



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

News Letter

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

AIR TERMINAL BUILDING — WILL ROGERS FIELD

FEBRUARY, 1961

President's Message

February, 1961

We all, I think, dream of the perfect trip—the temperature may be six degrees below zero but the engine starts with no trouble, there is a 25 kt. tail wind for the flight, the air is smooth as glass, the cabin heater is in working order, the Chicago area is free of haze and smoke, and all the little frozen lakes and towns of southern Wisconsin and Illinois stand out in sharp relief edged in tiny drifts of snow. Next morning returning north, the wind has obligingly shifted to the south and the ground speed builds up and up. It doesn't happen often, but when it does—what a joy. It was such a trip to attend the award dinner of the Greater St. Louis Chapter. Many of the chapters have these contests which culminate each year when the scores of the various achievements of the individual members are totaled and the winners announced at a dinner meeting. Scoring is worked out on the basis of points acquired for activities related to the chapter projects, work with Wing Scouts, new ratings earned, meetings attended, offices held, etc., and serve as an added incentive to greater activity and achievement for the individual entrants and the entire chapter. The St. Louis Chapter will reveal the winners.

The National Safety Council has invited the Ninety-Nines to have a representative on the newly formed General Aviation Safety Committee, a section of the Public Safety Committee.

The Executive Committee has authorized a contribution from the Ninety-Nines to the National Aviation Education Council as a memorial to charter member Ruth Nichols. In a note of acknowledgement and appreciation, Mr. Evan Evans, executive director, has written: "It is a most thoughtful thing for you to do, and you may be very sure we will have a story in the next issue of "Skylights" about this contribution you have made and another note about Ruth Nichols.

From Winifred "Pud" Lovelace who stopped in Milwaukee on a flight home to Montana, I learned that the members of the Oregon Chapter are studying radio procedures. (With the in-



Margaret Kentley from Turrmaura, New South Wales, Australia, on her way across the U.S. stopped in New York for helicopter ride. With her is Ruby Sadtler of the New York-New Jersey Section. Photo by Port of New York Authority.

crease in tower controlled airports and the prospects of more rigid controls, this could be a suggestion for other chapters.) "Pud", who is a reporter for an aviation paper in the northwest, has had the rare privilege of legally flying on the deck with local game wardens while counting antelope herds.

Sections are now formulating plans for spring meetings. Will you send the dates to The News Letter editor as soon as they are set? To date we have: Southwest, April 21-22-23, in Palo Alto, Calif.; South Central, May 5-6-7, in Stillwater, Okla.; North Central, May 13-14, in Champaign, Ill. These meetings provide a wonderful opportunity to renew friendships, make new contacts and exchange ideas among the chapters. New 99's should make a particular effort to attend. Ninety-Nines from other sections are always welcome and can get further details by contacting the chairman of the hostess chapter or the governor of the section.

Margaret Kentley of the Australian Section, who recently crossed the United States on her trip home from England, would like to have a print of a photograph taken by one of the

99's during the reception in London, in which she and Lady Maie Casey are receiving the Australian Charter. She does not know who took the picture—can any of you who were on the trip supply the print?

Ninety-Nine congratulations to:

Jacqueline Cochran, who has been reelected president of the National Aeronautic Association.

Pauline Glasson of Corpus Christi, who has been honored by the Federal Aviation Agency for her part in the establishment of 210 airmarkers in the great open spaces of Texas.

Martha Ann Reading of Dallas, who is featured in the Civil Air Patrol "Cap Times" and is the only woman director of communications on a regional staff.

Dottie Young of Oklahoma City, who earned her airline transport rating in a helicopter.

As ever,

Deedo

Eugenia Heise
President

DEADLINE For Nominations March 25, 1961

Nominations for International Officers for the fiscal year 1961-62 are requested and must be postmarked not later than March 25, 1961.

One name for each office is to be submitted in compliance with the following rules:

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

President Eugenia Heise, Vice President Ruth Deeman and Treasurer Barbara Kiernan are not eligible for renomination. Secretary Barbara Evans is eligible and has agreed to serve if elected. Only one name from

(Continued on Page 2)

INTERNATIONAL OFFICERS**President**

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

Vice-President

RUTH DEERMAN
405 Camino Real
El Paso, Texas

Secretary

BARBARA J. EVANS
40 Stuart Place
Manhasset, New York

Treasurer

BARBARA KIERNAN
192 Commonwealth Ave.
Boston, Massachusetts

Executive Committee

LOUISE SMITH
421 Edgedale Drive
High Point, North Carolina

BARBARA LONDON
551 Margo Ave.
Long Beach 14, California

MARTHA ANN READING
2704 Milton Avenue
Dallas 5, Texas

DEADLINE FOR NEWS
The 25th Of Each Month

Coming Events

April 21, 22, 23

Southwest Sectional Meeting
Palo Alto, Calif.

May 5, 6, 7

South Central Sectional Meeting
Stillwater, Okla.

May 13, 14

North Central Sectional Meeting
Campaign, Ill.

July 8-12

AWTAR
San Diego, Calif.
to
Atlantic City, N. J.

Pilots Briefing

Several errors in the roster have been noted—the following corrections should be made:

Executive Committee Member
Barbara London's correct address is 551 Margo Ave., Long Beach 14, Calif.

Chairman of Western New York Chapter is Bertha Meana.

1961 AWTAR

Applications for entry in the 1961 All-Woman Transcontinental Air Race are now ready for distribution. Included with the applications is all information and forms necessary for entry in the 1961 event. Mail requests for entry packets to AWTAR Headquarters, 2611 East Spring St., Long Beach 6, Calif.

Entries Open.....April 20, 1961
Entries Close.....June 15, 1961
Take Off.....July 8, 1961
Deadline to Finish.....July 12, 1961

The AWTAR is open to all licensed women pilots flying "stock" model airplanes of not less than 85 horsepower and not more than 400 horsepower for take-off manufactured after January 1, 1951.

The race route is 2709 statute miles (2354 nautical miles) via: Montgomery Field, San Diego, Calif. (start); Yuma County Airport, Yuma, Ariz.; Tucson Municipal Airport, Tucson, Ariz.; El Paso International Airport, El Paso, Texas; Midland Air Terminal, Midland, Texas; Abilene Municipal Airport, Abilene, Texas; Addison Airport, Dallas, Texas (MUST STOP); Shreveport Downtown Airport, Shreveport, La.; Jackson Municipal Airport, Jackson, Miss.; Dannelly Field, Montgomery, Ala. (MUST STOP); Greenville Municipal Airport, Greenville, S. C.; Preston Glenn Airport, Lynchburg, Va.; Hagerstown Municipal Airport, Hagerstown, Md. (MUST STOP); NA-FEC, Atlantic City, N. J. (Terminus). (National Aviation Facilities Experimental Center.)

For participation in an NAA sanctioned event (such as the AWTAR), a sporting license, obtained from the NAA is all that is required. The fee for the 1961 Sporting License is \$3.00, and is good for the current calendar year.

Board of Directors

DEADLINE

For Nominations

March 25, 1961

(Continued from Page 1)

each section will appear on the ballot as candidate for the Nominating Committee.

Please submit one name for each office—giving her chapter, section and address.

These names, together with the "written consent" and aviation background must be mailed to the chairman of the Nominating Committee: Helen Wetherill, 17584 Prevost, Detroit 35, Mich., postmarked not later than March 25, 1961.



As things look now the New England Section may have to call in the FBI to keep track of all the members who are going places and doing things.

Barbara Kiernan has another change of address, after going north a year ago she and the family are back in the Boston area. Taking a November vacation with husband, Fran, in Porto Rico, on the way home Barbara somehow got tangled up with an Aero Commander with plenty of radio equipment. Dropping in at Flight Safety at La Guardia she took a refresher course to brush up on radio communication but reports the transition from Apache to Aero Commander was a breeze. Barbara changes airplanes like the rest of us change pajamas!

Lois Dobbin was lucky enough to have a little free time for a short vacation in Kansas.

Latest word from June Douglas is that she has deserted the New England Section to establish a partnership with Paul Butler, flight operator at Butler Aviation, Palm Beach International Airport. Extends a cordial invitation to all 99's who may be in the Florida airlines to drop in for a chat.

Sara Haydon and Dr. Frank Haydon have taken off for an extended vacation where its a bit warmer than New England.

Executive meeting recently at Ann Badour's Belmont residence was spent hashing over details of the coming All Women New England Air Race and discussing ways and means of building up the treasury!

Alma Gallagher, ex-99, has returned to the fold, just recently celebrated the 19th anniversary of her first solo flight at the Laconia Airport where she is instructing part time, she is also assistant editor of the Laconia Citizen.

Marie Lapore and Virginia Adams are working on Air Space Education for the Massachusetts Wing Civil Air Patrol. Virginia plans to transfer from the NY-NJ area, welcome to our NES!

Mary Lowry is having a difficult time keeping enough material on hand to keep one jump ahead of her class of Civil Air Patrol cadets, rest of her free time is spent getting in the air as often as possible in a glider.

Behind the Country Village Motel, Melvin, N. H., an air strip is quietly growing into a nice private airport. owned by Carl and Pearl Hanson. Carl already has his commercial and owns a 170 seaplane and Pearl plans

to learn at Wolfeboro this summer. Carl is spending the winter building a Cougar with a few minor changes of his own, expects to have it flying this spring.

New Hampshire Aeronautics Commission held an air conference at the Highway Motel Concord on January 13, although there are only 200 planes in N. H. it was gratifying to see the turn-out of over 150 people. The group included operators and business pilots and those who want to see aviation grow in this state. Due to the interest shown by the group and informal discussions on all phases of aviation it was impossible to cover the entire program, which will be resumed at another meeting on January 25. Shirley and Dick Mahn, operators at the Whitefield Airport were in town to attend the conference.

