentine party, but are looking forward to seeing her in March.

This is all our news for now, see you at Dearborn, Mich., and look out for that attendance trophy!

MICHIGAN CHAPTER By Adele Binsfield

Our February meeting was held in Bay City, on Valentine's Day (with decorations to match). What a comparison to the last time we met there in October for the Michigan SMALL Race. The ground was covered with clean, fresh snow and the trees, slightly coated with ice, glistened in the sun and wind. The dozen people who flew to the meeting did not linger on landings or takeoffs, and the rest of us drivers did not show them any courtesy of farewells in that cold, windy weather. Twenty-two members and eight guests did justice to a hearty breakfast, followed by a business session at the airport administration lounge. We voted to sponsor a scholarship for a qualified Michigan teacher to a summer course at the Great Lakes Regional Aero-Space Education Workshop at Miami University in Oxford, Ohio. Please notify your eligible friends.

Our March meeting will be in Jackson, April meeting in Pontiac, then the Spring Sectional in Dearborn on April 29, 30 and May 1. Our Chairman, Lois Wilson, has many interesting plans, tours and ideas. Loma Mae is going to be our guest speaker at dinner.

We would love to have been at the Bay City Zonta meeting last month to hear their guest speaker, Jeanette Sovereign, give the highlights of Amelia Earhart's life, and then tell of some of her own flying experiences.

Mary Clark is a charter member of Jackson's newly formed Zonta Club. As far as we know, she is the only Zontian "boiler maker" in the U. S.

Marjorie Sanders expects to be sunning herself in Fort Lauderdale for two weeks the early part of March. Pat and Bill Russell were flying their 180 to Florida and then going commercial to Puerto Rico for a couple of days. We were glad to have Faith McPeak back at a Michigan meeting after her stay out West. It was also fun to have Helen (Pelto) Kinley visit us after an absence of seven years.

Lucky people! Leah Higgins, Alice and John Hammond are planning the 99 European tour. We are happy to hear that Margaret Crane is back

home from the hospital and recuperating nicely. They've done it again! Our Marians (SMALL Race winners) were guests of the Flying Farmers mid-winter meeting at Lansing this month.

IOWA CHAPTER By Louise Swift

Congratulations to Irene Dalbey for securing a multi-engine rating in December! Husband Lloyd literally takes a back seat in the Apache unless on IFR. Gives his wife valuable experience as co-pilot while making instrument approaches. Incidentally this was the only couple attending the Christmas party hosted by Holten's at Chariton — strictly instrument weather.

Same conditions prevented your reporter from attending the January meeting at Helen Flaherty's at Fort Dodge. Understand it was very successful and surprisingly well attended by VFR pilots driving cars.

Joann Fortier forwarded news of the February meeting at Marshalltown. Had your reporter been sharp enough to realize that 1800 was not a 6 p.m. meeting, I might have gleaned the news first hand.

Following lunch at Stones, the following members attended the business meeting at the airport: Hostess Leona and G. W. Hertema, Irene and Lloyd Dalbey, Kitty Hach, Tina Healy, Helene, Don and Danny Holton and friends, Alice Pfantz, Joann Fortier, Helen Flaherty and two 99 prospects — Edith Jensen of Webster City and Madeline Johnson of Callendar.

Alice Pfantz's guest, Dannie Rosen field of Des Moines, has filled out her application to become a member and has a brand new Tri-Pacer loaded with radio gear. Another guest interested in joining our chapter was Marilyn Williams, a member of the Rochester, Minn., Chapter. She flew with Alice as co-pilot in the AWTAR last year.

The Dalbey-Pfantz Apache hasn't been idle the past two months. Dalbeys no sooner returned from a trip to California than Pfantz's took it across the border to Acapulco.

But the best we've saved for last, though by now the news is a little old—Paul and Tina Healey's new baby girl, Paula—a real doll, from first hand reports. Congratulations!

ALL-OHIO CHAPTER

February 21 was the date and Wapakoneta was the place for the February meeting that Lavina Stolte hosted for the All-Ohio Chapter. Driving snow found me stuck at home once again missing the meeting. At this writing I have no information about who attended so more about that later. Slides were to be shown of the Stoltes trip to Fort Collins and Denver, as

well as the slides from the Kokomo AWTAR stop. Co-hostessing were Kate Kohler and Dottie Anderson.

NEWS ALONG THE LINE: From Edy Maxim we hear that Pat Schultz is on a two week training period in Montreal for "reservations" for Trans Canada Airlines. Will be back in Cleveland on duty soon.

All it took was bad weather and a gas stop and the Wiedwalds and the Rasors chanced to meet in Memphis last week. The Rasors were headed for Fort Worth and the Wiedwalds for Dallas.

Edy was contacted by the Zonta Club of Bedford and made arrangements to have Joan Hrubec and Helen Wiedwald TAR No. 44 present a program for their January Amelia Earhart meeting on TAR No. 44 race experiences. The girls presented an excellent program including colored slides and a question and answer period on all phases of women in aviation.

From Mary Fecser we hear that Alice Puller and her sister, Helen Videmsek sailed on the Empress of Britain for ports in South America and the Caribbean. We are eagerly awaiting their return to view the lovely pictures I'm sure they will bring back.

Arlene Davis still busy and active as ever has been keeping several speaking engagements despite an ear infection picked up at the FAI meeting in Russia. Arlene has been speaking about her recent North and South Atlantic jaunt in a Travel Air. We're very proud of you, Arlene, and we know we can count on you to keep Ohio in the aviation world.

Rosalie Bracht spent a ten day vacation in Kansas City, Mo., in January and Beverly Mather is all set to vacation to Hawaii in May. Eileen Cole and hubby Jack returned from a European tour in January. Winter vacations see mto be getting more and more popular.

Our March meeting will be at the new home of Ruth Theis in Lambertville, Mich., just over the border from Toledo on March 20. Perhaps some of our Michigan friends can join us.



NORTH LOUISIANA CHAPTER By Hazel Nealey

They say if first you don't succeed try again. Well—that is what we did and it really worked.

