



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 — JULY-AUGUST, 1961

## RENEW Post Convention Issue RENEW

### President's Column

July-August, 1961

To those of you who were unable to attend our International Convention or the AWTAR we dedicate this POST CONVENTION ISSUE of the News Letter. In this, my last column as your President, I bring you the Annual Report given at convention business meeting so you may know of some of our accomplishments during this past year.

#### PRESIDENT'S ANNUAL REPORT

San Diego, California

As you listen to the reports of the Committee Chairmen, I think you will agree that this has been a successful year for The Ninety-Nines. The fact that we have not rested on previous achievements, but have moved forward has been due to the many hours spent by these women and the members of their committees in the particular phases of our organization in which they have accepted responsibility. To each of them we owe a debt of gratitude, as you will realize when you hear their individual reports.

Seven new Chapters have received Charters, or will, prior to September first, making a total of seventy, (70). There are Ninety-Nines in 22 countries, on every continent of the globe. This year we have added members in The Netherlands, Belgium, Italy, Morocco and Israel.

The first group Ninety-Nine trip outside the continental limits of North America consisted of 52 persons and visited ten countries in Europe. We had the privilege of being entertained by Aero Clubs in London, Amsterdam, Brussels, Germany, Switzerland, Rome and Paris, enabling us to make new friends, acquaint our counterparts across the sea with The Ninety-Nines, and gain a better understanding of their problems and the restrictions under which they fly. This trip was directly responsible for many of the new members-at-large.

During the past eleven months I have traveled 30,620 miles by Cessna  
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### Harriet Wladyka Wins '61 Scholarship Award



**HARRIET WLADYKA**  
1961 Scholarship Winner

Presentation of the 1961 Amelia Earhart Memorial Scholarship award to Mrs. Harriet Wladyka of the All-Ohio Chapter highlighted the convention banquet in San Diego Thursday night, July 6. Harriet captured top honors over a field of very outstanding contestants and will use the \$700 award for an instrument and instrument-instructor's rating to broaden her activities at her home field, Lenox Airport, which she operates in addition to being a full-time school teacher at the local high school.

Harriet learned to fly in 1946 and has been flying steadily since 1952 when she and her husband purchased their first plane. She holds the rank of major in the Air Wing of the Ohio Civil Defense and has served as assistant director of the unit. During the

past year Harriet aided her students in founding a high school flying club, and she hopes to be instrumental in creating an aeronautical mathematics course for senior students in her high school. She uses her plane on business trips for Lenox Airport and as transportation to teachers' meetings in Columbus, Ohio. In addition to all her other activities, Harriet is co-chairman of the Youth Traffic Safety program for her area and is a member of the Board of the Lenox Federated Church.

Two years ago Harriet's husband, Alex, was in an airplane accident which resulted in almost total loss of his vision, and since that time his petite five-foot-tall wife has been sole wage earner as well as solely responsible for the operation of Lenox Airport. We can all be proud of this gallant little gal who is our scholarship winner this year. If Harriet's plans worked out, she has already started her instrument training program.

Honorary judges for the 1961 Scholarship were Will Parker of Phillips Petroleum, who "outflew" a Navy jet with his antique pusher plane at the Moffett NAS air show recently; Russ Brinkley of Silver Wings Club, publisher of "Quadrant"; and Scott Crossfield, engineering test pilot for North American's fabulous X-15 rocket plane.

### Coming Events

**September 22 - 23**

South Central Fall Sectional  
Denver, Colo.

**Sept. 29, 30, Oct. 1**

North Central Fall Sectional  
Chicago, Ill.

**October 7**

Michigan SMALL Race  
Jackson, Mich.

**October 28**

Dallas Doll Derby  
Dallas, Texas



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**DEADLINE FOR NEWS**  
**The 25th Of Each Month**

**ATTENTION****NEWS LETTER REPORTERS****DEADLINE**

By the 25th of each month, except October and June, no News Letter in November or July.

**HEADING**

Please head each page of report as to section, chapter, reporter and page number. This prevents mix-ups at printer's shop with news from other chapters.

**CONTENTS**

Type double spaced, full width of regular sized paper. If reports exceed one typewritten page, please number paragraphs in order of importance. Unless numbered, the last paragraph is usually the one deleted if the occasion arises. Do not write on backs.

**PICTURES**

Color prints will not reproduce, glossy black and whites preferable. Do not write on the backs, but attach names and occasion to the bottom of the picture with scotch tape for removal in printing. (Right here I would suggest we state the usual limit of pictures we will print from each chapter during one fiscal year.)

By following the above procedure, you will make my task and the printers a little easier. Thank a million.

Headquarters  
and Editor

**President's Column**

(Continued from Page 1)

180, Aero Commander, Tri-Pacer, Jodel, Glider, 707, DC8, Electra, Viscount, assorted piston planes and bus representing the Ninety-Nines at other Aero Clubs and lay organizations as well as visiting Chapters and Sections. Radio, television and movies have been utilized for Public Relations combined with talks to other groups.

As an organization, we presented the Woman's Achievement Award in the National Intercollegiate Meet, won this year by Frances Castleberry of the Minnesota Chapter, although the recipient need not be a Ninety-Nine. The award is given, not only for performance in the Meet, but represents outstanding participation in the aviation activities of her college.

For several years we have made a concerted effort to be accorded the representation to which we feel we are entitled on committees and advisory boards of national and international scope. We have a number of our women represented on State Aeronautical Commissions, Airport Planning Committees, and holding important positions in the aviation segments of the government of the United States and several other countries. This year, I have been asked to represent you on the newly formed General Aviation Committee of the National Safety Council which receives its charter and directives from the Congress of the United States Government. All these are steps toward our goal of full recognition as a group of women having the training and judgment to make a worthwhile contribution to the problems and advancement of aviation.

Another breakthrough is in progress. Several of the Ninety-Nines have gone through the basic testing given the Astronauts. As we could have told the gentlemen administering the many tests, in all phases they equalled or surpassed their male counterparts. One of these days, in the not too far distant future, we should have an "Astronette" in space.

At that time when a presiding officer prepares to turn over her duties and responsibilities to a successor, it is customary to make recommendations for the future . . . not with the idea of a haunting desire to hold on a bit longer and delay relinquishing the office, but to enable those who follow to profit by her mistakes and help the organization to grow and prosper. These then, are my suggestions:

1. That a more determined effort be made to decrease the non-renewals each year.

2. To continue group trips for 99's to the various countries in which we have or should have members. We

have in our files a most cordial invitation to visit Australia, and I have information that an international meeting of women pilots planned last winter for a luxurious resort in Uruguay has been postponed to the winter of 1962, since it was found that more time was needed for setting up the event. Either of these would be most worthwhile.

3. Continue our program of Public Relations until everywhere in the world of the skies, the Ninety-Nines are known and properly recognized and in this each Ninety-Nine should be a public relations representative.

To each of you I want to say "Thank you for two most interesting and rewarding years." Without your cooperation and constructive criticism, none of our progress would have been possible. To the members of the Executive Committee . . . my deepest personal appreciation for the many hours and oft-times difficult decisions which you were required to make, and for the superb cooperation which you have given me.

As ever,

*Deedo*

Eugenia Heise  
President

**CONVENTION HIGHLIGHTS**

This and that at the 1961 Ninety-Nine Convention. From far and wide, travel of the Ninety-Nines.

Governor's meeting—full representation, round-table discussion, projects and problems . . . delightful Nancy Walton of Australia, inspiring and enthusiastic, commenting on the wonderful opportunities for flying in the states—suggesting a charter flight to Sidney, Australia.

Annual meeting—69 registered delegates . . . membership has reached an all-time high of 1577 . . . only some 800 ballots returned, not so good! No affiliation with N.A.A. this year . . . half-dues for over-seas members . . . new roster with index. A short and well conducted meeting . . . Salute to Deedo!

Entertainment—trips to Tijuana, the harbour, even the zoo' and how about the Wine Tasting party? To say nothing of seeing "Flighty Lady", a hilarious movie of our President learning to fly . . . have to see it, to believe it.

Banquet—TAR contestants spot-lighted on the stage . . . over heard "instructions should be given on how-to-stand and how to walk". But we can fly . . . 78 out of 98 completed the race.