March 3 is a date to reserve on your appointment calendar for the flying films by Rev. Robert Bryan. These films go back to the early days of flying and include authentic films of Lindberg's flight. A lot of thought and effort will go into this year's meetings. Let's show our "appreciation" by attending.



WESTERN NEW YORK CHAPTER

by Lois LeMay Rinck

Our thanks to Herb Fisher for those beautiful Christmas cards showing the illuminated Star and Fountain at New York International Airport.

No matter what Longfellow said about winter, a number of its days are bound to be downright dreary. On the evening of January 21, in spite of a blinding snowstorm and 17 degree temperature, over 25 aviation enthusiasts, 99'ers, their 49½'ers and guests, turned out to an enjoyable cocktail hour and dinner in the attractive Mohawk Room of the Airways Hotel. We are deeply indebted to Mr. Floyd A. Knoll who whisked us away from this snowy northland to sunny Central America via color movies of his recent flight, during which he explored the ruins of the ancient Mayan civilization throughout the Central American republics. They proved not only intriguing but most educational.

Our chairman, Bertha Meana, has been lured out to the famous ski slopes at Aspen, Colo., to do a little skiing on her vacation. Bertha is an expert skier among her many versatile achievements.

Ethel Fedders chose Maryland, Virginia and North Carolina for a respite from our winter.



EASTERN PENNSYLVANIA CHAPTER

By Kate Macario

Trying to arrange January's theatre meeting has been no simple matter as Betty Ward, program chairman for the month, very well knows (and so agrees Polly Alley, who arranged last January's theatre party). With the theatres changing their opening dates, or cancelling altogether, it has been difficult for Betty to settle on a play, date and nearby place to eat. As of now we are to meet at the Russian Inn and afterwards see "A Midsummer Night's Dream" performed on the stage.

Three of our members, Elsie McBride, Marie D'Alterio and Maggie Densmore (accompanied by faithful Dr. Constance Volk) braved a bitter cold, snowy night to hear Max Conrad speak at a dinner meeting of the Delaware County Aviation Association. As Marie put it "he spoke for an hour and twenty minutes and had his audience of about a hundred persons spellbound as he related the fascinating experiences of his earlier days." We hope to have him speak for us at one of our future affairs; he has so many experiences to talk about and tells them with such magnetism.

As a result of the questionnaire sent out by our chapter, we have a resume on one of our newer members, Erma Keyes, who, at present, is guidance counselor at Downingtown Junior High School. Erma originally became interested in flying in 1957 through her brother, who, with his wife and five children fly their Cessna 195. Erma, herself, owns an Ercoupe. She has flown around much of Pennsylvania, often taking young people on these hops. She believes more should be done about introducing flight instruction to high school students, orientation of flight to junior high school pupils, and introduction of airport facilities, personnel and equipment to elementary school children. Erma should be invaluable to the Air Age Education Committee; we are fortunate to have her a member of our chapter.

Hear that: Beth Sturtevant is program chairman for the Amelia Earhart dinner of the Zonta Club of Greater Camden and has arranged for an airline hostess and the man in charge of passenger service for one of the airlines, to be the guest speakers.

Beth and Clyde flew their 140 to 99 member Muriel and Rudy Chalow's strip where they joined the Chalow family in ice skating on their "back yard lake."

Hazel and John Fels have taken off for Florida in their twin-Bonanza.

Jane Morris has sold her Cessna 175 but expects to replace it in the near future.

Anne Shields has at last obtained permanent status with Philadelphia radio, something she has waited anxiously for. She is currently working on her meteorological rating.

Lois Sacchi and Nancy Diemand were practicing instrument approaches at North Philadelphia Airport, Louise picking Nancy up at Diemand's strip in a Bonanza since Nancy's Cessna was snowbound at Warrington Airport.

WASHINGTON, D. C. CHAPTER

By Mary Keller

The December 18 Christmas "pot luck" party at the home of Dorothy and "Mitch" Mitchell was the MOST. Betty Fisher as chairman of the "pot luck" promoted a super abundance of delectable food and Nancy Lyman, with the skilled assistance of Don, arranged clever and original entertainment.

Among those who braved the icy streets to attend were Mitzi and Gil Keller, our chairman Virginia Thompson, Betty Fisher, Nancy and Don Lyman, Josie Cook, Velda Benn, Betty and Neal Bohn from Baltimore, Hazel Dwiggins and Frances Symons.

Jacqueline Cochran, past president of the 99's, presented the Wright Award to Frederick Crawford at the annual Wright Day Memorial Dinner in Washington. Other 99's among the more than 1900 attending were Laura Zerener, Frances Nolde and Jean Ross Howard.

Congratulations to Claire Callaghan! Two years ago, Claire suffered a cataract operation. She recently successfully passed an FAA flight test for a waiver and is now back in the blue! Claire was in the first class of the WASPS and is truly one of our countries outstanding pilots.

Jean Ross Howard is just back from a two weeks sojourn in the Philadelphia area where she assisted in the annual convention of the Helicopter Association of America. In addition to the commercial helicopter operators from this country and Canada, 12 helicopters gave flight demonstrations during the session. Jean spent one evening visiting Adelaide Tinker and her 49½'er, John, in their lovely Wilmington home. Then Adelaide came to the HAA meeting to fly in the Whirly-Birds. Adelaide's brother is chief pilot for the Vertol Division of Boeing. Ninety-Niner and Whirley-Girl Ethel Sheffler dropped by from Bound Brook, N. J., and new Whirley-Girl Jean Wilson and husband, Jim, came over from Lansdale, Pa., to try the choppers. Our country's lady balloonist, Connie Wolf, entertained Jean at

luncheon during her stay. Both Connie and her 49½er, Abbie, attended the convention. Connie reported she flew Vice President Nixon in her balloon during the campaign.

Jerri Cobb, our lady astronaut, joined the group who watched the Inaugural from the National Aviation Club, conveniently located on Pennsylvania Ave., along the parade route. Others there were Blanche Noyes, Connie and Arno Luehman, Frances Nolde and Jean Howard.

A bon voyage party is planned in honor of Lamona Cervenka for January 29. Lamona and husband, Frank, of the FAA leave next month for a tour of duty in Germany.

February 1 Blanche Noyes will introduce Jacqueline Cochran as the guest speaker at the Zonta Memorial Dinner in honor of Amelia Earhart.

Janey Hart and her 49½er, Sen. Philip A. Hart of Michigan, will be the guest speakers at the American Helicopter Society dinner-dance January 31. They will report on campaigning by helicopter in Michigan.

Our heartfelt sympathy to Virginia Thompson on the death of her father.



FLORIDA CHAPTER

By V. Britt

The Florida Chapter announces withdrawal of the International Air Race from Ninety-Nines sponsorship. The race is now organized by the Florida Women Pilots Association, Inc., and all future correspondence should be directed to: Mrs. Mary Barrer, Headquarters Executive Secretary, Florida Women Pilots Association, Inc., 508 First National Bank Building, Miami, Fla.

There is a 1961 International Air Race scheduled.

ALABAMA CHAPTER

By Gertrude C. Luther

We will all be indebted to our hostess, Marie Carastro, for a most interesting time on Sunday, Jan. 8, 1961, at Craig Air Force Base where Capt. Robert Carastro, a 49½er, showed us the Air Force Film Review of 1960. It was a wonderful film and a thrill for all of us to watch. There were nine members present and five guests. One of the guests is a student pilot and we hope Mary Jane Lewis will soon be one of us. Another one of our guests, a previous member, Estelle Moon of Birmingham, we hope is planning to rejoin. Little Minnie Wade came through again with the most solo flying in the last six months of 1960 so she gets her name on the tray

again and gets to keep it another six months.

Our next meeting will be held on Sunday, Feb. 5, 1961 at Clanton, Ala., with the Wades in charge.



OZARK CHAPTER

By Hazel Matz

HELP WANTED! Someone to assist in getting one new 99 chapter airborne! We made it fine down the taxi way and have even managed a motor run-up and an occasional control check, but—that take-off! Some one or something always manages to chock the wheels at the last minute. Perhaps we really should turn this ad around though and offer our services to the general public. The best way to clobber the weather is to call a meeting of the Ozark Chapter of 99's. Our score to date is seven meetings called with very bad weather occurring with five.

Then we have that flying machine known as the STORK. Mary Elders is married to a country doctor and is his right hand man in the office and delivery room. Need I say more? At least one baby every 99 meeting. Mary probably does more flying than the rest of us though so we will excuse her. She and Dr. Frank own a 140 and a 172 and have their own landing strip at Cuba, Mo., known as "Flutter Bugs Roost." Drop in and see them.

The above mentioned stork hasn't bothered Phyllis DeTar though. She and her doctor husband from Joplin, Mo., have managed to fly their Stinson to almost every aviation activity in the state. A recent note from her said, "Marilee Ann made her first landing Dec. 31 at 11:23 a.m. Total weight seven pounds, 11 ounces and fuselage length was twenty inches. On Jan. 2, mama went in for major overhaul. Some worn-out parts were removed, others repaired, and at this writing she is taxiing around the hangar, draining the crankcase sufficiently well, and thinking about getting out on the run way again. We have hopes of getting to Columbia Saturday (Jan. meeting) but doubt that the mechanic in charge will allow it. We may surprise you however, as my chief pilot sure wants to if he can." (Ed. note: She didn't make it—in fact no one made it except me and I did it by flying a Buick. This meeting was called along with a Missouri Pilots Association board meeting.)

Our "queen" is just as beautiful as ever! Barbara Howard of Gorin, Mo., is queen of the Missouri Flying Farm-

ers Association and has been a real faithful little gal. Husband Alvin is president of the Missouri Flying Farmers and also a member of the M.P.A. board and Barbara usually manages to fly with him to all the meetings.