On February 4, 1960 after a year of

hopes and planning we held our organizational meeting in the Pilot's Lounge of the Greater Shreveport Municipal Airport. Now we are anxiously waiting to hear from International so we will be official. Officers elected were Helen Hewitt, Chairman; Dottie Ports, Vice-Chairman; Pat Ward, Secretary; Dorothy King, Treasurer; Mildred Carney, Membership; Hazle Nealey, News Letter Reporter.

Bits of information about our group! Dottie Ports, a pretty blonde and our new pilot, flew a Champion for her private but now owns a Bellanca and is hitting concrete to check out in it. Dottie's husband, Bud, is a flight instructor so he will soon have her in the blue.

Congratulations to Pat Ward (our youngest pilot) on getting her instrument rating. Pat is a flight instructor for Southern Aviation. Watch for news on this gal as nothing seems to stop her.

Helen Hewitt is wondering when she can get husband Whitie out of their Bellanca long enough so that she can get in a little flying time. Whitie recently passed his instrument written and steals every hour of good flying weather from Helen. After helping Whitie with his instrument studies, Helen bravely took her instrument written. I bet a penny that gal made a good grade.

We were happy that Mildred Carney landed long enough to help us get our chapter underway. Mildred is a long time member of the 99's and was very helpful in our organizational meeting. When the grandchildren call, Mildred immediately flies away. She just returned from Long Beach, Calif.

A most enjoyable motor trip was made by Dorothy and husband, Clark King, to their wheat farm in Kansas. Usually they fly their Cessna up but landing on a wheat field isn't so good in bad weather. You should hear Dorothy tell of her last solo flight up and how she had to be pulled out of a mudhole before takeoff.

Your reporter has been grounded for awhile, but after a check ride with my instructor am back in business. Doc says good as new. My congratulations to Joyce Wright of the Dallas Chapter for her speedy recovery after surgery. Joyce and I have lots in common. That disease is a dirty word, huh, Joyce?

Plans were made at our organizational meeting for as many as possible to attend the South Central Sectional in Houston. Sounds like a gay time will be had down there.

Our next meeting will be March 14 in the home of Helen Hewitt. We will have as guests, members of the re-

cently organized Ark-La-Tex Sky Divers Club. Charlie Hicks, flight director of Southern Aviation Corp., and secretary-treasurer of the Sky Divers, and the club's vice president, Tony Lemos, a veteran of more than 190 jumps, will be there. Also we extend an invitation to all women pilots in the Ark-La-Tex plus the date being Pat Ward's birthday, we should have a real ball. Who knows when some of us gals might take to the silk.

MISSOURI VALLEY CHAPTER

By Jan Munkres

Our February 14 (Valentine Day) meeting was held at Omaha Municipal Airport. I was a no host luncheon as our hostess, Lura Russell, was in the hospital with pneumonia.

Barbara Anspaugh and Mildred Barrett flew over from Lincoln in a Piper Cruiser bringing George Rezendes, a field service engineer from North American Phillips Co., as their guest. Sandra Scheppers and Helen Nestle of Omaha and Jan Munkres of Weeping Water also attended. A short business meeting and all are planning on attending the Spring Sectional in Houston.

The next meeting will be March 13 with Jan Munkres as hostess in Weeping Water. We love to have any of you as guests.

COLORADO CHAPTER

By Peg Ong

This month a bouquet of roses go to the Colletts . . . they are our real celebrities. After returning to New York City from their month's trip through the Holy Land and Europe on the "People to People" tour, they were on the network TV show "Play Your Hunch" for several days. Bet their children were thrilled and I know I didn't miss a minute. However, they did have to miss our very fine get-together at Stapleton Field on February 5—but that's the price of fame I guess. Grace Mayfield and Lynn Pfleeger hosted the social and educational affair beginning with dinner at the Sky Chef. Mr. and Mrs. John Darley were our guests and after feeding our faces, we adjourned to a class room over at United for a discussion led by John on the new instrument regulations and comparison with the AOPA 180 course. Needless to say this information is most pertinent and necessary to understand so that we may comply by the March deadline. We can't help but agree that it could very possibly save our necks some day and even though it isn't retroactive, it is something that every pilot should have. Those attending were the Dennises, Mayfields, Frenzels, Longbrooks, Trinders, Maxsons, Ongs, Lynn Pfleeger, Emily Hanrahan, Frances Warner, Helen Choun,

Mary Wenholz, and guests Babs Wilford, a 99 transfer from Illinois, and Eleanor Millet, a prospective 99 with a private.

As we left the discussion, John gave us a peak through one of United's new DC-8—and it is a beaut! For those of you who haven't had the pleasure of bumping into John previously, he is an FAA designated examiner, instructor including instrument and 180 course, multi-engine, etc., and is an A&E for United. I recommend him highly for your check rides—he's not the kind who delights in getting ya rattled!

CHATTER . . . Our gal Emily is ready for her check ride for the commercial—maybe by this time she has it under her belt. The Trinders have been going hither and yon. Harry even had Jo driving a truck—seems like a demotion to me from her usual family pilot job! Frances Warner told us some of her experiences in her glider check out with Alice Fuchs as her instructor. Sounds mighty interesting. Mary Wenholz manages to fly down the ski slopes and is looking for something to really fly. Longbrooks now have a new Piper Aztec at Stapleton. Les flew it back from the factory and is quite impressed with its performance. Mary Frenzel has won the battle of the contact lenses and is now flying again. She has her 140 back out at the Sky Ranch where it won't get stuck in the mud quite so easily. She and Jo Dennis flew up over my house the other day in the Dennis' Skylane. Guess they checked out several of the northern Colorado airports that day. We're like kids with a new toy now that the Bellanca is available again. We just keep arguing with the weekend weather and manage to get a little time in—in between chicken pox, colds and the flu that is. Let's all work on some better flying weather—and make plans to attend the Sectional in Houston May 13, 14 and 15!

EL PASO CHAPTER

By Brookie Bozarth

We had our February meeting at the Ramada Inn. Since it was guest day, each member tried to bring someone who was interested in flying. We had 11 members present and 11 guests. Our luncheon was followed by a short business meeting. We nominated International officers. Ruth Deerman was nominated from our chapter to serve as International Vice-President for the second term.