## Pulse Of The Race

Final scores and winners names tell so little, really. The heartbeat of a race lies elsewhere. It begins with backtracking the course . . . the shakedown of pilot and co-pilot . . . learning to speak the same language . . . to work as a team . . . to live together. You arrive at the airport of origin. Are all papers aboard? Taxi to impound area . . . pulses quicken . . . you meet old friends . . . count the pros . . . check on the neophytes. Inspection . . . delays . . . hunt a mechanic to get a silly little white dot and one drop of oil on your magneto. Why didn't the mechs at home know about it? Delays . . . heat . . . melting black top . . . where is that inspector? Why can't he smile just once? Waxing planes . . . sunburn . . . what's keeping the inspector? Exasperation . . . you miss the yacht trip and the 17 gun carrier salute in your honor . . . more delays . . . finally the red tag on your plane. You are being paged . . . report to operations . . . "your number must be repainted" . . . no butterflies now . . . you're dirty and sticky and hot and dog tired. Finally the take-off banquet . . . packing all but the bare essentials for Flying Tigers transportation. Last day . . . rechecking maps . . . final outline of strategy . . . old timers listing inexperienced crews about whom they will worry.

THE DAY. First time in a week, no fog . . . CAVU . . . take-off breakfast . . . no one overeats . . . final briefing . . . prevailing westerlies nonexistent . . . but the sky is clear . . . front over Alabama scheduled to move south . . . prognosis, unusually good weather for this time of year . . . headwinds, yes, but good weather . . . let's go! Drive to the field . . . last minute good-byes . . . into impound . . . and then the butterflies

## Recommendations:

### San Gabriel Valley Chapter

Membership Chairmen should be given the responsibility of bringing records of her chapter up-to-date once a year regarding ratings held by individual members and submitting data once each year to Headquarters in consolidated form for the records.

### Governors

News Letter Editors should be advised to send in more information of egneral interest, such as trips taken, new planes flown, ratings earned, public relations projects, ways and means. There is no constructive value in printing menus or items of a purely personal nature.

begin. The wait-wait-wait . . . low numbers fire up and begin to taxi out . . . rumors start . . . TAR 10 . . . lost a brake on taxi strip . . . swung into a parked BT 13 . . . tail damaged. Someone asks, "Was it the BT's tail?" Finally you get the signal . . . follow the long line of 98 planes toward the starting point . . . you pass TAR 10 . . . your heart goes out to the crew . . . you hate the newsmen and photographers swarming around the plane like buzzards . . . you look at the tail . . . good grief! In Alaska that little bit of crumple wouldn't even be noticed (unless the FAA were present) . . . a couple of taps with a hammer . . . she'd be as good as new. You wave to friends lining the taxi strip, including the overworked and wonderful hostesses whom you are leaving . . . you are nearing THE LINE. Butterflies mount . . . pulse starts to quicken . . . your wheels are on the line . . . the runner shoves the log book through the window . . . the flag goes down. YOU ARE OFF. Heart stops pounding . . . it is time to work . . . get on the radio . . . establish course . . . make correction for drift . . . what is wrong with the airspeed . . . you aren't gaining altitude . . . ground speed way below par . . . check all instruments . . . your heart stops cold . . . you could die . . . nice bright light on panel assures you gear securely down and locked . . . got to carry on . . . hate to goof . . . and with an audience . . . could pretend hydraulic failure . . . know you won't. Check point . . . overall ground speed awful . . . must make up lost time . . . try another altitude. Establish course exactly . . . mighty few check points direct to Tucson . . . monitor Yuma radio . . . awfully lonely if you make a forced landing . . . stay out of Mexico . . . causes complications. Another check point . . . ground speed somewhat better . . . watch gas consumption . . . can lean a bit more. El Paso non-stop over 600 miles, and you are using more than normal cruise . . . drain a tank . . . O.K. plenty of gas. Hot, hot, hot in the cabin . . . can't use air conditioner, cuts down speed. Noon air over the desert rough . . . check ground speed . . . total still under par . . . make position report. Request new winds . . . why are the progs always wrong? Try contacting El Paso 30 miles out . . . reception garbled . . . that idiot mountain just west of field makes it impossible to receive . . . switch radios . . . no better . . . finally a clearance . . . call downwind for 22 . . . halfway on downwind. Tower calls . . . turn left base immediately . . . you are turning on final, half way down runway, seconds before the wheels touch . . . your pilot knows her plane . . . taxi to the clock . . . don't let the door fly open till the prop stops. You leap out like

a young elephant . . . manage to stamp the right page . . . close flight plan . . . have a coke . . . all you want is water . . . buckets of cold, clear water. You check for RON . . . hunt the water fountain . . . plumbing trouble, blubber inoperative . . . you drink coffee (doesn't quench your thirst). Hunt for friends . . . greet local 99's . . . start the daily check of the new crews, the ones you always worry about. The rumor factory starts grinding . . . someone is in Mexico . . . someone is out of gas near Deming or Salt Flat or Columbus . . . someone ground looped landing in Tucson. Some of the pros landed in Yuma, are waiting for tail winds . . . someone ran out of gas and landed downwind at El Paso . . . sent another race plane just touching down on a go-round . . . someone is disqualified . . . no one is disqualified. You tell the neophytes not to believe the rumor machine . . . this is just the start . . . it will grind out more misinformation with every hour the race progresses. You join other teams for a swim and dinner . . . discuss the rumors . . . find that all the fledglings are in a nest and accounted for . . .

## 1961 - 1962 Roster

The 1961-1962 Roster will be in your possession in November this year, but in order to do so, Headquarters will need to have **prior** to September 30 the following:

1. A picture of each NEW section governor, international officer and member of the executive committee. These should be at least 1½"x1½" or larger in a glossy black and white.

2. Complete listings of section and chapter officers, meeting dates, etc. Please return forms to Headquarters as soon as possible. Let's make these 100 per cent this year.

3. Notification of any changes of address or name not previously given. Some members are not receiving their Ninety-Nine literature and mail because we are unable to obtain their correct mailing address.

4. The names of any deceased Ninety-Nine members effective this past year.

5. Any changes, additions or deletions in the "Articles For Sale" section of the Roster.

Thanks again to all of you for your wonderful cooperation this past year and don't forget to renew your membership prior to September 30.

Headquarters and  
Headquarters  
and Editor



confess your goofs . . . others confess theirs . . . eases your bruised pride. Try to find out how the pros are doing . . . don't learn a thing . . . to bed . . . it is 240 Zulu . . . don't know what it is people time . . . leave call for 4:30 a.m. . . . still thirsty.

Next morning . . . struggle up still drugged with sleep . . . quick cup of coffee . . . out to airport . . . check weather . . . trouble ahead . . . wait for next sequence . . . TAR Y takes off . . . you wait . . . later it will be hot and thermal rough . . . afternoon thunderstorms will be vicious . . . Was TAR Y the smart one? . . . You are getting sticky and hot again . . . new sequence . . . looks as though you can make Dallas (first compulsory) non-stop . . . check wind progs . . . looks best at 9,000 to 12,000 . . . Flying east . . . must be legal . . . file for odd plus 500 . . . File flight plan . . . pull up to clock . . . pilot checks for clearance . . . reporter discovers you are an officer . . . wants interview . . . pulse mounts . . . can't be rude . . . remember Public Relations . . . try to explain, no time . . . Pilot signals O.K. . . . approach the clock . . . wait, wait, wait that endless minute for the clock to click (gives you a minute free) . . . stamp the log book . . . run for plane dodging reporter and camera . . . lope aboard . . . slam door . . . off again . . . establish heading . . . contact radio . . . activate flight plan . . . check ground speed . . . make position report . . . slow climb to 9,500 ft. . . ground speed better . . . may make par . . . top scattered and broken . . . alter course . . . will need radio check points . . . visual reference points obscured . . . Hot, Sticky . . . open thermos . . . orange juice . . . check ground speed . . . this will be a good leg . . . spirits and pulse rise . . . cooler here . . . broken becomes scattered . . . everything rosy . . . doing better than par . . . SPECIAL WEATHER . . . pilot reports at 11,500, impossible to proceed Abilene VFR . . . establish position immediately . . . 15 miles west of Midland . . . call for clearance . . . straight in approach to runway 4 . . . present altitude 9,500 . . . what a letdown . . . feather landing short and right at turnoff for taxi to clock . . . prop stopped . . . jump out (must be developing some new muscles) stamp the log book . . . close the flight plan . . . check weather . . . no good . . . Thirty five other crews milling around patient weather bureau personnel . . . Did TAR Y get through? . . . no report . . . TAR that had landed short of Deming, Salt Flat or Columbus comes in . . . It was Columbus . . . whole town came out to bring gas . . . held reception . . . radio and press interviews . . . key to city . . . meet the mayor . . . meet the border patrol . . . meet the fire chief . . .