Mary Morriset is still farming. She and husband, Fred, have a development area near Springfield and it seems to be up to Mary to keep the acres of grass mowed and the thousands of little trees planted and cared for. The last time I saw her though she was painting the living room walls.

And the last I heard from Geneva Butcher she was painting the outside of their house. She and George have just finished remodeling the entire house and she was giving it its new overcoat. Incidentally—they now have a landing strip on their place in case you want to drop in on them. It is near Brookline, Mo.—not charted as yet.

Jean Raby, Flat River, has also been quite busy helping the boy friend redo a Stinson. Said she had the very important job of keeping track of all the tools and spare parts and delivering the "Cokes" on time. Sure hope they have it finished soon so she can fly it to our next meeting. (Weatherman — please cooperate!) Jean is also very active in CAP work.

Alice Godwin, Cape Girardeau, is kept busy with the children and horses. Don't remember how many of either they have but am sure it is enough. The flu bug caught up with her at our November meeting time and the January meeting caught her with some broken down bathroom fixtures. She had to stay at home and supervise the overhaul.

Hortense Hackbarth is still in Joplin and being very quiet about it all. **FOUR**

Then we have our two new members, Marilyn Benney from Sikeston and Polly Freytag from Kennett. I hear Marilyn has a very active Wing Scout group. She and Polly had planned on flying to Columbia for our January meeting but the boot-heel was clobbered too!

The big thing for me was the European tour. I had a wonderful time and enjoyed the entire trip—especially the wonderful people. I attended the sectional at Cleveland. Have been privileged to attend most of the M.P.A. board meetings, N.P.A. convention in Oklahoma, Kitty Hawk dinners in Kansas City and St. Louis, finished my year as president of our local areo club, recently joined the CAP, etc. Husband, Dr. Homer, loves to fly too so that helps.

If anyone has bothered to read this far and has any idea to offer on getting this chapter going I will certainly appreciate hearing from them. I rea-

ize we must first eliminate all the weathermen but I am lost from there on. The best meeting we have had was in conjunction with the fly-in at Cuba, Mo., last July. Our September meeting was planned for Cape Girardeau along with the Missouri Air Tour but we didn't quite make it. Got as far as West Plains and the sky fell on us. Never saw such rain. A few of us did manage to get together in Cape in October for the termination of the Air Tour but again the weatherman decided to throw the book at us and most of those who did make it in did it by car.

Our November meeting was held in Columbia, Mo., in conjunction with the ground school refresher course given by the University of Missouri and the M.P.A. No December meeting and you have already heard about the last one. But we will keep trying. We will fool you and have a good meeting someday.

ROCKFORD AREA CHAPTER

By Leone Walton

We believe we got our Wing Scout group off to an enthusiastic start at our January meeting by showing them a color film on the "Supersonic Thunderbirds," a magnificent demonstration of percision flying, followed by "We Saw It Happen," an inspiring review of the history of flight from the achievements of the Wright Brothers to the present, including the contributions of many of the great names in the annals of aviation, such as Lilienthal, Sikorsky, Curtiss, Martin, Boeing, Sperry and many, many others, most of whom made personal appearances in the film.

A third film, short but entertaining, was Rockford-made by Lorna Moore's 49½er, Marrion, and gave a splendid exhibition of how not to land. Actually, the landing was perfect, but Marrion's passenger was a good trick photographer.

Our meeting place this month was the lovely home of Gladys and Harry Snyder, whose basement recreation room is especially fitted for film viewing. Following the movies, we gathered around the captivating player piano for an old-fashioned song-fest that was hard to break away from. Many thanks to Glad and Harry for their wonderful hospitality. Thanks are also in order to Harry and Marrion for showing the films.

One of our members, Coffy Gregory, and her 49½er, Howard, are now traveling in the Orient. Coffy, who has been taking some instrument and night flying time recently, made arrangements before leaving home to do some personal flying in several different countries, as she has done before on her trips abroad. We hope to hear of some interesting new experiences when she returns.

INDIANA CHAPTER

By Sophia M. Payton

It was a cold wintery night and the occasion was our Christmas party at the lovely home of Esther Berner. The Indianapolis girls planned the menu, program and decorations. We had a gift exchange. There was fun to be had with some games and singing. I must make mention of some unknown talent . . . our Mildred Hurt and Wilma Gunderson's 49½er, "Gundie," made the piano talk. Wilma didn't do so bad herself—had a baseball scout been present, who knows. Delia Sanders' 49½er, Harry, took pictures of the group and from what I hear turned out very good. We were glad to see so many members present and 49½ers, especially the ones we haven't seen for quite some time. Josephine Richardson and 49½ers drove the longest distance.

Billie Smith, chairman, we all envied—in Florida, so Gloria Richards, our vice chairman, presided at the January meeting. Our gals are really coming through. The meeting was held at the lovely home of Nellie Alger where Nellie did a very nice job. This was your reporter's day—just couldn't lose—favorite dish, stuffed peppers—you guessed it, they were on the menu—one of my favorite sports "soaring" and that was the topic of the program. Gloria was responsible for getting our speaker, Dr. Ross, who gave a very inspiring talk on "soaring." And, who do you think won the "Pot of Gold"—it was my day, one happy reporter.

From one of you—congratulations! Delia Sanders, Tannie Schlundt, Jill McCormick, Rachael Meranda, Jane Ackors . . . Delia won the Dee Nicholas trophy. This award is presented by Aero Club of Indianapolis to their outstanding woman pilot of the year. Tannie and Jill are the Indiana candidates for the Amelia Earhart Scholarship. Hoping one of them will bring home the bacon.

Sophia M. Payton won first place guest award in an Elli Lilly sports car rally. Jane came out all right in a Westinghouse promotion contest and won a watch. Rachael made the group known as "grandmas" and is bursting all over. And she is sporting a white Cadillac around and won't say who it belongs to . . . but a little bird told us. Seriously, Rachael is having a ball taking care of her brother's flock and his Cadillac while he and spouse vacation out West.

Public Relations . . . Rae Cawdell was one of Lake Central Airline personnel on their hospitality flight to Evansville, Ind., on Saturday, Jan. 14. The flight was in celebration of Lake Central's inauguration of service to that city in their expansion program. Civic dignitaries from In-

dianapolis, Cincinnati and Terre Haute made the flight in a DC-3 and one of Lake Central's new Convairs. A reception was held in Evansville by the chamber of commerce at which the mayor and other city officials officially welcomed the airline. Rae reports the days activities were well worth the many extra hours spent in preparation of the festivities.

ALL-OHIO CHAPTER

By Janice Kuechenmeister

The January 15 meeting was at Mansfield Municipal Airport with co-hostesses Jean Bonar and Marge Gorman serving a delicious light lunch. The hostesses provided the lunch, the members gave their donations for the lunch to the treasurer.

There were only two fly-ins, Marmie and Reed Thompson in a Commander with their two boys, Jeff and Tom. Bonnie and Lee Miller arrived in an Apache (IFR). Others present were Mary Scheafer, Marilyn Collette, Jean Hixson, Rosalie Bracht, Joan Hrubec, Harriet Wladyka, Edy Maxim, Autrie and Karl Lehr, Ione Kiplinger, Winnie Caughey, Frances and Rod Francis, Marian and Charles Betzler and son, Mike, Helen and Jim Sammon, Marge and Jim Gorman, Mary Fecser, Jean Bonar, Juanita Hemminger, Ruth Theis, and prospectives Lee Best and Betty McMann.

We had a very active business meeting and a light lunch. A drawing was held for a flight bag and it was won by Jean Bonar. The Air National Guard based on the field put on an unexpected display.

News items concerning some of our members: Juanita Hemminger spent 10 glorious days in Florida over the Christmas holidays—12½ hours round trip in new Apache "G" as co-pilot. Harriet Wladyka is adviser to a newly formed flying club at Grand Valley High School, Orwell, Ohio. Edy Maxim and Win Caughey served as volunteers at the 10th annual Great Lakes Indoor Air Meet, January 8 at Cleveland. Martha and Earl Riber have returned home from their round the world air trip. We expect to see their beautiful pictures at some future meeting. Margaret Hammon went to Louisiana for Christmas. Mary Brandman has her commercial license, Dottie Anderson has been Mary's instructor. Mary is also the first fem pilot Dottie has ever put through on a commercial.

Chairman Mary Fecser hopped to Paris, France for the holidays. Claims Paris is more fun in the winter because everybody is there and not off on vacation.

GREATER ST. LOUIS CHAPTER

By Constance S. Matter

Our last meeting was held at the home of Marian Kirtz and we had a most enjoyable time in a lovely set-

ting. Marilyn Stoneberg's beautiful Christmas tree complete with lighted candles and all aglitter turned out to be a delicious cake and we all admired her artistry and her cooking!

Del Scharr arrived with a most interesting brilliant red "satellite" that turned out to be a new type of obstruction marker for airports. We had an interesting discussion about the possibility of doing some work with these and the idea of our chapter doing some active work in the field of aviation safety we think appealed to all.

After the meeting we saw some wonderful pictures of the TAR taken by Marilyn Stoneberg and Fran Ferrill. Not only was the photography excellent, but the shots taken on take-off and coming in for landings as well as the scenes along the way made a most vivid presentation and we all enjoyed the trip.

We learned that Edith Olovitch was doing the shimmy recently—no, no, it was her airplane! Congratulations to Fran who soloed the Aztec at St. Charles.

And that is about all the news we could glean except that everyone is busy, busy, busy with the Christmas session in full swing. We were sorry to miss the Aero Club Kitty Hawk dinner-dance which we understand was very nice and well attended by the 99's.

WISCONSIN CHAPTER

By Lydia Jensen

Meet bonnie Bernie Voelker, hostess of our January meeting at Madison. Bernie, who has more bounce per ounce than ten teenagers could total, Bernie, who is always a-fizz with flying enthusiasm that is so contagious that, every Sunday weather will permit, you see her at Truax Field introducing a plane load of people to their first flight. Nothing fleeting about this gal's fancy flying either, for she has been doing this for over 13 years. Think how many people she must have inspired to take up flying.