The weatherman's ears must have hummed yesterday. Some of us were to fly to Albuquerque, N. M., for a fly-in breakfast, but the weatherman said there would be snow and icing conditions—so we stayed home and it

turned out to be a beautiful day—were we upset? We appreciated the invitation—better luck next time!

Anne and Jim Duthie went to Europe to spend a year, but after three months they returned home. They must have decided there's no place like the good ole U.S.A. They have gone to California but we are hoping they will return to El Paso to live.

It is interesting to see so many women taking instrument flying. It may be since it is required for a license after March 16, that we don't want the new pilots to get ahead of us.

Ruby and Dick Tatman are still planning their trip to Calif.—if they can keep the flu bug off long enough.

Congratulations to Joanne Dixon and Louella Gilderbloom who just received their pilot's license. We hope they will soon be 99's—also Mary Fran Seidl.

We were happy to see our newest member at our last meeting—Eunice Dickey.

Billy Callahan and Lydia Weaver flew to Tucson for the golf tournament. Phylis Sutton flew to California for a vacation.

Faye and George McConnell from Dell City have gone to St. Louis, Mo., for a vacation.

One of our new members, Betty MacGuire, and her husband from Fabens are flying to Wichita, Kan., to pick up their new Cessna 310—it must be a thrill!

Juanita and Tex Burdick have just returned from a month's vacation in Mexico. Their next trip will be to their cabin in the mountains of Colorado. They are planning to do some work on it.

Good flying to Uall.

FORT WORTH CHAPTER

By Edna Gardner Whyte

Francis Plyon had her new Apache full of gas and on the line to take Mary Kahak and Edna Whyte to the Houston Chapter meeting in the Shamrock Hotel, February 9. Sixty mile winds and dust storm to one-half mile visibility came across Meacham Field an hour before takeoff time. We wanted to go down and finish talking over plans on the Sky Queen Derby to Houston on May 13. From all reports the new Houston Chapter is doing themselves proud with a very interesting 99 Twin Sectional program. All 99's should make plans to enjoy this Sectional.

We in Fort Worth invite you to stop by for a Western RON. We have a 99 branding iron for your thick steak to make it taste better, if possible.

It is wonderful to live on a trans-continental track, East and West as well as North and South, where so many of our 99's stop at Meacham

Field and RON or phone and we try to get together. Keep it up, girls, we love to have you.

The chapter meetings are full of suggestions and arrangements for our Air Race to Houston and RON for the 99's and in turn is keeping everyone busy. Mary Kahak has been ferrying some new Piper low wing dusters for the local distributor. Anita Reily flew me to Lawton, Okla., to pick up Meg Guggolz's pretty Culver V and delivered it to San Antonio. Meg was unable to get enough time off from Fort Sam's Brooks General Hospital to go up and get plane just now. Meg, we want to see you at the Fort Worth to Houston Race and the Twin Sectional in Houston.

We want all 99's to fly and have fun.

You are cordially invited to participate in a RON and pre-Race program in Fort Worth or better known as "Where the West Begins," May 12. The next morning join the Air Cruise to the "Queen City of the South," Houston, where the big 99-15 states-Twin Sectional meeting is being held. The Houston Chapter has a wonderful three day program arranged. This Air Cruise is open to all FAA certified aircraft including the home-made and antique aircraft. The pilot in charge must be a woman pilot but co-pilot and passengers may be male or female. So enter and have fun. For entries write to: Delphine Bohn, P. O. Box 4037, Meacham Field, Fort Worth 6, Texas. The Texas Hotel is in the center of good old "cow-town." Come early and enjoy shopping or browsing through our many large, beautiful stores.

SAN ANTONIO CHAPTER

By Marian Burke

January was a bad weather month for most Texas flying; therefore we did more hangar flying than sky flying. On January 21 I flew to Corpus Christi on a student cross country and had the pleasure of visiting Pauline Glasson for a few moments. Learned that she had been recuperating from a real good case of the mumps but seems to be feeling a lot better now.

When I returned to San Antonio the same evening my day ended in sadness. My father unexpectedly had taken pneumonia late that afternoon and at 9:30 p.m. he passed away. He made his home with me but at the time of his death had been visiting relatives in Miles City, Mont., and was recuperating in the Miles City Hospital from an operation performed in November. He was to be released the last of January and I was making plans to fly him back to Texas. I feel that he was my biggest aviation admirer and he will be sorely missed.

Our member Gertrude Smith is still

in Europe and Ama Lee Jamison is leaving March 1 for a two weeks vacation in Hawaii. Sounds like fun. Betsy Hogan is going to work toward her commercial rating with her newly acquired Cessna 170, and Anne Ash is planning on getting her flight instructor rating. Good luck to you both.

The February meeting for San Antonio Chapter was held on the 14th at San Antonio International Airport. Plans were discussed to have a fly-in luncheon for the Texas gals the first week of June at Marian Burke's, just north of San Antonio. If any of you non-Texas gals are in the area at that time stop in and join us. I'm hoping for good flying weather at that time.

HOUSTON CHAPTER

By Alice Seaborn

Speaking of transportation—which I have been inclined to do for the past two days—I have a new car. It is a Renault Dauphine and is the third foreign car in our group. Marceline Todd has a Fiat and Merle Boitnott has a Goliath. Everybody seemed to think it was high time I turned my 1950 Dodge out to pasture and this youngster really is fun.

Company came. Meg Guggolz (Albuquerque Chapter) from Fort Sam Houston, Texas was here over the weekend visiting Rhea Hurtle. And Martha Ann Reading was here for our February meeting at the Shamrock.

Our ex-chapter, member Bobbie Prenzler, who moved to California, came in for a whirlwind visit. She and Bubba were driving their new Volkswagen Camper "Homer the Roamer." They report they have a lot of traveling to do from Alaska to Central America before they can start their overseas touring.

We had a real fine turnout for our meeting February 9. Of our regular members attending there was Rhea Hurtle, Merle Boitnott, Joyce Brooks, Marceline Todd, Gertrude Howard, Virginia Williams, Jean Parker, and Alice Seaborn. Our special visitor was Martha Ann Reading. We also had several prospective new members present. They are Helen Booker, Mary Ellen Fish and Judy Simpson.

Maybe it doesn't seem so special to a lot of you but to us winter resort Houstonians our snow of February 12 was sensational. Like it stood six inches in my yard with big drifts behind the garage. And it lasted through Sunday.