meet the leading citizens . . . pose for photographers . . . meanwhile time grinds relentlessly on . . . can't be rude . . . our job to sell women in aviation . . . have breakfast 1630 Zulu . . . walk back to operations . . . getting hot and sticky . . . wind shifting . . . nimbus building . . . fledglings discouraged . . . crews getting edgy . . . back to weather . . . intelligent questions . . . silly questions . . . weathermen still patient but looking tired . . . check flight plans . . . TAR Y down at Abilene . . . Rumor an instrument let down . . . rules say must be VFR at all times . . . many of the Pros here too . . . where is TAR Z . . . still hanging back in Yuma waiting for tail winds? . . . Terminal air conditioned . . . iced tea quenches thirst momentarily . . . back to weather bureau . . . a bit congested with 40 some race crews . . . crowd into radar room . . . not good . . . hate to call it a day . . . just over two hours in the air . . . that's your element not this sticky, hot, humid ground stuff . . . accept the inevitable . . . file an RON . . . to the motel . . . shed sticky flying clothes . . . shower . . . re-do makeup . . . put on "other" dress . . . zipper jams . . . whole thing goes off the track . . . Ugh! back into messy flying clothes . . . glad you brought an extra blouse . . . dinner with the pros . . . long distance calls to check on RONs . . . all accounted for . . . three have reached Dallas . . . How could they have done it VFR . . . you were there . . . it looked impossible . . . beginning signs of strain of delay . . . some crews irritable . . . discouraged . . . call weather . . . no early start tomorrow . . . Dallas will be zero zero . . . to bed . . . you leave a call for 4:30 A. M. Why? . . . habit probably . . . spend the night turning the air conditioner off and on . . . struggle up at 4:30 . . . Dallas socked in . . . might as well take time for breakfast . . . out to airport . . . draw for take-off position . . . Finally . . . weather breaks . . . pulses rise . . . crews rush around queue up to file flight plans . . . queue up for take off . . . this one will be on the deck . . . Dallas a must stop less than 300 miles . . . your turn . . . taxi to line . . . Pilot signals all ready . . . amble to clock . . . recheck log for correct page . . . wait-wait-wait for click . . . stamp book . . . skim to plane . . . up and in . . . door locked . . . taxi out . . . take heading . . . navigate carefully . . . easy to get off course . . . ground speed good . . . each leg a bit better . . . making more than par now . . . right on course . . . hot, sticky, rough down here under the broken and scattered deck . . . make position report . . . call Dallas . . . get clearance . . . cleared number three . . . extend pattern . . . follow a maverick twin Beech . . . time clock down near far

end of runway . . . plan to land long . . . Beech lands short . . . you stay behind him . . . taxis at snails pace down the runway . . . no turn-off . . . you follow . . . grass too wet . . . FAA beagles watching for any infraction . . . can't risk annoying them . . . finally, character ahead turns off on ramp . . . up to the clock . . . prop stopped . . . hold a minute . . . it may kick in again in this heat . . . out of plane . . . to the clock . . . stamp the hateful log . . . close flight plan . . . already done . . . one of the 99s is a local controller . . . has new flight plan all typed up . . . needs only destination ETE and fuel . . . Administration building a mad house . . . Race crews . . . sightseers . . . Press and heat . . . we each receive a kit with individual nibs of perfume . . . could also use tranquilizers . . . two clocks . . . arrival and departure . . . Everyone must land here . . . inevitable bottle neck . . . restaurant overcrowded . . . order iced tea . . . waitress works way through crowd . . . spills tray loaded with roast beef sandwiches with gravy, mashed potatoes with gravy and swimmy canned peas . . . air conditioner inadequate . . . You find crews not seen since San Diego . . . here is TAR Y . . . you get their story . . . Abilene weather assured VFR . . . got sticky . . . landed at Sweetwater . . . long distance calls for weather . . . still assurance VFR would give radar steer between calls . . . took off . . . pouring rain . . . lousy . . . make 180 . . . on the gauges . . . call Abilene to report IFR and request GCA approach . . . control zone Abilene broke out in VFR . . . irony and heartbreak . . .

TWO HOUR layover in Dallas due to traffic jam . . . hot and crowded engines overheating crawling toward departure clock . . . start and stop . . . wait and perspire . . . sun beats down . . . CUs beginning to build . . . finally you reach the front of the line . . . someone wants to visit . . . no time . . . approach the ticking monster . . . stamp the page . . . take off . . . cleared to Montgomery . . . promise of a quartering tail wind . . . you are really making time . . . score is climbing . . . looks respectable . . . east of Meridian . . . Severe weather warning . . . line of nimbus 50 miles . . . advised circumnavigate to south . . . heading of 88 degrees becomes 160 degrees . . . 13,000 altitude needed to snake through the canyons . . . other side . . . half hour lost . . . back down stairs . . . haze, heat, lousy visibility . . . attempt to establish position . . . second radio goes out . . . impossible to get radio fix . . . hunt for check point in the muck below . . . wiggles on river seen dimly through the damp, moist gook below won't match wiggles on chart . . . conclusion . . . off the



chart . . . can only home toward Montgomery omni . . . find a railroad . . . hope its the right one . . . terrain heavily wooded . . . hard to identify . . . railroads lead to cities . . . guess 25 miles out . . . call tower . . . cleared in . . . follow railroad . . . wrong one . . . almost land on highly restricted jet training base . . . pretend to be just circling . . . call tower report 25 miles out . . . they know, but keep our secret . . . find Danelly Field . . . land . . . taxi to clock . . . stop prop . . . climb out . . . stamp log . . . looks like a convention . . . so many planes . . . weather forecast to be ideal tomorrow . . . front down in Gulf, tail winds . . . file an RON . . . plan to get shampoo and replace zipper . . . lie down . . . 2½ hours later . . . stagger to answer phone like Zombie . . . too late for hair do . . . Dinner with other contestants . . . laughter, comaraderie, tight knit group . . . Where is TAR W . . . word finally comes, she has landed at an air base . . . thought she would lose her plane . . . being treated like royalty . . . we knew they'd love her . . . in her 70s, a real honey . . . In Alaska they talk of Cabin Fever . . . used to wonder what it was . . . second day . . . still grounded . . . know what it means . . . we have it . . . third night . . . still Montgomery . . . some planes get too anxious . . . take-off . . . run into trouble . . . emergency landing . . . plane clobbered . . . pilots unscratched . . . Twice lined up and ready to go . . . Alert, severe storm approaching . . . tie down everything . . . tie down area . . . muddy, sticky with clay . . . planes held in Jackson and Shreveport have filed . . . on their way here . . . Rumor Rampant . . . TAR V 135 H.P. has sworn to cross finish line by Wednesday noon and prevent extension, will fly IFR every mile if need be . . . Betty says we are all just sitting here in fine weather waiting for tail winds . . . finally deadline extension is granted 24 hours grace . . . back to motel . . . hot . . . muddy . . . unpressed . . . hair stringy . . . we don't care . . . crews jittery, pulses racing, irregular . . . line up for take-off . . . four go out, encounter deteriorating conditions, steered back by radar . . . tower orders all to return . . . slog through clay and drizzle . . . tie down again . . . Some take off . . . land in emergency fields, out of race . . . finally the GO sign . . . in the air . . . land at Greenville . . . develop Charley-horse dodging photographers and Boy Scouts getting to time clock . . . delayed one hour due to traffic . . . off again . . . filed to Hagerstown, last compulsory stop . . . nearing Lynchburg . . . nasty line of towering nimbus . . . tower trying to work four planes in through narrow corridor still open . . . we will by-pass

. . . less than 100 miles to Hagers-town . . . Severe weather warning . . . winds 60 kts, hail, several line squalls converging . . . best to land at Charlottesville and check . . . on ground 1½ hours, time ticking inexorably on . . . will try to sneak up Shenandoah valley . . . call to small airports there report can do . . . take off . . . cross the ridge . . . head up valley . . . low scud . . . becoming stratus spreading throughout valley . . . ahead the granddaddy of TS . . . twenty miles distant we hit terrific turbulence . . . throttle back . . . shallow 180 . . . remember plane that got clobbered . . . best be conservative . . . back to Charlottesville . . . no time clock . . . to motel . . . call Kay . . . we are out of the race . . . will RON here . . . second extension of deadline . . . noon tomorrow . . . we'll be there . . . will fly direct from Charlottesville . . . Learn one rumor is official . . . TAR V . . . got lost finally found Montgomery . . . landed too long . . . endless taxi to time clock . . . punched in one minute after official sunset . . . first time in competition . . . heartbreak . . . Officials at finish having their troubles . . . banquet postponed for two nights . . . rearrange everything . . . only a handful of planes in Atlantic City.