Now, when Bernie plans a meeting for the Wisconsin Ninety-Nines it is a humdinger, for she has a mighty persuasive way of getting people to do things for us. The weather was nothing short of "stinko" with freezing rain predicted but 14 brave souls (including guests) came the "dangerous way" as Deedo Heise put it (meaning by car). After the usual good Sunday dinner came the real piece de resistance, the demonstration of how the jet barriers at Truax Field work. Even Mary Seymour and your correspondent, who have been "brung up" at Truax Field, had no idea how this miracle was performed. For the enlightening demonstration as well as for a very interesting talk

afterward, we must thank Robert Skuldt, manager of Madison Municipal Airport, who is also a colonel in the National Guard and Inspector General of the 128th Air Defense Wing. He escorted us across the airport to the southern end of the north-south runway where one of these barriers was erected. There he and Sergeant Robert E. Hunter of the Air Force Rescue explained how this ingenious apparatus works.

A very strong webbing is stretched, fence-like, across the up-wind end of the runway. It is attached to a strong steel cable that lies directly under it. The tricycle landing gear of the landing jet pushes against the webbing fence which quickly pulls up the steel cable. The jet then engages the cable which in turn is attached to two long battleship anchor chains which lie on each side of the runway. Having to pull this tremendous weight brings the jet quickly to a stop. The barrier on the up-wind end of the runway, where a plane finishes its landing run, is up at all times. In case of a wind shift it can be lowered and the barrier at the opposite end of the runway raised from the tower merely by pushing a button. Although these barriers have not been long in operation at Truax they have already saved two jet planes and their pilots.

Members who attended this meeting were Deedo Heise, Dora Fritzke, Anne Roethke, Justin Mills, Mary Seymour, Nancy Steiner, Bernie Voelker and myself.

Guests at the dinner and demonstration were Dale Morey (pilot), Victoria Marshall (pilot), Dot Parks (student pilot), Claire Zimmerman (student pilot), Hank Mills (49½er) and Robert Skuldt, speaker.

Be sure to read the next installment of our monthly thriller where you will meet Dr. Anne Roethke, hostess for the February meeting. A mighty interesting gal who is piling up a lot of exciting experiences on these long cross continental flights she is making.

CENTRAL ILLINOIS CHAPTER

By Rose S. Andrew

Winter is upon us, and like the birds, some of our friends are headed for warmer climates. Marge Kelly and Fred, her 49½er, will be in Florida shortly for a few weeks' stay and after the first of February I hear tell that Mary and Joe Hendrix will be on their way, too. Good golfing, friends, and bring back an early spring with you.

The spring meeting of the North Central Section of 99's will be held at Champaign, Ill., May 13 and 14. Each chapter will receive material giving the details, in time to be sending in reservations.

If you are interested in taking the

famed A.O.P.A. 180 course this will be your chance, as the course will be offered to the 99's at the University of Illinois Airport that weekend, under trained instructors. More about that when your material arrives.

Our banquet speaker will be Dr. Dora Dougherty, human safety factors aviation psychologist. She will tell us about some of the interesting work Bell Helicopters can do. You will find the material she will give us both amusing and interesting.

MINNESOTA CHAPTER

By Dorothy Ryan

When the brass pulled a sneak inspection of the Marine radar installations at Wold-Chamberlain in November, the 99's had no choice but to wait and pick January instead. And, gals, wasn't it worth waiting for?

Arrangements began Sunday, Jan. 15, with a delicious luncheon at the Officers Club, through Major Sherm Booen who served as squadron commander of the Marine Reserve unit 1952-58. As weather was below minimums, surface conveyances brought members Avis Larson, Marge Cushman and 49½er, Marian Champlin and 49½er, Pat Osmon, your reporter, Laura Drayton (ranking woman pilot of this year's intercollegiate air meet), prospective member Christie Burke, and guests.

Sherm introduced us to Major Jim Christie, present squadron commander, who ushered us into the mysterious environs of the radar installations. For the novice, it was complex indeed, and the instantaneous mobile protection provided by this unit was a revelation—as well as a comfort. Major Christian, in charge of the "bubble" housing the radar tracking devices, also fired to us an almost indigestible mass of data regarding the powerful transmitters that hummed beneath an assortment of "danger" and "high voltage" labelings! Because of the weather, the radar unit could only simulate problems for us, and all takers had opportunity to function as trackers.

At the 99's expressed desire to review the P2V, the Navy's indomitable sub-chaser aircraft, Jim Christie switched us to Commander Boettcher, in command of the Naval Air Station, who personally took us through this aircraft. Imagine, if you can, the combination of high ladders, tight skirts, high heels—and passageways negotiated on knees or prone! Really, the P2V's were arrayed with an incredible store of equipment—several radar screens, sonobouys, rockets, etc. Fortunately, we were able to leave via the escape hatch, about three feet off the ground, without the torturous return trip! We want to thank Sherm, Major Christie, Major

Christian, Commander Boettcher, and everyone concerned for giving us a most informative and enjoyable afternoon.

Our November 28 meeting found us at Marian Champlin's home with members Florence Scriver, Ardeth Carlson, Helen Masterton, Avis Larson, and Dorothy Ryan, as well as our hostess, in attendance. Business was far more pleasant in front of the snapping fire! Also, the Minnesota Historical Society is interested in any source material you may have on the history of general aviation in Minnesota.

Adding to our Christmas fun at the Lost Spur Club December 7 was a stellar array of special guests who have contributed so much to aviation in general and to the 99's in particular: Sherm and Mrs. Booen, Mr. and Mrs. George Holey and Mr. and Mrs. Phil Janes. Phil, as you know, is the new operations director for the MAG. And so many of our friends gave door prizes—computers, records, books, one hour of Link training, subscription to the "Minnesota Flyer," etc. It added a great deal to the enjoyment of members Pat Osmon, Helen Masterton, Ardeth Carlson, Ginny Caspersen, Marian Champlin, Avis Larson, Dorothy Ryan, prospective member Christie Burke, and guests. And 49½er cards, with appropriate remarks, were awarded to 49½ers Keith Champlin, Kent Osmon, Art Carlson and Rocky Ryan.

Ninety-Nines motto for 61—"Let's Fly!"

CHICAGO AREA CHAPTER

By Alice Stoltzner

It's clear, sharp and seven degrees out; just beautiful once you're in the air. The 300 to 500 foot ceilings during the past few weekends have kept some Chicago Area 99's on the ground. June Basile and Sylvia Roth took advantage and went ice skating. Those ankles are pretty shaky after 13 years off the ice. Alice DeWitt found St. Louis snowy and cold this weekend when she went down to speak to 125 American Helicopter Society members. Alice flew down on a commercial line to speak on "The Housewife Takes to the Air" and returned in an Army L-20.

Tracy Pilars now has her instructor rating. Mary Haltigan is planning on another type of rating. She received her engagement ring on Dec. 16 from pilot Ed Patterson. I wonder if he popped the question at 5,000 feet in his Aeronca Scout. Over the Christmas holidays, Char Boggs, 49½er husband and son flew their 172 to Key Biscayne. Char, you missed the beautiful holiday snow.

The TAR was a popular topic of conversation at our meeting this

month. Looks as if veteran Helen Sailer will initiate June Basile into the race. Martha Morrison's Lake Shore Drive apartment easily accommodated the 99's for our January meeting. Daughter, Martha, can wave to the U. S. mail helicopter pilots as they pass the 25th floor window.

Adelai Stevenson and three other dignitaries were piloted to the Illinois inaugural ball in Springfield by Sylvia Roth. I guess Sylvia didn't have time to stay for the ball.

MICHIGAN CHAPTER

By Marian Hoffman

By the time this reporter catches up with the Michigan 99's the news is old.

In November, our meeting was held at the Grosse Isle Naval Air Station, with Capt. and Mrs. Reynolds as our host and hostess. The weather was strictly instrument so everyone drove to the meeting. Lois Wilson had, as guests, five of her Wing Scout Troop No. 1018 of Dearborn. The week before, she took the troop on a tour of Detroit Metropolitan Airport, including a visit to the tower and to a flight school where they were shown how a plane operates. Mary Von Mach had been to Omaha and visited Belle Hetzel. Jessie Wolke had recently received her AOPA 180 degree rating. Ruth O'Buck from Anchorage, Alaska had been in town for two weeks. She is instructing and flying charter in Anchorage. Sometime, during all the campaigning for the election, Janey Hart found time to get her instrument rating.

December meeting was a Christmas party at Margaret Windfuhr's in Lansing—an evening party with 99's and 49½ers, so everyone drove again. Sure wish we could have flown; the night was beautiful. We were all thrilled to hear Loma May was chosen to represent the business women at a meeting in Detroit where President Eisenhower was the guest speaker. Margaret and Eric showed their colored movies of the Michigan 1960 SMALL Race and their European trip of last summer—all with sound.

January, our meeting was at Flint Bishop Airport. Due to snow showers, everyone drove to the meeting again. Becky Thatcher came in her new Rambler station wagon. Alice Hammond was flown (airlines this time) to Traverse City to visit her father, also to Philadelphia, to look for a house. Her husband has been practically a commuter from Detroit to Philadelphia for the last six weeks. They expect to move there in March. We will surely miss Alice. Eloise Smith, Leah Higgins and Loma May are sponsoring Lucie Wyman's Rembrandt Kade 179, Deventer, Netherlands membership in the 99's. They

met her while on the European tour last summer. Margaret Windfuhr was unable to be at this meeting as she was going to have an operation and had to check in at the hospital that day. Heard Thelma Lindzay was recovering after her automobile accident. Hope to see her at a meeting again soon.