Things are popping on the Spring Sectional right now. Let's just be mysterious about it and say more and more nice things are becoming available. We'll work out the best deal we possibly can for our distinguished guests. Have we mentioned the Air Race from Fort Worth to Houston be-

ing organized for our opening day? You can bring your 49½'er and/or friends on this one. Some come one—come all. And come from everywhere. You'll have fun.

DALLAS CHAPTER

By Dorothy Warren

We are all real proud of Lucille Hoffer, Joan Huckeba and Martha Robinson for passing the instrument written with flying colors. All three are taking flight instruction too, so won't be long until we can add them to the list of instrument rated pilots which at this time has only one name, Virginia Holmes.

As race time draws near for the Midland High Sky Derby we have three more planes to add to last months report of entrants. They include: Jerry Sloan and Martha Ann Reading in a Cessna Skylark, Pat Jetton in a Piper Comanche, and Sally Brown and I in a Cessna Skylane.

Also have some additions to the 99 trip to Europe. Doris Weller will have Dallas company in the person of Frances and Herbert Wiggs.

It was a pleasant surprise to open our Sunday paper (Dallas Morning News) on the 14th of February to find Jo Allison's picture and a very nice story concerning her winter project of rebuilding the Stearman that suffered wind damage last year in Oklahoma. Prospective member Sue Conally was the author and did her usual good job of reporting.

Rowena Burns has joined a Bonanza flying club and is all checked out both day and night. This will certainly come in handy as she flies off of Redbird Airport and our next meeting is at Addison Airport making it possible to make a ten minute flight instead of battling the traffic for over an hour.

Speaking of driving verses flying, Pat Jetton flew Mildred Bishop to Marshall recently on business and were met at the airport and whisked into town. Just in front of their destination as they waited for a traffic light a car hit another car and rammed into them as they sat there! No injuries, just badly shaken nerves. P.S. The destination was a funeral home!

The plans for the Spring Sectional in Houston sound so exciting, it has everyone here making plans to go. Even have the husbands interested at the prospect of them flying co-pilot for us and showing us how this racing should be done! Think the Fort Worth gals idea for a race to the Sectional is a real good one.

MIDLAND CHAPTER

By Mary Erwin

This reporter is still what you might call "snowed" (as regards weather

and activity both) but I'll try to make it up to you for the skimpy report last month. Here goes:

Our guest book shows that Betty Pfister of Aspen, Colo., the Colorado Chapter, signed in, "RON" in January; and on January 30 Thelma Bishop of San Diego, Calif., noted that she was "passing through." Glad to have you both—thanks for stopping in.

On January 24 Velma Lee Copeland flew with friends in M model Bonanza to San Antonio for Alamo Aviation's open house showing what's new in Beechcrafts for 1960, to which aircraft she's a bit partial, we suspect.

Velma Lee and husband flew airplanes to Dallas on business, also in January, and V. L. had a nice visit with girls of the Dallas Chapter, Joyce Wright, Jo Allison, Martha Ann Reading and daughter.

V. L. has finished the Paul E. Sanderson Audio-Visual Ground School course given by Champ's Aviation for student, private, commercial and instrument rating applicants. Mr. Sanderson, of Wichita, Kan., developed this course over the last five years, and it has gained wide acceptance throughout the country. V. L. sez it is also a good refresher course for any pilot, and that the picture method of teaching is effective and long-lasting.

Joy Butts reports that it's nice to have her plane back, even though she enjoyed checking out in a Cessna 140-A and 172 while her own was getting its wings recovered and a new paint job. Her flying lately has been to get re-acquainted with "the little kite," as she calls her Supercruiser. One recent Sunday she flew with her husband and daughter in search of the new airstrip on the Erwin ranch, but she didn't find it. This is more frustrating to the Erwins than to Joy, because we're pretty pleased to have the little strip, and eager to have visitors fly in. Try again, Joy, and all y'all.

Netta Adcock zips around so much in her Comanche 180 it's hard to keep up with her. Last month and early part of this she made (1) a trip to Las Vegas, (2) a trip to California, (3) another trip to California, (4) trip to Dallas, (5) and numerous short hops for lunch, visiting, etc., but I guess we'll not be able to count all those. One we know of was as co-pilot for Mary Erwin on a jaunt to Lubbock for lunch. That's the way we started out to fly in the race (don't say "what race?", keep readin'), but Mary's plane hasn't made its handicap yet—gonna give it one last chance, and if it fails then, it will be Erwin co-piloting for Adcock in the 180. Either way will be a pleasure, riding with an excellent

pilot who is cool as the proverbial cucumber.

Bettie Powell is justifiably proud of her husband's progress toward private rating—he's passed the written, ready for the check-ride, and practicing as hard as a busy physician can.

Ann Bynum says she's just been "J-3-in' around" and that it's still "more flying" than any other plane, and she's checked out in a few.

Nancy Brumlow's happiness over her nomination for the Amelia Earhart Scholarship Award was a shining thing to see, at our last meeting.

Oh yes, let me tell you about our last meeting, and I can't keep quiet about the race any longer, either. We met in the new Midland Terminal's High Sky restaurant, Velma Lee, Bettie Powell, Pat Barbee and fearless little mama who flew with her (mine won't), Mrs. Cochran, Ann Bynum, Joy Butts, Nancy Brumlow, and guest student pilot Mrs. Hilda Blair Ray of Midland, who then had six hours, a delightful amount of determination in her eyes, and lovely white hair. (It's prematurely white, but she is of an age to make us very proud and happy to have her join us in the fearsome joys of flying.) Ted Lowe, aviation committee chairman of the Midland Chamber of Commerce, and who is going to be our official race chairman, met with us briefly. The race was the big topic, of course, and we're certainly hoping a lot of you come. We've tried to think of everything . . . Velma Lee has ordered the trophies, and sighs estatically that they're "just beautiful," and we like the Amelia Earhart awards for co-pilots, too. Won't bore you with details, here, just come fly with us, and let's hope March 19 won't bring the not-unexpected sandstorm of the season. Our next meeting will be in Pecos, March 6, and Bettie Powell will be our hostess. We plan to give our planes a strict handicap testing on the way out there, about 100 miles for most of us. See you the 19th!