Friday morning . . . lousy visibility . . . no horizon . . . stopover in Baltimore awaiting VFR . . . finally bare minimums . . . feel our way to Atlantic City . . . Finish line personnel say . . . fly close to hotel otherwise identification impossible . . . feel our way up inlet . . . finally spot NOFEC . . . circle, cleared to land . . . VIP greeting complete with photographers who perpetuate our ungroomed, no make-up, stringy haired, unpressed selves . . . Out of the race and tired, tired, tired, dirty, hot, disheveled . . . Why do we do it? . . . Only the pros will win . . . takes superb piloting . . . knowing every angle . . . utilizing every advantage . . . too old anyway . . . should play bridge and attend dull teas . . . be a proper grandmother. In the hotel . . . a long hot perfumed bath, 2 hour sleep, hair clean and set, nails manicured, lady clothes at long last, an orchid . . . heart beats and pulse returning to normal, happy tempo . . . we know we'll do it again . . . Why? I suppose its because we've accepted a challenge and have seen it through and we realize that we are a part of the inner core of a wonderfully close and very special fraternity to which very few are admitted . . . we have beaten the elements . . . we are 90s . . . and with all sincerity we congratulate the winners for a superb job . . . This, then, is the heart beat of THE RACE, and we are privileged to have been a small part of it.

Flighty Lady.

## Secretary's Corner

### Report Of Annual Convention San Diego, Calif., July 6, 1961

Space does not permit reprinting the many interesting reports presented. The official minutes will be distributed to each Governor and Chapter Chairman when the full stenotypists report has been received, the minutes drawn up and checked by the three members of the auditing committee. Since this will require about two months for completion, a summary of action taken is given here. Recommendations of the Executive Committee approved by the delegates include: Revocation of the charter of any chapter which becomes inactive. If a new group becomes active, a new charter will be issued. Any member retaining her membership and belonging to an inactive chapter will be listed in the roster in the closest active chapter.

Stationery will be printed in bulk through Headquarters. To save waste officers' names will not be printed thereon. Chapters may order stationery at cost from Headquarters and have chapter name printed on letterheads.

An alphabetical listing will be included in the 1961-62 Roster.

The two proposed amendments to the Constitution and By-Laws were passed, ARTICLE IV, Section 3: Transfer of Membership—Will henceforth require completion of a form letter with original being sent to headquarters and copies to the chapter of origin and chapter to which transfer is made, ARTICLE V, Section 3 of By-Laws: (now reads) Members resident in, and citizens of countries other than the United States of America and Canada, shall pay membership dues and initiation fee of one-half the amount paid by members in the United States of America and Canada.

The delegates voted NOT to become an affiliate of the National Aeronautic Association.

Officers elected for 1961-62 are: President, Louise M. Smith, High Point, N. C.; Vice President, Barbara Kiernan, Boston, Mass.; Secretary, Barbara Evans, Manhasset, N. Y.; Treasurer, Alice Roberts, Phoenix, Ariz.; Executive Committee, Eugenia Heise, Barbara London, Ruth Deerman; Trustee, Amelia Earhart Scholarship, Broneta Evans.

I know you will give your complete support to these officers when they take office September 1 and that the 32nd annual flight of the Ninety-Nines will be in most competent hands.

Barbara Evans,  
Secretary





## NO. CENTRAL SECTION

### GREATER ST. LOUIS CHAPTER By Dolores Whelan

Our news letter editor, Connie Mat-  
ter, has asked that I sub for her this  
month as she and her husband and  
children were leaving last week for  
a two week vacation in Miami. Lucky  
people.

Our chapter was quite pleased over  
the showing our members, Mickey  
Clark, Dorothy Haupt, June Evers  
and Dorothy Rumsey made in the  
Skylady. Their comments at our last  
meeting fired all of us with enthusi-  
asm. Several of the members are  
planning to enter the next Skylady.

Loretta Slavick and Laura Sellin-  
ger have attended several meetings  
of other aviation organizations in the  
last few months and have had the  
pleasure of meeting Mr. Halaby.

Edith Olovitch and husband, Al, va-  
cated last month in California.  
Had quite an interesting trip by Er-  
coupe.

Teddy Hagar enjoyed a wonderful  
vacation in Hawaii.

Erma Jaco, our member who mov-  
ed to Harlan, Iowa, returned here last  
month for several days of intense  
study and instruction and earned her  
instrument rating. Her instructor was  
Harold Whelan, husband of yours  
truly, so we were all very happy for  
Erma.

Sylvia Bloom, Ruth Lake and Doro-  
thy Haupt are also working on their  
Instrument ratings.

Mickey Clark and Teddy Hagar are  
again teamed for the TAR. They are  
sponsored by Ramada Inns, a Nation-  
al Chain of Roadside Motels offering  
travelers "luxury for less". We wish  
them lots of luck.

Virginia Duenke has been quite  
busy with the opening of their new re-  
sort at Lake of the Ozarks.

Golly Miner flew to the East during  
the middle part of May to get ac-  
quainted with a new grandson.

There is much more news from our  
chapter which will have to come later  
as I am quite busy making arrange-  
ments to move to Harlan, Iowa,  
where my husband will begin operat-  
ing the airport as of July 1.

### CENTRAL ILLINOIS CHAPTER By Rose S. Andrew

The family of Helen McBride, Mat-  
toon, is spending a vacation in Flor-  
ida together.

Our June meeting was held Sunday  
the 18th, at the home of Brigadier  
General J. W. Andrew, (USAF retir-  
ed) near Palmyra, Illinois. Hostesses

for the day were Jean Graber and  
Rose Andrew, Urbana - Champaign.  
The latter is a sister-in-law of Gen.  
Andrew.

The meeting took the form of a  
potluck dinner at 1:00 p.m. followed  
by a business session. Barbara Jeni-  
son, chairman, presided. Pre - con-  
vention things were talked of and let-  
ters received, following the Spring  
Sectional were read.

Five plane loads of Ninety-Niners.  
Forty-Nine and a halfers, and guests,  
flew in to land on the private landing  
strip at the Andrew farm.

Rose and Jean flew down on Satur-  
day in Andrews' Erco, followed by  
their 49ers, and the Andrew sons in  
a rented plane from the University of  
Illinois.

First to land on Sunday morning  
were Kathleen and Dean Hudson, De-  
catur. Then came Bonnie and Dr.  
Ferrell, Jane and Ed, Brantley, Har-  
risburg, Mary and Joe Hendrix, ac-  
companied by Mary's sister from  
Mattoon, Leah and Sam Warren and  
Little David from Champaign, Ed and  
Barbara Jenison from Paris. Driving  
in her little VW, was a guest from the  
St. Louis chapter, Mary Foley. She is  
now a student at the University of Il-  
linois.

After the business meeting we were  
shown some old movies of early Air  
Force days of Gen. Andrew.

It was a perfect day for flying and  
picnicking. We do hope we can do  
something like that again soon.

The July business meeting was on  
Saturday the 15th at Capital Airport  
in Springfield. The group was small  
because of vacations and the AWTAR,  
but those of us present enjoyed our  
speaker, Mr. Merle Swain, from the

Capital Airport Control Tower. He  
told us the workings of the relatively  
new Flight Following Service and  
some of the activities of their com-  
bined Tower-Radio Station facility.  
Those members present were hostess  
Adelaide O'Brien, Marge Kelly, Leah  
Warren, Helen McBride, Kathleen  
Hudson. Mrs. Mabel Johnson was our  
guest.

### ROCKFORD AREA CHAPTER By Betty Riddle

I shall try today to write our news.  
It seems I missed the last issue and  
have been getting heck ever since.  
Our May meeting was held a wee-  
late last month as we wanted to hear  
all about the Sectional meeting from  
our delegate Virgie Todhunter. She  
had a wonderful time from all reports  
and is eager to attend the next.

We had two prospective new mem-  
bers attend our May meeting who  
later became members. They were:  
Mrs. Maxine Stuart, and Mrs. Ethel  
Taylor. We will be very happy to wel-  
come these two girls to our small  
group.

Now for the June meeting which  
was held June 10, at Greater Rock-  
ford Airport Restaurant. I'm afraid  
our regular membership has let us  
down a bit as there were only two of  
us to welcome our new members and  
guests. They all had good reasons  
tho, and I am sure will be at the next  
meeting if at all possible.

Two of our newest members are  
going to fly the Powder Puff Race  
and naturally most of the conversa-  
tion was about their plans. These two  
girls are: Maxine Stuart and the new-  
est member which she brought along  
with her Lorraine S. McCormick (La-  
rry) Larry has just recently gotten  
her private and says she had to learn  
to fly in self defense since her hus-  
band is a pilot and her sons are also  
learning to fly. We hope they have a  
wonderful trip and lots of fun flying  
the Race, and we only hope it were  
possible for the rest of us to be fly-  
ing it too.

We had a guest at our June meet-  
ing which we are hoping will decide  
to become a member also. Her name  
is Lillian Spickler. She is a member  
of a flying club in Rock Island, Ill.  
She has been flying for quite some  
time and recently received her Con-  
trol Tower Operator's license. We  
sincerely hope she will decide to join  
our little group as a member real  
soon.