COLORADO CHAPTER

By Peg Ong

The Colorado gals were entertained by Marian Tankersly for their January meeting on the 6th. Mary Frenzel was acting chairman for the business session in the absence of Grace Longbrook. Seems Grace's daughter fell while dismounting from her horse that afternoon. Hope the X-rays proved there were no serious injuries. Those participating were Lynn Pfleeger, Donna Myers, Marilyn Nordstrom, Grace Mayfield, Mary Wenholz, Helen Choun, Jo Dennis, Peg Ong, and guests Sandy Robb and Fredda Turrill. Sandy is very near her private and flies a 172 out of Columbine. Fredda is all set for her check ride in the Turrill 175—her husband has a private and they do considerable flying together; plus the fact that their new home, now in the construction stage, has an extensive pilot's lounge. Hope both of the gals will soon be 99's. Plans were discussed for the fall sectional and from the sounds of the initial chatter, all the South Central gals better make plans to attend. It's going to be a good one!

CHATTER—To celebrate Bob Wenholz's 15th anniversary with Continental, he and Mary rented a Viscount and gave some 58 of their friends a sight-seeing hop. How 'bout that! Guess it made the papers in grand style. Jo Dennis is checking out in a T-34 for the CAP. They've been getting too much of this search and rescue stuff. Let's watch the vca her and file flight plans so they won't be looking for us! Betty Stach-house has sold her home and is heading for California shortly. Good luck to you, Betty! It is with many regrets that this must be my last bit for the Colorado Chapter. 49½er Jim has accepted the position of national sales promotion manager for Collins Radio in Cedar Rapids so as of Feb. 1 our new address will be 1600 Country Club Drive, Marion, Iowa. Certainly hope to make it back for the fall sectional and in the meantime the 99 welcome

mat is always out. Free taxi service from the airport too! Happy flyin'.

KANSAS CHAPTER By Helen Chandler

Right now Kansas is enjoying lovely spring-like weather and wouldn't you know—it isn't time for a Kansas 99 meeting. Guess we complain a lot about the weather, but we seldom get to fly to our meetings. We had such a wonderful Christmas party this year. Mildred and Port Early opened their lovely home to us, for the happiest holiday of the year. Mildred and Port have many lovely antiques and after oohing and aahing for a good while, we finally settled down to do a lot of hangar flying and visiting. Those attending were Dick and Mary McKillip, Al and Hazel Guy, John and Betty Parks, Joe and Dorothy Speers, Helen and Buddy Chandler, LaVeta and Elmer Hahn, Justin Snowhill, and Marie Engleman. Seems Marie could not get Herman to make the trip in the Buzz Buggy and he really missed the fun.

We are busy getting ready to make our yearly Bobbe Slade Memorial Fund award to some girl here in the state. The award gives the winner enough to earn a private license and must be completed within a year of receiving the award. Plans are shaping up for a tea on January 29th, at which time the award will be presented.

Despite the busy times past with Christmas, et al, the time is rapidly approaching for our rummage sale. All of us will be filling boxes for the trek to the rummage sale and don't we all hope we'll make a million. Was surely nice seeing a former Kansas 99, Lois Dobbin, in Wichita for the holidays. Lois is now a member of the New England Section, but is still vitally interested in the Kansas 99's. She hopes to have some charter trips this year—and if so—hope she can time one so she can attend one of our meetings.

This is a brand new year—perhaps a little late to send New Years greetings to all the 99's, but we hope this will be a good year for all of us.

CORPUS CHRISTI CHAPTER By Merle Dunnam

We finally gathered all of our roving 99's back into fold and had a wonderful luncheon meeting Saturday, Jan. 14. We had five prospective members with their fresh enthusiasm for flying.

Ardath McCreery brought Ada Toland and a prospective member, Marian Fitch from the Valley, in her Cessna 172. Lucile Van Tyne, with a student license, and prospective member, brought LaJee Pearson from Harlingen in her new Cessna 175.

From Corpus Christi we had three prospective members, Mary Brown, Mrs. Weaver and Lena Jackson.

Our air marking has been at almost a standstill due to miserable weather. Pauline Glasson and her Wing Scouts painted three new roofs.

Veda Tennent and I called on Rooki Biehn and enjoyed seeing her five month old son and lovely new home.

Pauline Glasson has just returned from Kentucky where she has been with her very ill father.

Louise Clarkson has returned from Columbia University, Lamont Observatory, for which organization she is doing geological research.

We are planning another rummage sale now to make money for air marking which we hope to resume by March.

ABILENE CHAPTER By Peggy Hawes

Gloria Puckett started our New Year right as hostess for our January meeting. We appreciate her work and know each of us will reap a benefit from her efforts.

We met at 9 at Abilene Aviation and Gloria's 49½er took us on a demonstration ride (via their twin Bonanza) of the ILS that Abilene Airport has. Very impressed and thank you, Bruce.

At 10 one of our favorite ground and flight instructors, Mr. "Jeep" Price, had assembled an able body of informed gentlemen to give us lectures and much needed information on procedures and control of getting in and out of high density areas. Jim Bear-den, chief controller of Abilene tower; John Young, Abilene tower, and Virgil Humphries, FAA radio, presented slides with recorded narration. This program was the instance of one picture being worth 10,000 words. A question and answer period followed. Mr. Humphries gave a short film on the services of a flight service station. We plan to utilize this at the first opportunity.

Mr. Humphries joined 12 99's for lunch at Abilene Country Club. Later a short business meeting was held.

Our Beverly Tarpy visited her sister down Rio Grande Valley way and wouldn't you know the brother-in-law owns an Executive Commander . . . which she got to fly.

Beginning plans for AWTAR as we will be a stop. We hope Amber Cree will be an entry but as of this time she was minus the co-pilot. We everyone would love to be in that seat at race time but free time and family are hard to separate come good ole summer time.

EL PASO CHAPTER By Louella Gilderbloom

It was a pleasure to have Randy Sutherland and her daughter, Ginger, from Albuquerque, visit with us at

our chapter meeting and spot landing contest at Westside Airport. Thank you, Randy. Come often.

Despite the clouds and cold temperature, members Ruth Deerman, Lydia Weaver, Billy Callahan, Alice Strickland, Mary Fran Seidl, Eunice Dickey, Lela Carwardine, Brookie Bozarth, Catherine Magruder, Frances Slape, Lois Hailey, Dorothy Blackham and myself were present. Our other guests were Mary Dunn from Pine Mountain, Ga., and Maureen Keating whom we hope will soon be a member of the 99's.

Alice Strickland wore a confident and pretty smile as she carried away the trophy as this month's winner of the spot landing contest.

Our many thanks to Joel Uranga who so capably judged for us. Husbands Murray Callahan, Campbell Weaver, John Gilderbloom and Dewey Slape were enjoying every landing the girls made. Do come again.

Billie Callahan and Ruby Tatman are both taking instrument training.

Lydia and Campbell Weaver flew to Los Angeles in their Comanche 250 the last week in December. Juanita and Tex Burdick are on an extended flight to the Gulf and East Coast.

That's all for now. I will see you next month.

SAN ANTONIO CHAPTER By Marian Burke

Santa has come and gone! Seems like he is always good to the San Antonio 99's. Betsy Hogan is driving a new bright red MG that the kind old gentleman left in her sock.

Marian Burke flew to Montana via Tri-Pacer to visit members of her family at Christmas time. Said she made good ground speed of about 70 miles per hour all the way up and she sure was thankful she wasn't in a powder puff derby with that wind! Oh well! It still sure beats driving.

Since the holidays are over everyone is kinda getting back to the old routine of a regular schedule. But it won't be for long! It's going to be air race time again before we know it and everyone is beginning to think about polishing up the old "flyin' machine" and getting courses plotted.

We are real proud of all our wonderful group of new members and we hope to have some new race contestants this year.

Any of you 99's that are in the San Antonio area should consider stopping at Marian Burke's ranch because not only can you call her on unicom—she can furnish you a bed for your airplane as well as yourself because she just recently completed a small private hangar at her ranch that will house two airplanes (her's and that of a visiting 99).

No January meeting because of the

holidays made news a little scanty but I'll bet we have lots of news after our next meeting for I'm sure everyone had an interesting holiday.

FORT WORTH CHAPTER

By Edna Gardner Whyte

Beulah Conn and Tony Page did themselves proud as co-hostesses for our Christmas party at the Cross Keys. We enjoyed the exchange of gifts and interesting dinner.

We are proud of and wish to congratulate our Frances Pyland for passing an extra good flight test for her instrument rating.

Dora Dougherty's mother is in the hospital for surgery today. Our best wishes for a speedy recovery.

An interesting coincident of late which shows how our 99's get around. The evening of January 18 in Dallas we had Jerrie Cobb as guest at the Aero Space Club dinner, Jacqueline Cochran as guest at Zonta Club, and our Tony Page at Press Club dinner.

I hear Tony Page is making plans to attend the Paris Air Show this spring. Lucky girl and a very good ambassador for us.

They say the international women of the world are making plans for a meeting this spring in Uruguay, South America, would be nice to have our 99's represented.

I have two new girl students I am teaching to fly and have met, and hear of, several more in the Fort Worth area who are learning to fly. The weather allowed me to fly students all day Saturday and Sunday. I also had my first chance to fly a Cessna 310. I was only co-pilot but sure enjoyed the plane performance. Sure wish Santa Claus would give me one to play with.

Encourage more women to fly.

HOUSTON CHAPTER

By Nancy Jameson

The Houston Ninety-Nines now have a permanent address, 4506 Caroline is the new number Virginia Anderson managed to share with us. Her new business of wholesale imported and exotic foods gave us this opportunity.

We are happy to welcome our new member, Louise Bickford, and have high hopes by next issue to have Jo Ann Barker as a new member too. One of our petticoat pilot buddies is to become Mrs. Harold Hoff this spring—Lillian Behr just announced the news!