TULSA CHAPTER

By Agnes Hellman

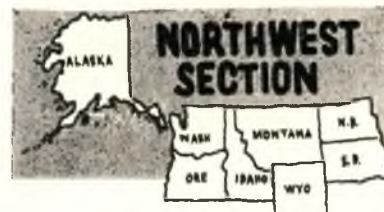
A good attendance at our February meeting contributed to many interesting discussions. When Jean Thomas said "you all fly over to visit me one of these days," she meant just that. It seems her musician husband has many talents; he just mowed out a dandy landing strip "on the back forty."

Lois Martin says their Stinson is about ready to go again; but it may be a while longer for Freda Guild's Comanche.

Agnes and Paul Hellman made a quick run down to Galveston and Corpus Christi. The tail winds stayed so good they gave in to the tempta-

tion and made a side trip to Monterrey, Mexico. Then lady luck smiled again and turned the winds for easy coasting all the way back to Tulsa.

So far none of us have come up with any plans for the AWTAR; and while the European trip looks delicious, seems we are all going to have to pass that too. That about covers it here, so until next time.



WESTERN WASHINGTON CHAPTER

By Ruby Mathis

Marty Spaulding and Terry Kellogg had charge of our February program. Mr. Oliver from FAA gave a very good report on the use of radar at the Seattle-Tacoma Airport. He said that they used the 30-mile screen on approaches most of the time. He reported that they would welcome practice surveillance approaches. The following attended: Maxine Fancher, Terry Kellogg, Winnie Blythe, Marion Owen, Louise Smith, Helen Appel, Marty Spaulding, Pat McGee, Ginny Andrews and Ruby Mathis. Terry brought as her guest Mr. and Mrs. Ryerson. Ethel is a student pilot at Renton Aviation.

Winnie's 49½'er has decided that "if you can't lick 'em, join 'em," and has started flying lessons. Congratulations, Lonnie—kinda had an idea you like flying.

Terry passed her instrument written and has taken the written for instructor instrument. Ginny has also taken her written instrument test. They are both eagerly awaiting the outcome.

Mildred and Abe Pearson are still in Florida. Miss you, Mildred! Van and Gordon Adderson are in Honolulu. Marty went by Electro Jet to Los Angeles, San Diego and Torrance, Calif., last week.

Marion Owen is having fun at Paine Field getting in some dual in Champions with Willard Flying Service. She bowled in the telephone company tournament this weekend but haven't heard the outcome.

MONTANA CHAPTER

By Betty Jean Brink

Capt. Marjorie Rolle of the 9434th Air Reserve Training Squadron has been appointed unofficial squadron liaison officer with the Billings Civil Air Patrol. A member of the 9434th since 1955, Capt. Rolle served as a ferry pilot during World War II. She

amassed more than 900 hours while flying liaison aircraft, AT-6, C-47, C-46, UC-78 and B-24 type aircraft.

Pud Lovelace is the Montana correspondent and representative for the newly organized aviation newspaper, "The Northwest Flyer," which is published in Parkland, Wash.

Elsie Hartley was stewardess on a recent DC-3 trip to Denver and Albuquerque with the Montana Grizzlies who appeared in competition basketball in those cities. Elsie has been taking Link instruction for several months, and also is attending navigation ground school which the Montana Pilots Association sponsors.

IDAHO CHAPTER

By Helen Higby

The February meeting was held in the Bradley Field lounge with Lucille Taylor and Joanne Nelson as co-hostesses. Final plans for the Idaho 99's annual "hangar dance" were made. Co-chairmen for the dance are Mrs. Clarence Conner and Mrs. Glenn Higby. Mrs. Cecil Taylor is decoration chairman. The date of the dance is set for March 25.

Six years ago on February 12 the first "hangar dance" was held in the Bradley Field hangar, which was cleaned and decorated. The "lady pilots" also had a sandwich and refreshment bar in the hangar. The annual dance was held for three years in the Bradley Field hangar. On the third year the attendance outgrew the hangar space, so in 1958 the dance was held in the Miramar ballroom and has since been held there.

Proceeds from the dance will be used to help support the annual transcontinental air race for women and for the Amelia Earhart Scholarship Fund, which is given by the National 99's each year to a woman for the study of aeronautics. This year our own 99 Laura Conner was chosen to represent the Northwest Section in this national contest. Also, this year the Idaho 99's are sponsoring a local air race in May within the state. Any woman pilot, student or licensed, may participate. (Further information will be forthcoming.)

The dance is open to the public and tickets may be obtained from any Ninety-Nine member, or may be purchased at the door.

We have three new members, all 24½ers, Master Conner, Miss Justad and Miss Elliott. All babies and moms are doing fine.

Bob and Claire Justad just finished a two weeks vacation at Sun Valley where Claire was mastering the finer points of skiing. They left Tuesday for the Winter Olympics at Squaw Valley.

Sunday, Feb. 21, Lucille Taylor and

Millie Shinn are going to deliver posters about our "hangar dance" to airports through the valley.

We hope to see you all at the dance.



TUCSON CHAPTER

By Mary A. Martin

Tucson's annual "penny-a-pound" day was held December 6, and when all results were tabulated, 76,000 pounds of people had been airlifted by our five commercials, Loraine Chandler, Dorothy Jenkins, Shirley Marshall, Mary Martin and Nina Price, assisted by husbands and other eager-bearer commercials. The hardest work, on the ground, was ably handled by Bea Edgerly, Gertrude Gelderman, Delores Fisher and a host of fledglings and more husbands. All aircraft were donated by dealers and private individuals. Robert Morrow, a local real estate man and father of fledgling Pat Nolan, even went so far as to rent us another aircraft at the height of the rush, just to keep the spare pilots and passengers happy! Which goes to show the wonderful cooperation we received throughout.

The January meeting, at Shirley Marshall's house, saw us going over results and attempting to percolate a few ideas on air-age education. February meeting at Chairman Dorothy's included planning for a forum on February 15. This round-table headed by ground instructor Casey Jones was open to the public and attendance was good. Discussion centered on the new licensing requirements for private and commercial ratings, although an aside on radio procedures and a look into tomorrow's requirements, gave everyone something to think about. Food for the outer man (and woman) was also provided in the shape of some excellent doughnuts and coffee.