Sunday, June 11, Virgie and I drove  
to Chicago to attend the Fly-In the  
girls had. We would love to have  
flown, but how do you fit two kids  
in the baggage compartment of a  
Cessna? I didn't feel I should leave  
them home, so we drove. We enjoyed  
so much seeing our Chicago friends  
and watching the Spot Landings.

## Pilot's Briefing

### Pay Your Dues Promptly

Chapter Chairmen and Mem-  
bership Chairmen, check your  
membership for non-payment of  
dues. A tactful word and re-  
minder from you may find that  
check in the next mail.

Section Governors . . . see that  
names of new officers are sent  
promptly to Headquarters. These  
must be in the hands of Secre-  
tary Carol Craig by October 1  
for inclusion in the Roster.

Chapter Chairmen: Send the  
names of new officers by Oc-  
tober 1 to Headquarters, other-  
wise they will not be included  
in the 1961-62 Roster.

Have a wonderful summer!  
AND . . . a most successful 1961-  
62!



**MICHIGAN CHAPTER****By Marian Hoffman**

June meeting held at Bluffton Airport, Bluffton, Ohio, June 18th, joint meeting with Indiana and Ohio. Following members were present: Addie Binsfield, Leah Higgins, Jessie Wolke, Eloise Smith, Helen Wetherill, Mary Gardiner, Jackie Markham, Jean Reynolds, Mary Clark and Isolde Winkler. A beautiful day for a meeting and everybody flew in.

Leah Higgins flew the Plymouth school children on air orientation flights in a Cessna 175 from Mettatal Airport, Saturday, June 10th. There were 55-60 children and 10 parents.

Michigan will be represented in the AWTAR by the following: Jackie Markham and co-pilot: Mary Clark and Jean Reynolds; Sammy McKay and Margaret Crane; Leah Higgins and Mary Von Mach.

All the planes are set for the Michigan S.M.A.L.L. Race at Jackson, October 7th. Entries open July 24th and close September 24th. Jackson is going all out to entertain the girls so why not make it a fly-in weekend and join the fun. This is Mary Clark's home town and she and her committee are working very hard to make it a big success.

**CHICAGO AREA CHAPTER****By Alice Stoltzner**

At 7:30 a.m. on Sunday morning, a small group of sleepy-eyed but punctual Chicago Ninety-Nines congregated at DuPage County Airport. The day had a tragic beginning — no coffee ready when we arrived. An hour or so later, 15 planes left the field, headed South on a 150 mile cross country. The sixteenth plane remained on the ground. Sue (Doc) Roscoe and Jane Dewey left hurriedly in the CAP fatigues to deliver a baby boy. I'm sure the baby didn't mind, but did the mother question the "uniform of the day"? Sue? Alice DeWitt and Corrine Hallgren sped around the triangular course to take first place. Indiana's Josephine Richardson and Virginia Coffeen ran a close second.

The Spot Landing contest was a bit of a challenge because of variable noon day winds. First place honors went to Dorothy White and Elzabe Yocum placed second. Josephine Richardson took the "Pilot of the Day" trophy home to Indiana and the Traveling Trophy went to Alice DeWitt.

The taxiing obstacle course was cancelled by thunderstorm warnings and a delightful Air Meet came to a rapid end. Congratulations to Alice Kudrna and her committee on a successful day. The thunderstorm warning was no surprise to Alice. She encountered such weather on one of her planning trips into DuPage. Alice was taking one of her Wing Scouts

along for her first plane ride. The conditions of the short trip were enough to discourage a seasoned pilot but Alice says her passenger enjoyed every minute. A thunderstorm predicted for the area; brake repair needed; a temporary fix on the gear: door popping open on take off; flight path along the edge of the storm: If your Scout enjoyed every minute. Alice, sign her up for future Ninety-Nines.

Nel Brown and 49 $\frac{1}{2}$ er "Brownie", in a Forney Aircoupe, flew the "Holman Air Derby" at St. Paul, Minn. The 400 mile, triangular race was sponsored by the Jaycees of St. Paul. Congratulations, Nel, on fifth place honors.

Bee Malmanger and I flew a Tri-Pacer to Bee's home, Ames, Iowa, last weekend. The day was beautiful. The "event" of the trip was the reception committee. Six members of Bee's family scanning the sky from an old "Sky Watcher's" tower on the field.

Virginia Coffeen and Vee Walensky are checking out in planes new to them, Cessna's 150 and 172.

Mary Beritich racked up three hours in short hops last week. That's a lot of take-offs and landings, Mary.

Saturday, we'll all meet again at Palwaukee Airport to see our AWTAR entries, Gladys Muter, Doris Langher, Helen Sailor and June Basile, off for San Diego. Good Luck, gals.

**GREATER KANSAS CITY CHAPTER****By Carolyn Parish**

June 4th turned out to be the most flyable day anyone could have wished — and delighted we 99ers in Kansas City. Reason — that was the day for our Penny-A-Pound airlift to make money for contributions to the Children's Mercy Hospital (\$375), and to the Amelia Earhart Fund (\$100).

We learned a few tricks that will make our next event like this much easier, but all in all it was most successful. Advertising before Sunday included coverage by T. V. interviews and spot radio announcements. The flights started at 10:00 a.m. and the last one was at 7:15 p.m. . . . and even then we were working the overflow, having ceased to sell tickets after five.

We offer our "thanks" to many — and without them it would not have been possible. Fairfax Municipal Airport — F.A.A. — the splendid cooperation of the control tower — and those wonderful people who donated planes, gas, time and in some cases relief pilots.

From business establishments — Al Wilson, Consolidated Ground School, was there with plane and pilot: Wilbur Baker, Baker's Flying Service, furnished a Comanche and gas; Executive Aircraft, furnished the

Cessna 172 and gas, and also a relief pilot during peak hour: Eddie Fisher Flying Service donated a plane and flew a couple circuits for us during peak time; and 99-er Grace Harris flew the Ong Aircraft Corp.'s Bonanza.

Our 99 group furnished the following: Sheldon Stafford (49 $\frac{1}{2}$ -er) flew the Apache all day since Ruth doesn't have a Commercial License yet: Dee Southard flew the Cessna 172 most of the day: Sara Gorelick flew the Comanche, and totaled some 27 flights for the day . . . and that is a long day at 15 min. trips: We are confident that Sara can fly the traffic pattern plane-less now.

Not many groups are so lucky as to have a member that has two twin engine planes—obviously we are. Mary Ann Noah had a bit of Mag trouble on one—so unloaded the passengers and asked them to wait five minutes and promptly returned with the second Beech.

Easy to see we felt the day was worth all the effort and hard work. Our appreciation goes to all those members who did the very necessary ground work of loading, unloading, holding children by hand, weighing, paper work, etc. They did a terrific job.

This will be the last report that I will be making to the News Letter for the greater Kansas City Chapter. The last meeting had a delightful surprise for me—the gals presented me with one of the most complete log books I've seen, as a going-away present. Am sure you have all seen the "Senior Pilot Flight Record & Log" advertised in PILOT. I'm transferring to the Pacific Northwest (Vancouver, B. C.) the 1st of July. Am sorry to leave K.C.—it has been very enjoyable being a member of this 99 Chapter.

**INDIANA CHAPTER****By Sophia M. Payton**

If you received an award for making deadlines this month, yours truly probably wouldn't have any trouble getting it—made the deadline to finish the AWTAR with 34 minutes to spare (along with others)—now, I look at my calendar only to find that I have half a day to get my column sent in for the newsletter.

Our August meeting will be held at the lovely home of Mid Cassidy—a summer outing with all the news of the AWTAR—and, boy, do we have a lot to tell—that is if we tell all.

Other than the race contestants at the convention, our chairman, Billie Smith, was there to see all of us off. A wonderful time was had by all—convention — race — Also, might add we had a 49 $\frac{1}{2}$ er and family—Rusty Knuth, son, daughter-in-law, granddaughter to see the crew of Fantasyland (Ethel and Delia) off in the race.



Also, Ellen and Avada, sisters of my co-pilot, Rae, attended the take-off of the race. Helen Grahn and Patt Patterson's 49½ers were there, along with Mr. Richardson to see wife Josephine off.

### ALL-OHIO CHAPTER

By Janice R. Kuechenmeister

Sunday June 18, Bluffton Airport. Bluffton, Ohio, was the Tri-State meeting place. Michigan, Indiana and the All-Ohio Chapters held their respective meetings. Fried chicken was the main dish for lunch. As in the past we were very cordially welcomed and transported by automobile to the picnic area. We extend our thanks to Dottie Anderson our gracious hostess and to Mr. H. A. Carey, Airport Manager, for the facilities and the service rendered to the members and their guests.

Marilyn Collette was drafted for all the registration. Lavina Stolte, Mary Brandman, Kate Kohler, plus husbands and friends assisted Dottie in making this a very pleasurable day.