Houston Chapter charter member Bobbie King Prenzler is in town for two weeks with her 49½er. They are on their way to Europe for a six month visit. Nancy and Bill Jameson are on their way to Mexico City for a vacation and our little parachutist Judy Simpson who broke her ankle on her 98th parachute jump is in New Jersey,

cast and all, for her delayed Christmas trip home.

Till next month we are all in the paint shop readying equipment for air marking.

OKLAHOMA CHAPTER

Sorry I missed the January News Letter. Too much Christmas and New Year.

Our Christmas party was held Dec. 17 in the home of Beth Smith. Good food, interesting conversation and some wild games. Try "Charge Account" sometimes, I am practicing and next time, lookout. Everybody had a wonderful time and we all say thank you, Beth.

The first meeting of the New Year was January 15, at Catlin Aviation, Will Rogers Field. Frank Wingnall, supervising agent with FAA, was our guest speaker. He talked to us about the new Civil Air Regulations and how they affect us. We had a very lively discussion. Those taking part in the discussion were Betty Black, Rita Eaves, Broneta Evans, Dorothy Fox, Emily Frost, Nema Masonhall, Dorothy Morgan, Regina Pannell, Dottie Young, Susie Sewell, Gene Nora Stumbough, Arlene Walkup, Jean Williams, and yours truly. We had three potential members: Doris Spraker from Muskogee, Jean Brewer from Norman, and Jane Abbott of Oklahoma City.

Plans are well under way for the South Central spring sectional at Stillwater, Okla. Arlene Walkup and Jean Williams have most of the arrangements made for May 5, 6 and 7. It's bound to be way out, so you all come.

Dottie Young has another rating to her list. She is now the first woman in the nation to hold an airline transport rating for the helicopter. Congratulations, Dottie, we are all proud of you.

Rita informs me that Leonard has the Cougar back in the air. After that engine failure and rough landing, here's wishing you lots of happy flying.

Arlene Walkup flew to Old Mexico City over the holiday and Jean Williams flew over to Hot Springs, Ark., and they both had a marvelous time.

Gene Nora and the Norman girls have invited us to Norman, Okla., for our February meeting on the 26th. Mark your calendar.

TULSA CHAPTER

By Agnes Hellman

Our Christmas party was well planned and much fun for all. The January meeting caught a few of us out of town, but, as always, things keep happening to keep us on the ball.

Jeannie Thomas called to say she was home again. Their holiday trip included Illinois, Kansas City, Omaha,

Souix City, and Denver. Then last week she and Chuck (49½er) flew to Pensacola to pick up a car. Naturally, he drove the car and she flew home to Tulsa. During her refueling stop in Shreveport, La., she was delighted to have Pat Ward come down out of the tower to have lunch with her.

Pat Bauer is busy checking out all the proposed routes for the Sky Lady Derby and all the other many things she encounters as chairman of the race committee for the derby.

Agnes and Paul Hellman made a quick trip up to Louisville, Ky., for the mobilehome show on January 11 and 12.

The agenda for the February meeting promises some things to report for the next publication; which incidentally we all do so look forward to receiving each month.

DALLAS CHAPTER

The Dallas unit of Zonta, International, was our host January 18 at a lovely dinner honoring Amelia Earhart, and having as guest speaker none other than Jacqueline Cochran. Our Dallas Mayor, Bob Thornton, had proclaimed that day "Amelia Earhart Day." We were very well represented and renewed old acquaintances with several former 99's and members from other areas. Our many thanks to Zonta for a wonderful time.

A "fly-in" at Caddo Lake on the 21st was next on the agenda. Approximately 15 members attended and enjoyed a delicious lunch. We hope to make this trip again sometime soon.

News brief: Love field now has center line high intensity approach lights in service.

MIDLAND CHAPTER

By Velma Lee Copeland

The January meeting was held in the lounge of Del Rio Flying Service with Mr. and Mrs. Fred McMichael as hosts.

The members and guests flew in Sunday morning, ate barbecue at Del Rio International Airport and held their business meeting there.

Beatrice Merritt of Dryden, who recently received her private pilot's license, applied for membership.

Of the 10 active members of the chapter, six were present, including Ann Bynum, Big Springs; Nancy Brumlow, Wink; Velma Copeland, Midland; Ardith Cutts, Eagle Pass; Mildred Goodson, Ozona, and Dorothy McMichael of Del Rio.

Guests included Johnnie Robertson, who is a member of the San Antonio Chapter, Gloria Herrman, Jonella Robertson, Lucille Warren and Barbara Speed, the latter student pilots.

Plans for the second "High Sky Derby" are under way. Nancy Brumlow was nominated for the Amelia

Earhart Scholarship Award. Our charter and scrap book have been moved to the Pilot's Room of the Midland Air Terminal building.

Our next fly-in will be on February 5 at Ector Co. Airport, Odessa, Texas. Velma Lee will be hostess with her Troop 53, Wing Scouts as guests of honor. Al Parker will be there with his Schweizer 2-22C sailplane to give our members a taste of soaring.

May I say here that it is very rewarding and satisfying to be working with this group of 15-year-old girls. They are so cute and ambitious and three already have their student permits. At present it is the only Wing troop in the 15 counties and I believe it will grow very rapidly.

I've missed seeing some of our members. Bettie Powell nurses at the hospital in Ft. Stockton, driving back and forth from her home in Pecos. Hope she will make the next meeting.

Pat Barbee is just out of the hospital in Ozona, so hope this letter finds her up and at 'em again.

Mary and Netta, I'd be real pleased to have you by the office for coffee sometime—there's always time for a little hangar flying.

The Valentine dance in Albuquerque sounds wonderful. Hope we can attend.

NORTH LOUISIANA CHAPTER

By Hazel Nealey

Play is incidental, but work is vital, so after falling down on my December news reporting guess I better get to work. Sorry.

A news editor would tell you that old news is no news, but I gotta tell you about our six hour progressive Christmas supper on Dec. 19. Origin was Dorothy King's at 6 p.m. for hor's d'ourves. I was co-hostess there. 7 p.m. a fabulous salad and gift exchange in the beautifully decorated home of Betty Lyons. 9 p.m. we navigated (some getting off course) back across town to Dorothy Wilson's for a delicious beef stroganoff. Co-hostesses were Dottie Ports, Mildred Carney and Pat Ward. At 10 p.m. a due north heading was taken to Helen Hewitts for the flaming plum pudding and after dinner mints (creme de mints, that was). Some great guys were there, too. Bud Ports and Whitie Hewitt with red vest, Clark King with a perky bow tie, Robert Carney, Mule Nealey, Bob Wilson and Bill McKeever in their Sunday best. We owe much to these 49½ers for the cooperation and help they have given us in our first year of organization.

On Jan. 16 we were guests at a banquet of the Shreveport Zonta Club which was held in the Starlight Room of the Officers Club on Barksdale Air Force Base. The banquet is an annual

affair of the Zonta Club to celebrate Amelia Earhart Day. Guest speaker for the evening was Mrs. Ira Ray Hicks of Longview, Texas, telling a touching story she and her husband endured while in a prison camp during World War II. KSLA-TV photographer Reggie Ward (Pat's father) covered the banquet. We knew he was getting good shots of us, so we madly rushed to a television set and completed the evening viewing ourselves on TV. Reggie is our true friend and true friendship is a plant of slow growth.

Our chapter is bubbling with excitement that Shreveport is on the AW-TAR Race route. We are not a must stop, but if you can't RON with us try to stop and say hello.

Mildred Carney had a letter from our sectional governor, Randa Sutherland, saying she may visit our February meeting. Our fingers are crossed until we hear more from Randa.

CHATTER: Dorothy Wilson getting hood time, Helen Hewitt checking out in an Aerona, Dottie Ports getting sectionals to fly south of the border, Dorothy King visited sister in Alice, Texas, during holidays, Pat Ward, Helen Hewitt and I had our own fly-in luncheon over Gregg County way last week, on return I made my first ASR approach, very nice, Betty Lyon's 49½er, Hall, in the Tosca cast as Mario Cavaradossi to be presented by the Shreveport Symphony Feb. 13-15.

We are pulling for our Amelia Earhart Scholarship candidate, Pat Ward, we feel Pat is a deserving gal for the award.



ALASKA CHAPTER

By Helen Stoddard

Although we have not been heard from for quite some time it does not mean we have been idle. Here is a run-down on what some of the girls have been doing:

Marion Zaegel has just finished recovering their PA-18A making it a legal three-place and installing a moose-sized cargo deck. Bill uses the plane for geological work and big game guiding.

Randy Briggs is still living at Lake Clark and gets to town about twice a year.

Doll Booth had a wreck in her car. She believes flying is safer.

Pat Guilda is walking now, they sold their 150. She was elected secretary-

treasurer of the Alaska Airmens' Association for the third time.

Lois Stark, our chairman, has resigned and is leaving for the south 48 before long.

Pat McGee has taken over the chairmanship of our group since Lois Stark has resigned.

Ruth O'Buck is instructing for an air service at Merrill Field.

Lorraine Erickson has been singing lullabys for the last few months to her son.

Margaret Decker has moved to Kentucky.

Yours truly has been spending the last 10 months recuperating from an airplane accident in Nevada in March.

We had the honor of meeting Dorothy Frost who was a charter member of the 99's. She had some very interesting stories to tell.

We decided the quonset hut at Palmer, where we have some of our fly-in breakfasts, needed painting so with brushes and buckets in hand and slacks and scarfs on, the quonset was painted. The tetrahedron at Merrill Field was torn down and a tee put in its place. All the pilots (men and women) complained because it could not be seen, so the 99's got permission from the airport manager to paint it in Day-Glo red, green and white. It can be seen now.