SAN DIEGO CHAPTER

By Terry Vasques

Now here is San Diego's news for both January and February. The important activity in January was our effort for the March of Dimes. There were obstacles to overcome, as you all well know—but we managed to clarify everything and remain legal. So, after two date postponements, we came thru flying on January 31. Bravo, Lois Bartling, for staying with it. We appreciate your ironing out the sticky problems so that the San Diego 99's could achieve their goals: financial and publicity aid for the March of Dimes and education of the general

public to the joys of flying. Non-99's deserving our thanks are the Angel Flight of San Diego State College for their assistance on the ground and the many friends interested in our project who donated airplanes and/or themselves as 200-plus hour pilots.

Once again we've voted to sponsor the local Wing Scout group. The girls have been working hard on their ratings. Harriet Allen is our liaison. Her schedule is formidable. A series of lectures to assist these young women in becoming more informed in



SAN DIEGO 99's and Joel McCrea at Desert Air Park, Calif.

this air age has been scheduled. To date, Mac Huntington and Jerry Vickers have talked to the group on the subject, "Airport Orientation"; Clara Aldrich and Betty Lambert have loaded them down with information on flight instruments and navigation; Aileen Saunders and I gave them a rundown on maps and charts; Bobbie Westling inspired them with careers for women in aviation. These learning sessions benefit not only the listeners but also the lecturers. There's nothing like the anticipation of a sharp and attentive audience to make the lecturer prepare something worth listening to. When those questions start coming, one has nowhere to hide. You have your choice—be well informed or embarrassed.

Also in January we played. Gertrude Lockwood was the gracious hostess for our fly-in meeting in the desert. Her preparations were thoughtful, making our afternoon at Desert Air Park one to be long remembered. I'm certain she didn't plan to have Joel McCrea attend, but somehow, someone convinced him to stand with our group for a picture. Local San Diego newspapers published the picture I've included with this report. Mr. McCrea's casual remark that put those smiles on our faces as the camera shutter snapped was classic: "Jimmie Stewart certainly will be envious. He'll say, 'Now here all Joel does is ride a horse and he gets to pose with a group of women flyers.'" It was a gay day and we hated to fly away.

And now a February report. My 49½er, Al, (how he enjoys the privilege of being so rated even if it does sound belittling to his male ego) and I are in the midst of lovely plans. Flight plans that is. We'll fly next week in our Bonanza to Zihuatanejo, a sheltered bay just 100 miles north of Acapulco. As a result, I missed the February meeting. Jerry Vickers gave me a thumb-nail sketch of it which I'll pass on to you. The meeting was at Lois Bartling's home and the group really rolled up its collective sleeves and went to work. SD 99's voted in favor of sending our 1960 contribution of \$250 to AWTAR, nc. They approved that the proceeds of both our "white elephant sale" and "rummage sale" (\$123) be sent to the Amelia Earhart Scholarship Fund. After they'd given their money away, they proceeded to work up plans for making more. So, in April we'll have our annual "picture hunt." Although all the money from contestants' applications will be divided into prizes for the most competent in the "hunt," Dottie Sanders, who is chairman of the project, has dreamed up some scheme for making profits from the sale of goodies to spectators. For those of you who don't know what a "picture hunt" is, here is a brief and by no means complete description. A set of aerial photos of prominent and some not so prominent landmarks around San Diego are given to each contestant. The task is to locate these precisely on a sectional chart. It's fun to try to locate as many as possible from memory and then to fly around in search of the others. Time is a factor. Even if you don't win a prize, you certainly get to know the area—and you all know how valuable that is when clouds are going from scattered to broken. The "hunt" is not limited to 99's—so any of you 99's and your friends within reach, plan to come. Dottie will send out the info when her plans firm up.

There'll be a June dance, a fund-raising raffle and another white elephant sale—but more about that next month.

REDWOOD EMPIRE CHAPTER

By June O'Donnell

Redwood Empire Chapter had a record turnout for our meeting at Stockton, February 14. Members attending were: Hazel Bertagna, Pat Stouffer, Nellie Palmer, Anna Brenner, Myrtle Wright, and June O'Donnell. Prospective members: Fran DeHaan and Charlotte Fraft. "Little Sisters": Bette Smith, Betty Lochen, Hilda Casey, and Gladys Haney. Guests and 49½ers: Pat Casey, Clarence Haney, John Adams, and Don. To clarify "Don", he is that handsome red-headed pilot at Bridgeford Flying Service in Napa and I just don't know him by anything but just "Don".

Don came to the rescue of three 99's stranded by a bad mag and flew them to Stockton in none other than Cessna's new "210". For the small plane pilot this is truly the Cadillac of planes. Such luxury and stability. My knowledge of planes is so limited as to be almost nil but even a novice like myself can appreciate the design, comfort and power put into this single engine gem.

We were very pleased to have Charlotte Craft at our meeting. Charlotte and her husband, Warren, have the Skylark Motel in Lakeport on the west shore of Clear Lake. This flying family has a Seabee Amphib parked in their backyard and at nearby Lampson Airport they hangar a Navion, which they flew to Stockton. Anyone flying a seaplane might plan to stop at the Skylark Motel. They have the nicest place on the lake and a swimming pool too.

To our delight and Stockton Airport restaurant's chargin (they ran out of food), the place was over-run with 99's. Santa Clara, San Joaquin, and Bay Cities also met at Stockton, and with our chapter made a total of 34 Ninety-Nine members and guests.

UTAH CHAPTER

By Alberta Nicholson

Since the December reporting date went by without one word from this reporter due to a severe case of the flu, I will bring you up to date at this time.

Lt. Col. Margaret Whatron, new member, from WAC stationed at Dugway Proving Grounds has been transferred to Continental Air Command, Colorado Springs, as advisor to the commander of WAC. Before leaving Dugway, she arranged for a tour of the Dugway base for our chapter on the 7th of May.

Lucile Christopherson spent the holidays in Hawaii. You know, Lucile and her husband have a travel agency and such a good one that last year they won a trip to Europe for their efforts.

December dinner meeting was held at the Town House Club, 19 December. Due to bad weather and many members out of town, only six were in attendance.