Members, husbands and guests present were: Dottie Anderson, Jean and Doc Bonar, Marilyn Collette, Mary Brandman, Margaret Callaway, Mary Fecser, Clara Thorpe, Rosalie Bracht, Autrie and Karl Lehr, Marge Gorman, Joan Hrubec and Co-pilot, Bernita Nickel and daughter, Harriet Wladyka, Jean Hixson, Edy Maxim, Lavina and Bob Stolte, Martha and Jim Foley and Sue, Margaret Hammon, Virginia Schumacher, Martha Riber, Juanita Hemminger, Janice Kuechenmeister, Jois Schmidt, members: Betty McMann and Martha Fisher, prospectives: Ruth White and Winnie Medford, Kate Kohler and husband, Guest Lawrence Kaylor, and Mary Sawyer from the Tennessee Chapter now residing in Cincinnati.

As many of you know Ohio was well represented in the IAR. Of the six entries in this race three were in the top six. Margaret Callaway from Wilmington and Paula Jean Schultz placed second. Margo Callaway her daughter and Ruth Eells placed third. Frances Francis and Marian Betzler placed sixth. Virginia Schumacher and Margaret Hammon placed twelfth. Ione Kiplinger and Edy Maxim and the late entry of Autrie Lehr and Helen Williams made up the six entries.

Margaret Callaway reports they had a wonderful time. Hotel, food, gas and oil were furnished free when they arrived in Florida to start the race and until it was over. Let's have a bigger turnout next year.

**News:** Bernita Nickel tells us their airfield will be used to refuel the National Guard planes and helicopters in their maneuvers this coming weekend. . . . Joan Hrubec reports President Deedo and Hermann Heise were

visiting Dr. Heise's brother in Cleveland. Jane Hart from Michigan had a four hour layover in Cleveland on her way to Washington, D. C. . . . Martha and Jim Foley are making plans to fly their Cessna 182 to South America this summer. From their descriptions this trip should be a honey. Let's hope they take some pictures as they did on their Alaska trip, so they can show them at some future meeting. . . . Sandra Callaway has returned from her study abroad in France and is now in Mexico City to further her study in languages. . . . Not many of the girls will make the National Meeting in San Diego. There will be some of the Ohio gals at the terminus—Atlantic City. . . . The Achievement Award forms will be out within the next month or two. So let's get on the ball and get some points, let's make this a real competitive contest. By all means don't forget to turn the forms in before the dead line. . . . Next meeting will be West Lafayette for July 23 and Virginia Schumacher and the Dayton girls will be hostesses for the August meeting.

### WISCONSIN CHAPTER

By Lydia L. Jensen

Every summer Ninety Nine Dot Faust and hubby Eustace entertain the Wisconsin Chapter at their wonderful home on Lake Beulah, Wisconsin. They are the most charming of hosts and have made this event a truly red letter day for our Chapter. Nobody you can think of cooks so well as Dotty. Every dish is more tasteful and attractively presented than the last. No amount of time has been spared in their skillful preparation by her own hands. This magnificent food is so graciously served and off red in such abundance that no matter how husky your appetite you feel unabashed when you continue to refill your plate. Long after the meeting you still have visions of those mounds of tender and toothsome fried chicken, those mouth-watering pecan and apple pies that put all others you ever ate to shame (including grandmas), that superb fersh raspberry Schaum Torte so meltingly tender and fluffy and so delicate of flavor as well as of the many other delectable dishes. No wonder such a dinner enjoyed each year with hosts that make you feel as much at home as if you were a member of their own household and shared with good friends like your fellow Ninety Nines and husbands has become a legend with the Wisconsin Chapter. We were fortunate as to weather so the meal was eaten outdoors overlooking beautiful Lake Beulah, the view of which is dramatized by the fact that the grounds are situated high above the water. As we sat around after dinner stuffed and happy the conversation turned to many interesting things. . . .

. . . The mid-May trip to a medical meeting in Portland, Oregon taken by Dr. Anne Roethke with Deedo as co-pilot. The gals really did the Northwest which they found excitingly beautiful and wonderful to fly in. According to all reports the people who entertained them turned out to be as interesting as the scenery. Deedo, we understand becomes so relaxed when flying with Annie that even over the Rockies she may nap over the maps occasionally.

. . . The May dinner meeting arranged by Mary Landis at Timmerman field, Milwaukee where a rousing send off was given to our three AWTAR participants, Deedo Heise, Anne Roethke and Dot Parks.

. . . The AWTAR itself which was flown in exceptionally poor weather this year thereby offering more challenges and interesting incidences than ever.

Later when we were somewhat talked out and the laziness induced by our magnificent meal had left us, there was boating and swimming. The Fausts have an ingenious lift that takes you effortlessly up or down the steep bank to the water just by the pushing of a button. Their speed boat comes gently out of its boat house when another button is pushed and you are ready for a long and thrilling ride on Lake Beulah.

Reluctantly at 4 P. M. 49½ Kai and I managed to tear ourselves away from the fun for thunderstorms had been predicted in the Madison Area. As it was we had a squall line pressing us on each side much too closely for comfort and had to fly under threatening skies most of the way home.



By Jeanne Spielberg

We gathered at Alma Harwood's beautiful apartment overlooking Central Park for our business meeting on June 1st. The meeting was well attended and much ground was covered by the 18 members who were present. Our gracious hostess served a delightful buffet supper after our affairs had been attended. Among other things we learned that Ena Ayers and Dottie Gable had placed sixth in the New England Air Race and we are exceedingly proud. Marge Gray was a Judge at the Reading Air Show and we feel very good about that too. Barbara Evans and Barbara Kiernan (Race No. 5) are starting out June 22nd as our Route Surveyors for the Air Race and in our next Letter we will report how it all worked out.

We were again honored by the





Left to right — Frances Bera, Aileen Saunders, June Douglas, Irene Leverton, Teckla Kaufman, Frances Miller, Sylvia Roth, Pauline Glasson, Lena Jackson.

## Results Of The 15th Annual All Women Trans-Continental Air Race

San Diego, Calif. to Atlantic City, N. J.,  
July 8 - 12, 1961



Frances Bera, 1961 AWTAR Winner

			Avg. Grnd. Speed Score
1. Mrs. Frances Bera (TAR 36) 4284 Pepperwood Ave. Long Beach, Calif.	Belmont Aviation Corp. Long Beach, Calif.	Beechcraft Bonanza E-35 225 hp	144 158.58516 + 14.58516
2. Mrs. Aileen Saunders (TAR 97) 2015 Wedgemere Rd. El Cajon, Calif. Miss June Douglas, 7810 Beta, Lake Clark Shores, West Palm Beach, Fla.	President Airlines North Hollywood, Calif.	Cessna 172 145 hp	103 116.86937 + 13.86937
3. Miss Irene Leverton (TAR 69) 4171 Arch Dr. North Hollywood, Calif. Mrs. Teckla Kaufman, 16830 Livorano Dr., Pacific Palisades, Calif.	Churchill County Chamber of Commerce Fallon, Nev.	Morrissey 2150 150 hp	108 121.81070 + 13.81070
4. Miss Frances Miller (TAR 42) 215 South Edisto Ave. Columbia, S. C. Miss Sylvia Roth, 606 Glencoe Rd., Glencoe, Ill.	Aircraft Sales and Service Columbia, S. C.	Piper PA-24 Comanche 180 hp	133 144.09605 + 11.09605
5. Mrs. Pauline Glasson (TAR 37) P. O. Box 3427 Corpus Christi, Texas Mrs. Lena Jackson, 333 Barracuda, Corpus Christi, Texas	Glasson Aerial Photography Corpus Christi, Texas	Cessna Skylark 175 hp	177 127.24368 + 10.24368
6. Mrs. Jean Rose (TAR 85) 2900 West El Segundo, Apt. D Gardena, Calif. Mrs. Elba Dedes, 720 Lomita, El Segundo, Calif.	Rose Aviation Hawthorne, Calif.	Cessna 172-A 145 hp	106 115.57894 + 9.57894