Safeway Airways had a grand opening the weekend of the 20th. The 99's were asked to put up a booth and help with serving the coffee and doughnuts and with the registration. We also had a breakfast. The weather did not cooperate with us but the opening was a huge success. Mr. Hallock presented each 99 who helped with a set of crystal glasses.

William T. Piper from Lock Haven, Pa., was present for the opening and we had the honor of meeting and visiting with him.

EASTERN WASHINGTON CHAPTER

By Marie L. Reynnells

Betty Jane Seavey, chapter chairman, sent out a New Year memo to each member. This listed the projects and plans for the year and sounds like a good idea to "pull us together" so we can fly through 1961 with an informed membership.

Air marking will take top priority in '61. Promotion of aviation in our local airports and areas will be routine. Let's be alert and scan the horizon for new members. Watch your airports for women learning to fly. Encourage them and get them enrolled in a ground school indoctrination course for future 99 members. Just a cup of coffee and a briefing on our activities will surely boost membership.

Lygie and "Cornie" Hagan Co-

manched to Palm Springs for a place in the sun. Jean and Pete Carbon joined them there for the Christmas holidays. The Carbons then went on to Costa Rica for an indefinite stay. We will be looking for a report on the Costa Rican vacation.

Betty Jane Sevaey reports that the Seaveys are having a glorious 10 days at Sun Valley. The Seavey's have taken to the slopes and skiing is the order of the day, in fact it is the story of their life. The youngsters have been enrolled in ski racing training camp. Betty is recovering from a strep throat so will be "cabin conditioned" but is planning a gala week.

Marie Reynnells, chairman for the Amelia Earhart Scholarship Fund for the Northwest Section, is enjoying the project. The dream of every chairman must surely be that each chapter will send in an application for a worthwhile and deserving member.

Our March meeting will be a joint meeting with the Washington State Aeronautics Commission in Yakima. Ethel and "Wik" Wikstrom are making arrangements. "Wik" is a member of the commission. Sounds like an interesting meeting and one that husbands will share to advantage.

Yours for many happy hours of flying. Over and out.

WESTERN WASHINGTON CHAPTER

Western Washington is back in the news after a lazy spell by this reporter. The gals have been very busy and after our last business meeting, prospects for the New Year are very good.

Many happy flying hours to our newest member, Ilovene Potter. She holds a private license and is working on an instrument rating. She and her 49½er enjoy their flying in a Comanche.

Congratulations to Gini Andrews for receiving her commercial license. These lucky people, Gini and family, spent the holidays in sunny Honolulu. The Pan Am jet flight they were on held a new commercial aviation record of carrying the largest number of passengers: 151 people on one flight.

Our chapter sponsored a play, "Simon and Laura," by the U.W. students at the Penthouse. The play was very entertaining and enjoyed by the good turnout of 99's and friends.

We feel very proud to belong to the Seattle King County Safety Council. Our representatives are Pat McGee, Helen Oppel, Gini Andrews and Van Adderson. A non-host luncheon sponsored by the safety council, the 99's and the A.O.P.A. will honor Max Conrad, world famous pilot, who has flown the Atlantic in light aircraft

more than 70 times and holds three distance records. Reservations are coming in fast and it promises to be a big event.



REDWOOD EMPIRE CHAPTER

By June O'Donnell

For our December meeting we had lunch at the Red Hen then stopped at June O'Donnell's for dessert. Myrtle Wright brought along her movies she had taken over the past year of our meetings, AWTAR, etc. Anita Connelly showed her colored slides, including some of the antique plane shows. Members and "fledglings" present were Pat Stouffer, Hazel Bertagna, June O'Donnell, Myrtle Wright, Fran DeHan, Nellie Palmer, Anna Brenner, Anita Connelly, Betty Smith and Hilda Casey. We were pleased to have Mr. and Mrs. Chamberlain as guests. The Chamberlains both fly and Mrs. Chamberlain is a prospective 99.

Hilda Casey left before the movies for a very good reason—her husband had given her a beautiful little Cessna 120 for Christmas and she was anxious to get out and fly it.

January we met at the airport for lunch. This was strictly business making plans for the convention in San Diego. Those present were Anna Brenner and Nellie Palmer, Santa Rosa; Fran DeHan, San Rafael; Pat Stouffer, Hazel Bertagna, June O'Donnell and Betty Smith, Napa; Hilda Casey and Anita Connelly, Vallejo; and Myrtle Wright, El Sobrante.

Anita Connelly finally found a break in the fog and took her flight test. The weather has been miserable. Welcome, Anita, to the Redwood Chapter of 99's.

Myrtle Wright will be guest speaker for the Zontas in Santa Rosa January 26. Anna Brenner, a member, made the arrangements. This organization has an active interest in flying (Amelia Earhart was a member of the Zontas) and has contributed to flight education across the nation.

BAKERSFIELD CHAPTER

By Peggy Archer

Here it is the middle of January of the New Year and we here in the Bakersfield area are still grounded (VFR pilots, that is) due to fog and overcast skies. It seems that the old weatherman has given us a high pressure area along with an inversion and it just won't move to let in the sunshine, so that we may get back in the air. Here, we've been bragging

about our nice weather and for the past month or two it has been horrible.

The Bakersfield Chapter held its monthly meeting this past Sunday afternoon, and we had a very good turnout and a nice program. Clyde Boughton, the CAA chief controller, gave us a talk on the problems that are confronting the controllers across the nation today, and the perplexities involved in securing enough air space for the planes flying across our nation's skies. As I have stated before our chapter is growing and this month we welcomed three new members, making a total of 14 girls. Our new girls are Lorene Witmer, Eleanor Loyd and Lee Wall. All three are wives and mothers, and their husbands were the principals involved in getting them interested in flying. After many hours of flying as co-pilots, they all decided that they should learn enough "to land the plane safely if needed," so two years ago they all took to the skies and are now full fledged pilots and quite active. We welcome all three of you to our ranks.

Well, girls, our Bakersfield Chamber of Commerce and our chapter submitted our bid for the start of the 1962 AWTAR. It seems as though our chamber is going all out to get the bid and although our chapter is small in number we have a great following and if we get it, we'll show you the time of your lives in Bakersfield in 1962. Only don't wait until then to drop in and say "hello."

It looks as though Hiahleah Reilich and her family are the only ones doing any flying of late (they must have days off during the few sunny days we have had). They took a flying trip to Pismo Beach to visit friends in San Luis Obispo, and then on down to Torrance where her daughter took her to see Marine Land. While over on the coast she learned of the charter for the new Santa Barbara Chapter and since we all here in Bakersfield area know several of the flying gals in that area, we are going to do our best to fly over and welcome them in. Just before the holidays, Jennie Burbeck had a little accident and ended up in the hospital, but she is out now and was with us, crutches and all, on this Sunday meeting.

SAN FERNANDO VALLEY CHAPTER

By Shirley Robinson

Congratulations to Audrey Schutte, formerly commercial pilot, now commercial multi-engine, Apache style. She's still flying parachute jumpers (loses passengers the fun way), and now owns part(s) interest in a J-3 Cub. She has been recovering it with Ceconite (dacron) and butyrate, shrinking it with an iron first. She

says it's the same as ironing, only somehow this is fun!

February 28 is the deadline for our first "San Fernando Valley Woman Pilot of the Year" award, just for previous six months this first time. With prospective member Muriel Sinbro having made 24 parachute jumps in the last three months (one point each), maybe she is top point gal so far, and should join quickly. We have many vast plans for the coming year; some suggestions . . . penny-a-pound flights, taking our Wing Scouts for a ride, March dinner meeting to give Woman Pilot of the Year award, topped off with Minnie Leigh Morgan's suggestion that our Southwest Section sponsor a float in the 1962 Pasadena Tournament of Roses! Minnie was the driving force behind our tremendously successful Christmas hangar dance, so if she suggests it stand back.

Our guest speaker at our January meeting at Norman Larson's beautiful Beechcraft lounge-office at Van Nuys Airport, was Carl Swanson, tower operator at Burbank Lockheed Air Terminal. He swore that three digits (53 November) even on initial call-up is sufficient, in spite of what the flight info manual says. Swannie also said: always monitor before transmitting, keep read-back minimal, in fact keep everything minimal, and we'll buy that. We were invited to visit Burbank radar.

Ed and Lola Ricci are busy with their photography business . . . 16 mm films for industrial and commercial use. Walt and Clara Davis stagger-wing Beeched to San Francisco, reports noisy but easy riding, at over 185 mph. Come to think of it, easy riding bi-planes for passengers aren't so plentiful any more. Winnie McLean came up with a suggestion of our own chapter having a circulating library, including some of the new long-play aeronautical training records.

Your reporter soloed the 1929 DeHavilland Gipsy Moth 60 (biplane) this afternoon and isn't off cloud 99 yet. Saw lots of 99's and prospectives at Whiteman Airpark . . . Donna Fisher just back from 6-S and a ride in a 205 hp Luscombe sedan and a trip to California City where the real estaters nearly won't let go! Saw prospective Betty Bendall, and took instructor Kay Mead for a Moth ride. Add facts we didn't know: Ruth Ling is an instructor in astronomy.

TUCSON CHAPTER

By Dorothy Jenkins

It is a welcome change from the hectic activity of November and December, to be able to let down and relax for a while. Our regular meeting, held at Lorraine Chandler's, was back to normal . . . routine business,

with some discussion of "What did we do right on penny-a-pound day that we want to repeat next year and what, if anything, do we not want to repeat?" Our next meeting is on a Sunday afternoon, with a speaker and guests.

Our NAEC (National Aviation Education Council) aviation education school program is swinging along nicely—nothing for us to do for a while.

On January 20 Shirley Marshall gave a wonderful party to introduce her sponsor for the '61 AWTAR. She and Viola Gentry, of New York and Florida, will fly together. Shirley's got the Sea Spray of East Hampton, L. I., signed, sealed and delivered, and is already starting on wardrobe and planning for the race. That gal is really organized.