June Raybould was hostess of the January meeting with guest Dr. Swigart speaking on celestial navigation. Dr. Swigart is head of the physics department of the University of Utah. Attending were Vern and Jessie Carter, Jo Waddoups, Cora Grote, Eunice Naylor, Ethel McDermott and Lucile Christopherson.

The February meeting was a tour of the radar facilities of the Utah National Guard. This was of particular interest since there has been so much debate nationally about our defense. Ruth Walker, husband Dean and two daughters were here from

Provo, Nick Harding, husband, and son from American Fork, Alberta Nicholson, and also Ethel, Jo and Eunice, and Vern and Jessie Carter.

We are happy to welcome Nicky Harding back to membership and hope Jessie Carter will soon be one of our group.

LONG BEACH CHAPTER

By Fran Bera

Our February meeting was held in the beautiful hillside home of Mary Dougherty, overlooking the twinkling lights of the city of Torrance. After our business meeting we had refreshments and an evening of hangar talk. It seems our planned program of Air Race films somehow got lost again, but have hope, girls, we will see them yet!

Hilda Raefsnider brought the chapter scrap book and we enjoyed the clippings from years ago. If any members have any clippings be sure and give them to Hilda.

Betty Faux, student of Claire Walters, received her private license on the day of our meeting, and we will be welcoming her to our chapter soon.

Claire and Betty Hicks are already lining up publicity for the Air Race: Wilson's Sporting Goods is going to handle their publicity. Betty and Claire are exchanging lessons. Betty is giving Claire golf lessons and Claire is giving Betty flight instruction.

Annette Castle now has their 180 back in the air after a few repairs and a new engine. Jackie Sepulveda is still waiting for the wings to be finished on her 170.

Ruth Phillips is now the proud owner of a Stinson station wagon, hope you have many happy flying hours in your new plane.

Hilda Raefsnider flew to San Louis Obispo and from there spent the weekend at Cambria Pines.

We were happy to see Yvette Kovary at the meeting, it has been a long time since we have seen her at a meeting. And incidentally, how about some of you long time members coming to a meeting occasionally, your names are in the Roster but we never see you. And we miss you!

Ruth Gay is in the hospital with pneumonia. We all wish you a speedy recovery, Ruth.

Sandra Killion is back with us again after recuperating from her operation.

It has definitely been established that the plush Horse Inn will be the quarters for Race contestants. The hotel will be finished so that the Race start will be the grand opening of the hotel.

This is all the news ye ole reporter was able to gather during the month. With spring around the corner perhaps we will all be doing exciting things and more flying.

SAN GABRIEL VALLEY CHAPTER**By "Polly" Stoehr**

At the unique home of Penny Swope, ten of us, including brave 49 Nate Wilcox, met February 18. Pleased to report two new members: Betty Humble (very new—65 hrs) received instruction and license from Riley Flying Service, El Monte. Husband Arnold also a pilot. Dorothy Brooks, 125 hours, instruction and license at Wayne Major Airport, Detroit. Husband, "Chuck", flight instructor and owner of Skyways Aviation, Brackett Field, La Verne.

Others present and reporting flight news: Ginny Graham and hubby had nice flight to Desert Air for lunch Saturday, Feb. 11. Ginny Hall and I finally got together for a short flight to San Diego last weekend and had fun talking over the last Race. Jane and Roy Haag enjoy breakfast hops in foursomes. They have recently shared their Cessna 170-B for hops to Santa Barbara, Desert Airpark, Apple Valley and Van Nuys. Polly Phelps flew her Navion to Tucson in February to see her mother. During her three day stay she flew all her relatives on scenic flights. Polly's sister, Mary Jane, returned with her to L. A. Basin via Desert Air for lunch—Mary Jane's first private plane ride and she loved it. February 13, "Polly" Stoehr soloed her Navion to Redlands (Mentone—new blacktop and good little lunch counter) to meet Opal Marie Sanders, student pilot (a prospective 99, of course). These two hopped on to Phoenix Sky Harbor. Later, the gals flew to Lake Pleasant Guest Ranch, 30 miles north, northwest of Sky Harbor for a weekend with California Flying Farmers, very happy experience. Opal Marie and husband, Verne, have a Cessna 182, and are both working for those coveted "tickets." Norma and Nate Wilcox found an arrow hole in their Tri-Pacer. They contacted police. Project: to educate boys in aviation and give them rides and teach them safety and consideration for property.

What a thrill to receive my copy of "Thirty Sky Blue Years"! Those gals did a magnificent job. I'm sure everyone agrees.

Dates to remember: San Gabriel Valley Chapter will meet each second Thursday, beginning March 10. April 14 to 24, International Air and Space Exposition at Los Angeles' gorgeous Sports Arena. And of course, we'll see you all at Phoenix, Sky Riders Hotel, for Spring Sectional, April 22, 23 and 24.

SACRAMENTO VALLEY CHAPTER
By Claire Raley

The weather in northern California has been just plain putrid for two

months now, consequently we have had no fly-ins at our last two meetings, we are getting anxious to see some of our outside members and hope it will improve to the extent that some of them will be able to meet with us in March.

Ruth Lummis hosted a delicious luncheon in her home serving enchiladas, a cross between an enchilada and a taco (something she dreamed up). Whatever they were, they were real good. Our February meeting was held on the 6th, instead of the 13th, so as not to conflict with the holiday weekend. Those attending were Gerry Mickelson, Helen Mace, Claire Raley, Florence Breen, Genevieve Hall, Ruth Lummis, Ruth Wagner, Jo Eddleman, and Doreen Brandly with her darling new son, Durk, who made a big hit with all of us. Our visitors were Mary Ann McDonald, Edith Brewer and Edith Hammer.

Hialeah Reilich and 49½, Harry, with their family flew to Flagstaff, Ariz., for a visit with friends.

Betty Boyd and her family will be leaving soon for Korea to join Betty's 49½, Rene, who was transferred to Korea this first of the year. Our very best wishes go with you Betty and please let some of us hear from you.

Florence and Jack Breen have just completed building a new home and will be moving into it any day now.

Doreen and Reinard Brandly took their new baby on a flying trip to San Jose to meet his grandparents. Little Durk is really getting off to a flying start in life.