7.	Mrs. Patricia Gladney (TAR 77) 101 Higgins Ave. Los Altos, Calif. Mrs. Margaret Standish, 1415 Villa St., Mt. View, Calif.	Wright Bros. Co. San Jose, Calif.	Cessna 180 230 hp	134 143.14002 + 9.14002
8.	Mrs. Margaret Callaway (TAR 96) 1083 West Truesdale Wilmington, Ohio Miss Lindy Boyes, 517 Magnolia, Piedmont, Calif.	Orlando Aviation Service, Inc. Orlando, Fla.	Cessna 172 145 hp	105 114.08598 + 9.08598
9.	Mrs. Mary Ann Craig (TAR 29) 2030 Stewart, Apt. C Santa Monica, Calif. Mrs. Dru Benefiel, 2316 West 73rd, Los Angeles, Calif.	Skyways, Inc., Van Nuys Airport Van Nuys, Calif.	Cessna 182 230 hp	134 142.84581 + 8.84581
10.	Marion Betzler (TAR 15) 3190 Dale Ave. Columbus, Ohio Mrs. Gertrude Lockwood, P. O. Box 275, Carlsbad, Calif.	United Rent-Alls, Inc. Lincoln, Neb.	Piper PA-24 Comanche 250 hp	150 158.13854 + 8.13854
11.	Mrs. Mary Ann Noah (TAR 41) 5714 Windsor Dr. Mission, Kan. Mrs. Joan Manda, Lexington Rd., Pleasant Hill, Mo.	King Radio Corp. Olathe, Kan.	Cessna Skylark 175 hp	117 124.03276 + 7.03276
12.	Mrs. Betty Miller (TAR 6) 3316 Inglewood Blvd. Los Angeles, Calif. Miss Dana Rawding, 12312 Inglewood Ave., Hawthorne, Calif.	Santa Monica Flyers Santa Monica Airport, Calif.	Cessna 172-A 145 hp	106 112.87399 + 6.87399
13.	Pat Jetton (TAR 8) 2737—O, Bannon Dr. Dallas, Texas Joan Huckeba, 2627 Texas Dr., Dallas, Texas	Olan Mills, Inc. Dallas, Texas	Piper PA-24 Comanche 180 hp	133 139.81195 + 6.81195
14.	Mrs. Claire Walters (TAR 78) 13026 Psomas Way Los Angeles, Calif. Miss Betty J. Faux, 3551 Mentone Ave., Apt. 10, Los Angeles, Calif.	Claire Walters Flight Academy Santa Monica, Calif.	Cessna 175 175 hp	117 123.33632 + 6.33632
15.	Thelma Bishop (TAR 13) 6232 La Jolla Blvd. La Jolla, Calif. Betty Lambert, 4272 Altamirano Way, San Diego, Calif.		Cessna Skylane 182-B 230 hp	133 138.85032 + 5.85032
16.	Mrs. Marian Jepsen (TAR 10) Box 547 Encinitas, Calif. Mrs. Ruby Keaveny, 1141 Van Nuys St., San Diego, Calif.		Cessna 150 100 hp	100 105.55825 + 5.55825
17.	Mrs. Alice Hammond (TAR 60) 1203 Gilbert Rd. Meadowbrook, Pa. Mrs. Irene Wirtschafter, 604 Park Towne West, Philadelphia, Pa.	Iudens, Inc. Reading, Pa.	Cessna 180 225 hp	133 136.05629 + 3.05629
18.	Mrs. Barbara Jenison (TAR 88) 711 Shar Ave. Paris, Ill. Miss Jean Hixson, 227 Kenilworth Dr., Akron, Ohio	Jantzen, Inc. Portland, Ore.	Piper PA-22 150 hp	105 108.04541 + 3.04541
19.	Mrs. Alice Pfantz (TAR 91) 2211 40th Place Des Moines, Iowa Mrs. Dannie Rosenfield, 2323 Park Ave., Des Moines, Iowa		Piper PA-22 150 hp	105 107.88731 + 2.88731
20.	Mrs. Myrtle Wright (TAR 43) 779 El Patio El Sobrante, Calif. Miss Pat Stouffer, 510 Hoover St., Napa, Calif.		Cessna 170-B 145 hp	105 107.52065 + 2.52065
21.	Mrs. Pearl Laska (TAR 75) 9150 Connor Rd. Fairbanks, Alaska Mrs. Vivienne Schrank, Jordan, Mont.		Cessna 150 100 hp	100 102.51929 + 2.51929
22.	Mrs. Jacquelyn Markham (TAR 61) 125 South Minges Rd. Battle Creek, Mich. Mrs. Jo Anne Aldrich, 534 Rouse, Lansing, Mich.	Archway Home-Style Cookies Battle Creek, Mich.	Cessna 180 225 hp	133 135.09163 + 2.09163



23.	Mrs. Jean Reynolds (TAR 89) 2409 MIDDAY JACKSON, MICH. Miss Mary Clark, 115 South Grinnell, Jackson, Mich.	SAVair Products Co. Hayes Industries, Inc. Servisoft Soft Water Service	Cessna 150 100 hp	100 102.01111 + 2.01111
24.	Miss Helen Greinke (TAR 76) Hotel Rogers Bloomington, Ill. Mrs. Anne Grimm, R. R. No. 2, Saybrook, Ill.		Cessna 172-B 145 hp	108 109.81137 + 1.81137
25.	Mrs. Nancy Lynam (TAR 95) MOQ, 902-D, Naval Air Test Center Patuxent, Md. Mrs. Mayetta Behringer, 1166 Ashcroft Way, Sunnyvale, Calif.	Universal Aviation Easton, Md.	Mooney Mark 20-A 180 hp	141 142.41393 + 1.41393
26.	Iris Critchell (TAR 12) 1604 Via Montemar Palos Verdes Estates, Calif. Jean Carbon, 2618 Providence West, Spokane, Wash.		Beechcraft Bonanza G-35 225 hp	144 144.73806 + 0.73806
27.	Mrs. Sammy McKay (TAR 7) 9191 South Dixie Hwy. Grand Blanc, Mich. Miss Margaret Crane Fenton, Mich.	Superior Pontiac-Cadillac Flint, Mich. Glen of Michigan Manistee, Mich.	Cessna 172 145 hp	105 105.50703 + 0.50703
28.	Miss Elsie McBride (TAR 20) 5723 Warrington Ave. Philadelphia, Pa. Mrs. Arlene Feldman, 2417 76th Ave., Philadelphia, Pa.	The Decker Corp. Bala Cynwyd, Pa.	Piper Tri-Pacer PA-22 150 hp	105 105.41615 + 0.41615
29.	Mrs. Joyce Roggio (TAR 39) 545 Chandler La Villanova, Pa. Mrs. Marie D'Alterio, 112 James Dr., Havertown, Pa.	Zenith Metal Prod. Co. Primos, Pa.	Cessna Skylark 175 hp	117 116.92739 0.07261
30.	Mrs. Jerry Hall (TAR 57) P. O. Box 90 Oroville, Calif. Mrs. Zoe Dell West, Willows, Calif.	Feather River Airways Oroville, Calif. Chamber of Commerce, Oroville, Calif.	Piper Tri-Pacer PA-22 150 hp	105 104.87539 0.12461
31.	Mrs. Louise Hyde (TAR 52) 176 East 77th St. New York, N. Y. Miss Jemmie C. Hall, Gilbralter, Mich.		Beechcraft Bonanza D-35 205 hp	141 140.52565 0.47435
32.	Dr. Anne Roethke (TAR 47) 3219-A South 40th Milwaukee, Wis. Mrs. Dorothy Parks, 2651 South 50th, Milwaukee, Wis.	Midwest Airways Cudahy, Wts.	Piper Tri-Pacer PA-22 150 hp	105 104.02488 0.97512
33.	Mrs. Selma Cronan (TAR 31) 209 Hillcrest Ave. Leonia, N. J. Miss Marion Lopez, 162-11 Ninth Ave., Whitestone, N. Y.	Roller Mike New York City, N. Y.	Cessna 172 145 hp	105 103.59654 1.40346
34.	Mrs. Marian Burke (TAR 24) 311 North Terminal Dr. San Antonio, Texas Mrs. Evelyn Kelly, 2044 Junipero Ave., Long Beach, Calif.		Cessna 180 225 hp	134 132.39574 1.60426
35.	Mrs. Christine Winzer (TAR 62) RFD No. 2, Limekiln Rd. West Reading, Conn. Mrs. Rae Tober, 695 Plumtree Rd., Springfield, Mass.	Danbury Chamber of Commerce Danbury, Conn.	Cessna 172-B 145 hp	108 106.12905 1.87095
36.	Mrs. Sophia Payton (TAR 64) 3920 Moller Rd. Indianapolis, Ind. Mrs. Rae Cawdell, 3433 Central Ave., Apt. 47, Indianapolis, Ind.		Cessna 172-B 145 hp	108 106.07594 1.92406
37.	Miss Joan Merriam (TAR 67) 324 West Boston Ave., Apt. 14 Las Vegas, Nev. Mrs. Ann Merriam, 1450 SW 7th St., Miami, Fla.	Salinas Engine Works Salinas, Calif.	Beechcraft Bonanza G-35 225 hp	144 141.83739 2.16261
38.	Mrs. Doris Eddy (TAR 35) 3927 Cerritos Ave. Long Beach, Calif. Mrs. Mary Causseaux, 1040 Ximeno Ave., Apt. 6, Long Beach, Calif.	Eddy's Garage, Long Beach, Calif. T. Melvin Avants, Long Beach, Calif.	Beechcraft Bonanza E-35 225 hp	144 141.49654 2.50346