Betty Greenwood of New York, member of WIAA, and a friend of Viola's was a delightful addition to the party. Guess she came out to see what Viola's Tucson friends were like. It was pleasant to have her here—she's an interesting person.

Longest flight of the month was Pat Nolen's, with 49½er, Truly, and children in their Comanche to Miami, Fla., for Christmas.

So long for now.

SACRAMENTO CHAPTER

By Helen Mace

Sacramento Aviation Weather Reporting — Sacramento, ceiling 200', sky obscured, fog — this was the same old story we heard January 14 when we planned to fly to Napa for our meeting so we settled for the International Room at Sacramento Municipal and Ruth Lummis cheered us with some cute fog jokes. It is raining today but after eight weeks of nearly solid fog the change is great. June Devine found one of those occasional clearings for a flight to Long Beach. Ruth Wagner managed a flight in a 250 Comanche and was sold on its performance.

Chairman, Genevieve Hall, had received quite a stack of correspondence to review with us and there was lots of news to catch up on. Elaine Lancaster's new baby is a boy. Edith Hammer is busy preparing for her daughter's wedding. Marianne McDonald looks great after having her appendix removed and doesn't miss them near as much as not being able to fly (the repairs on that Cessna should be finished soon). Gerry Mielson took her first swim in her brand new heated swimming pool recently—that's a real enthusiast for you.

It was nice hearing from Mary McFarland our candidate for the Amelia Earhart Scholarship — she has enough interesting flying experience to write a book.

Claire Raley has invited us to her

new home for a Sunday meeting for a change, March 12.

Sacramento Valley's pages of the new roster lists many far flung places—Capt. Jan Kapus in Chateaux Roux, France. The APO numbers conceal the whereabouts of Betty Boyd in Korea and Mary Moore in England.

Remembered to tune in the television program spotlighting Jack Breen who is the sky adventurous son of Florence Breen our first class treasurer. There was good film of Jack jumping out of a plane for a delayed parachute jump and then an interesting interview with Jack who is a member of the Sacramento Sky Diver's Association. Hearing this personable young businessman tell about how his interest developed and his satisfaction in this hobby was a pleasure.

SAN GABRIEL VALLEY CHAPTER

By Jane O. Haag

The regular meeting of the Chapter was held January 12 at the home of Gertrude Barnes, West Covina, Calif. There were seven members and three guests present.

Norma Wilcox is a busy gal these days. What with "gadding about the country" in addition to her activities in preparation for her commercial tests, she is very seldom found with her feet on the ground. Norma has not yet taken her commercial tests, although she is about ready to do so; Christmas coupled with relocation of some of the family have slowed up her plans a bit. Recently while Norma was practicing downwind landings and emergency procedures she was informed by the tower that "all solo student flights are cancelled." A recent flight by Norma and Nate Wilcox to Livermore brought house guests to the Wilcox residence—Nate's brother and family are visiting until their home in the Hawthorne area is ready for occupancy.

Gertrude Barnes advises that the hunting season is a serious handicap to her flying, but she does admit that it helps to fill the larder. It seems that 49½er Everett is a good marksman and the Barnes family have a goodly supply of fowl in their deep-freeze these days. Gertrude hopes for better flying next month.

Jane and Roy Haag have done quite a bit of "desert hopping" lately. The Haag's are also "rockhounds" and they have been out locating some favorable spots to fly in for some good rock-hunting. The Haag's are happy these days to advise that their son, David, has completed his cross-country (dual) work and is now ready for the solo cross-country. This will soon be a "Flying Family" indeed.

Prospect Shirley Gilmore and her husband Carl, flew commercial to Wichita a few days before Christmas

and brought back their new Skyhawk. Some Christmas present, eh what? We are looking forward to having Shirley for a full-fledged member real soon now.

Jeannine Stovel thinks the last few days have been just too beautiful to stay on the ground. She flew to Gillespie Field near San Diego last Sunday. It was dusk on the return trip and the scenery and countryside was a gorgeous sight.

The Glendora Wing Scouts which are sponsored by our group, have been working very hard. They plan to complete another rating very soon now. Meanwhile, we have a new group of "Freshman Wing Scouts" who are just starting on their first rating. At our meeting this month various 99ers volunteered to work on specific assignments with our Wing Scouts and have signed up for individual sessions with the group. In the meantime the Wing Scouts and 99ers have planned a luncheon trip to Santa Barbara for Saturday Feb. 4th — transportation via plane, of course.

Our January meeting was held at Mary Messersmith's home in San Mateo. Members present were Ruth Rueckert, Rita Hart, Miriam Brugh, Lindy Boyes, Gail Lane, Margaret Gerhardt, Eleanor Wilson, Jean Kaye, Mary Messersmith, and Mary Fields. Main topic of discussion was, of course, our Spring Sectional to be held on April 21, 22 and 23. Headquarters for the Sectional is Ricky's in Palo

Alto. Plans are going fairly well, and we have nice events planned for the weekend fun meeting. Section members will receive all pertinent information in the near future, and all members of the 99's are invited — so be sure and reserve this date.

Geri Hill was invited to represent the Bay Cities chapter at the Race Board meeting in Long Beach this month, and presented a bid for the start of AWTAR in 1962.

Miriam Brugh went on a two week vacation over Christmas. She visited with Eleanor Wagner in Palm Springs along with Lindy Boyes. They saw Rosemary Blake who had a baby girl that is very cute!

She also saw Jo Eddleman who now lives in Santa Clara. Other points visited on her motorcade included Lake Arrowhead, Riverside, and Marineland in Long Beach, where she had the unexpected experience of looking right down the gullet of a very tame whale!

Our sincere sympathies go out to Peggy Vining Potter, whose husband passed away. We were very sad at hearing this news.

Eleanor and Glen Wilson are working on a homebuilt again! This time a Skycoupe. Fred Rueckert has been installed as High Priest in the Masonic Lodge, and Ruth has been a very busy 99 hostessing at dinners, luncheons, snacks, meetings, etc. Mary Messersmith dropped in via 172 on a previous Sunday and took a look at

the Field's Swift at Half Moon Bay. We were glad she stopped over . . . However, the weather being what it has, there didn't seem to be many other places to go in the Bay area. There has been a thick blanket of fog over the entire Bay area, with the exception of Half Moon Bay Airport, therefore, the airport has been the host to many airliners and private pilots who otherwise never have a chance to see our facilities.

SAN DIEGO CHAPTER

By Elsie G. Watson

Our March of Dimes Flight was held on January 8th; instead of carrying passengers for hire, we took 45 polio afflicted children for airplane rides. The capable pilots with their airplane were Terry Vasques, Betty Gillies, Lois Bartling, Isabelle McCrae, Dottie Sanders, Gertrude Lockwood and Thelma Bishop. The efficient dispatching of flights and loading of passengers was handled by Jerry Vickers, Martha Mullen and Betty Lambert.

On January 14th, Gina Pournelle took our Wing Scouts for a tour of the Radar Traffic Control Center located at Miramar Naval Air Station. After a tour of the radar room and the tower, they were invited to visit the weather bureau. The Wing Scouts had previously been taken on a tour of Gillespie's Field by Aileen Saunders, who took them through the offices and shops of the fixed base operators and the Operations Office on the field.

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Terry Vasques, Lynn and Bob Briggs, Stella and Don Hardin, Aileen Saunders, Jerry Vickers, Skippy Powell and myself attended the Zonta dinner held in commemoration of Amelia Earhart.

Our January meeting was held at the home of Jessie Ostrander. Plans for the start of the AWTAR are well under way under the able direction of Dottie Sanders and Isabelle McCrae.

And last but not least, we have enjoyed our 80 degree summer weather in January.

LOS ANGELES CHAPTER

By Katee Braithwaite

We really had a treat for our January meeting. Thanks to Betty Dupont for making the arrangements to have ZINO KLINKER, top comedy writer plus being a Navion pilot with 30 years experience. His movie "Higher Than A Kite," along with his most humorous narrations proved to be one of the most outstanding meetings we've had. Thanks again Zino.

Congratulations to Barbara Willis, who now holds a commercial certifi-

cate and in the process of purchasing a Cessna 172.

Our Wing Scouts are going full throttle — Mary Ann Craig announcing her group having merged with the Air Explorers (all boys) for a joint ground school. This has proved most beneficial in many ways, besides the boys helping these little gals with their computers, maps, and etc., the attendance has increased considerably.

Through the courtesy of Elsie Smith and 49½er Norman, Group No. 725 had a three day vacation at Palm Springs, Calif., during their Christmas holidays.

The girls, chaperoned by Mrs. Olga McWhirter and Mrs. Margaret Merkle, stayed at the Palm Springs home of Elsie and Norman. With sleeping bags and all the trimmings, Group No. 725 enjoyed the sun, sand, and stars, swimming, visiting the local airports and just doing what the freedom of desert living lends.

On the second day of their visit they met the Flying Great-grandmother, Zaddie Bunker, at the Palm

Springs Airport. At the same time four Wing Scouts from Phoenix also flew in. The Phoenix girls RON-ed at Zaddie's home and all were the guests of her daughter, Mrs. Erle Strebe, for the day at the Strebe swimming pool. Seems there was a round of events going all the time, including a tour of the shops and shopping centers that are so colorful in the Palm Springs area.

Topping off the third and final day of their stay, they visited Desert Air Hotel where the two grass landings serve countless visitors to this beautiful resort airport. At Desert Air the group was joined by Zaddie Bunker and her sister, Mrs. Henrietta Parker at a luncheon arranged for by Eleanor Wagner, who is once again living in Palm Springs. The luncheon was served in the Compass Room overlooking one of the landing strips.

Following lunch, Lee Wenzlick, publicity director at Desert Air, took pictures of the group on the flight line. The Wing Scouts were all in agreement as to another visit to Desert Air — and soon.

The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

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