Attention Albuquerque Chapter! Jo Eddleman wishes to let all her friends know that she has now poined the ranks of the expectant mamas and that the happy event will take place about the middle of September also that they expect to be transferred to Palo Alto in the near future.

It was unanimously decided at our last meeting that in the future out of consideration for our hostess each member should, if at all possible, inform the hostess as to whether she will or will not be able to attend the meeting. It will make it so much easier on the one preparing the luncheon if she has some idea of how many to plan on, of course we realize there may have to be some last minute changes made sometimes due to weather conditions but it's all try to be more considerate from here on.

Your reporter, Claire Raley, with 49½ Tom will be flying to Hawaii on February 20 for a vacation. Claire may stay on awhile if it is possible to find an apartment so if there is no news letter forthcoming from the Sacramento Valley Chapter in April it will be because Claire just can't tear herself away from the clear blue water and the warm sun at Wai-ki-ki.

SAN FERNANDO VALLEY CHAPTER**By Shirley Robinson**

The big news this month is ratings—or trying for them. To be safe, we will mention names only on sure things; like Lois Zdenek really got her full-fledged commercial (meets ICAO requirements) 10 days before her second anniversary of taking up flying. The rest of us are sweating out the various stages of development: (3) results of commercial writtens, (1) ready for ATR written, and (1) ready for ATR flight test. Bird's eye view (kiwi bird) would indicate ratings are getting rougher to get, so study up and get them while you may.

Ninety-Nines Tour of Europe won't find Lola Ricci there. Gladys Hogins had a "welcome home" cake for her at our last meeting. After a most interesting extended stay in Europe, Lola flew home via Pan Am 707 over the Pole—France, London; with San Francisco conveniently fogged in they had to land at L. A. Can't imagine perky Lola being impressed with much, but she said the mere 24 hours from Paris to L. A. home watching TV was a bit staggering.

We have found that starting our meetings with a round-robin of the month's individual flying activities (for benefit of NL reporting) is lots of fun. Although sometimes too soul-baring for comfort. Audrey Schutte seemed to manage controlled VFR into Van Nuys with aplomb. Clara Davis and Cessna 172 to San Francisco; prospective 99 Muriel Sinbro watching a Cub on floats at Salton Sea; Lee Sachnoff getting night-time for her commercial; (Jean) Rose Aviation at Hawthorne now has four airplanes—two 140's, a 172, and an especially featured new 150; Irene Leverton attaining 50 hours instrument time, a long-awaited milestone. Irene also sent a note with such an enthusiastic report on the 1960 1450 twin Bonanza that we would have to charge Norman Larson Beechcraft ad space if we printed it. To further quote Irene, "Had a quick trip to Klamath Falls, Ore., and return down the Sierras all the way. Nothing can match them in wintertime. Saw Jean Rose in Vegas on a X-C. That gal really flies."

A 99 shouldn't have any trouble getting an Avis Rent-a-Car at Squaw Valley for the Winter Olympics—with John and Doris Eacret owning the agency there. This sounds as lucrative as an air conditioning service during a heat wave.

Liz Crowley is now working in the flight office at Whiteman Air Park; we see by Lockheed Pilot's Club paper "Kite Tales" that Jan Wood is flying parachute jumpers and learning the

ropes (ha) herself. Li'l Audrey Schutte had some good laughs during her recent charter flight transporting the current president of the Parachute Club of America, vice president, and past president, from one airport to another. Priceless passenger remarks like "We've had lots of takeoffs but no landings!" When the stall-warning horn blew when coming in for a landing, "Why don't you pull over and let that guy by?"

BAY CITIES CHAPTER

By Gail Lane

Our February meeting was held in Rita Hart's partment at the Dolphin Boatel in San Rafael. Al Hart treated everyone to a moonlight ride on the bay in his cabin cruiser. We had four guests—Gerry Mickelson, Betty Boyd, Marion Bowler and Jean Lewis, and also welcomed our new member, Dorothy Gibson.

Our chapter assisted with the March of Dimes flights at the Hayward Airport on February 7. Geri Hill flew a Tri-Pacer for this event.

Ruth Rueckert, Marion Bowler, and Mary Messersmith attended the NAA meeting at the San Francisco International Airport, where they toured

the radar room and control tower.

Helen Kelton recently flew to Porterville in the "Wistful Angel."

Your reporter enjoyed a flight over the Squaw Valley Winter Olympics site in a Cessna 150.

We are sorry to report that Annette Anderson has gone back to Australia.

SANTA CLARA CHAPTER

By Eleanor Wortz

The RATCC trip in January was as "special" as it had been predicted to be. Twenty-two visitors were divided into two groups to tour the RATCC operation and the tower. It was a beautiful starlite night with a Constallation practicing GCA approaches which the groups could follow on the radar screen and visually from the tower. The Navy provided very gracious hosts in LCDR Graber and CDR Behringer.

After a real rainy week, the weather cleared beautifully for the fly-in to Stockton. Thirty people had lunch together at the airport. All the Redwood Empire group appeared, and part of the San Joaquin group. Pat Gladney loaded her plane with Jeannie McElhatton, Marg Standish and Patti Sherwood. Mayetta Behringer took

Ruby Fielling and our new transfer from the Los Angeles Chapter, Helen Nelson and her husband, Harry. Amelia Carman and her sister flew over from their Ried-Hillview Base.

Since the rains and snows did finally arrive in California, many of our members have deserted flying for "snow activities." Jackie and Lloyd Petty recently weekendened at Squaw Valley as did Dorothy Monahan and daughter, Patty. Jim and Eleanor Wortz and boys hit Dodge Ridge for a weekend. The Behringers are planning a snow trip for the forthcoming weekend.

The Gladneys flew to Lone Pine to visit friends last week, and the weather was so "super" that Mayetta, Helen Nelson, Ruby Fielding and little Kim Behringer flew up to the Nut Tree for lunch.

Our regular meeting night has been changed to Wednesday with the next one scheduled at Patti Sherwood's in Palo Alto. Discussion of our annual "Bingo Bust" will take place and plans will be made. Anyone wishing further details on the date of this fun soiree should send a card to Mayetta requesting later information.

The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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