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| 39. | Miss Sarah Gorelick (TAR 63)<br>1115 Hoel Parkway<br>Kansas City, Kan.<br>Mrs. Ruth Strafford, 6004 Blue Ridge Rd., Baytown, Mo.                         | Piper PA-24<br>Comanche<br>180 hp  | 133<br>130.37420<br>2.62580                                       |
| 40. | Miss Kathleen Braithwaite (TAR 79)<br>1018 East Imperial No. 3<br>El Segundo, Calif.<br>Miss Aileene Pickering, 1813 Pandora Ave., Los Angeles, Calif.   | Benbow Aero<br>Torrance, Calif.<br>Cessna 175-A<br>175 hp                        | 117<br>114.31208<br>2.68792                                       |
| 41. | Mrs. Ruth Nitzen (TAR 33)<br>1217 Grand Via Altamira<br>Palos Verdes, Calif.<br>Mrs. Margaret Ross, 4738 Bindewald Rd., Torrance, Calif.                 | Numerous friends as<br>listed in program<br>Beechcraft<br>Bonanza C-35<br>225 hp | 144<br>141.19728<br>2.80272                                       |
| 42. | Virginia Graham (TAR 1)<br>250 Monte Vista Lane<br>Sierra Madre, Calif.<br>Virginia Hall, 14205-1/2 Moorpark, Sherman Oaks, Calif.                       | Piper PA-23<br>Apache<br>150 hp  | 136<br>133.06271<br>2.93729                                       |
| 43. | Mrs. June Basile (TAR 17)<br>1435 South Maple Ave.<br>Berwyn, Ill.<br>Miss Helen Sailer<br>606 Glencoe Rd., Glencoe, Ill.                                | Kott Moving and Storage Co.<br>Berwyn, Ill.<br>A. R. Basile, Berwyn, Ill.        | Cessna Skylark<br>175 hp<br>117<br>113.63796<br>3.36204           |
| 44. | Mrs. Margaret Ringenberg (TAR 21)<br>9902 Hosler Rd.<br>Grabill, Ind.<br>Mrs. Berta Marolf, 15902 Tonkle Rd., Grabill, Ind.                              | County Line Cheese Co., Inc.<br>Auburn, Ind.                                     | Cessna 182-C<br>230 hp<br>134<br>130.39024<br>3.60976             |
| 45. | Mrs. Helen Grahn (TAR 72)<br>331 South East St.<br>Indianapolis, Ind.<br>Mrs. Lena Patterson, 7176 Indian Lake Rd., Indianapolis, Ind.                   | Pierson Printing Co.<br>Indianapolis, Ind.                                       | Cessna Skylark<br>175 hp<br>117<br>113.28420<br>3.71580           |
| 46. | Shirley Marshall (TAR 18)<br>4032 Calle Chica<br>Tucson, Ariz.<br>Miss Viola Gentry, The Sea Spray Inn, East Hampton, N. Y.                              | The Sea Spray Inn<br>East Hampton, N. Y.<br>Tucson Airport Authority             | Piper Tri-Pacer<br>PA-22<br>150 hp<br>105<br>101.14950<br>3.85050 |
| 47. | Mrs. Dorothy Jenkins (TAR 25)<br>2534 East Richards Place<br>Tucson, Ariz.<br>Mrs. Geraldine Mickelsen<br>1809 Wentworth Ave.,<br>Sacramento, Calif.     | Apache Airlines<br>Tucson, Ariz.<br>The Ashton Co.<br>Tucson, Ariz.              | Piper Tri-Pacer<br>PA-22<br>135 hp<br>101<br>96.99873<br>4.00127  |
| 48. | Mrs. Dorothy Julich (TAR 92)<br>35-41 87th St.<br>Jackson Heights, N. Y.<br>Mrs. Margaret Potts, Fairview Rd., Box 823, Montauk, R. I., N. Y.            | Montauk Chamber of Commerce<br>Montauk, N. Y.<br>Community of Montauk, N. Y.     | Piper Tri-Pacer<br>PA-22<br>135 hp<br>102<br>97.44912<br>4.55088  |
| 49. | Mrs. Jean Clark (TAR 87)<br>14341 East Flomar Dr.<br>Whittier, Calif.<br>Miss Elizabeth Crowley, 2804 Futuer St., Los Angeles, Calif.                    | Met-Co-Aire Co.<br>Fullerton, Calif.   | Cessna 140-A<br>Tri-gear<br>90 hp<br>95<br>89.75742<br>5.24258    |
| 50. | Mrs. Georgia Dover (TAR 58)<br>11446 Starlight Ave.<br>Whittier, Calif.<br>Mrs. Penny Swope<br>1150 East Palm Dr., Glendora, Calif.                      | Dr. Ross Penny<br>Omaha, Neb.<br>Trans-World Motors<br>San Diego, Calif.         | Cessna 170-B<br>145 hp<br>105<br>99.38643<br>5.61357              |
| 51. | Mrs. Elizabeth Humble (TAR 2)<br>20 West Winnie Way<br>Arcadia, Calif.<br>Mrs. Shirley Gilmore, 1844 Highland Oaks Dr., Arcadia, Calif.                  | Walter Muller Hotels, Westerner, Arcadia<br>The Uplander, Upland, Calif.         | Cessna Skyhawk<br>172-B<br>145 hp<br>108<br>102.29788<br>5.70212  |
| 52. | Mrs. Josephine Richardson (TAR 23)<br>RR 5, Decatur Hi-way Airport<br>Decatur, Ind.<br>Mrs. Stella Hardin, 2117 East Division St., National City, Calif. | Decatur Hi-way Airport, Ind.   | Cessna 172<br>145 hp<br>103<br>97.05535<br>5.94465                |
| 53. | Mrs. Ethel Taylor (TAR 80)<br>1003 South 7th St.<br>De Kalb, Ill.<br>Mrs. Lorraine McCorkle, 539 Kendall Lane, De Kalb, Ill.                             | Joseph Brody & Bros., De Kalb, Ill.<br>Taylor Flying Service, De Kalb, Ill.      | Piper PA-22<br>150 hp<br>105<br>98.63376<br>6.36624               |



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| 54. Mrs. Grace Harris (TAR 84)<br>22 West 74th St. Terrace<br>Kansas City, Mo.<br>Mrs. Doris Funk, 2014 Sunrise, Las Vegas, Nev.             | Beechcraft G-35<br>225 hp  | 147<br>139.74973<br>7.25027          |
| 55. Evelyn Rackleff (TAR 9)<br>Rt. No. 2, Box 133X<br>Lebanon, Ore.<br>Marcella Othus, 2527 N.E. Dunckley St., Portland, Ore.                | Valley Roof, Lebanon, Ore.<br>John Othus Motors, Portland, Ore.  | Piper PA-24<br>Comanche<br>250 hp    |
| 56. Mrs. Loretta Peacock (TAR 40)<br>4054 Erby St.<br>Houston, Texas<br>Mrs. Helen Guinn, 8734 Glen Lock, Houston, Texas                     | Guinn Flying Service<br>Pearland, Texas  | Cessna Skyhawk<br>172-B<br>145 hp    |
| 57. Mrs. Virginia Huidekoper<br>(TAR 55)<br>Wilson, Wyo.<br>Miss Anne Sarcka, Spring Lake Ranch, Cuttingsville, Vt.                          | Cessna Skylane<br>182-D<br>230 hp  | 134<br>126.00882<br>7.99118          |
| 58. Mrs. Mickey Clark (TAR 28)<br>1 Lake James Court<br>Florissant, Mo.<br>Mrs. Teddy Hager, 4944 Lindell St., St. Louis, Mo.                | Ramada Inns<br>Phoenix, Ariz.  | Piper PA-24<br>Comanche<br>250 hp    |
| 59. Mrs. Sandra Killion (TAR 38)<br>3230 Braemar Dr.<br>Santa Barbara, Calif.<br>Mrs. Jacqueline Sepulveda<br>8233 Calmada, Whittier, Calif. | Ken Killion, Union Oil Dealer<br>Santa Barbara, Calif.<br>The Kamage Chemical Corp.<br>Los Angeles, Calif.                   | Beechcraft<br>Bonanza D-35<br>225 hp |
| 60. Mrs. Emma McGuire (TAR 14)<br>718 16th St.<br>Santa Monica, Calif.<br>Mrs. Jan Vawder<br>1615 Georgina, Santa Monica, Calif.             | Fireside Market<br>Santa Monica, Calif.<br>Tip Top Foods<br>Santa Monica, Calif.   | Cessna 172<br>145 hp                 |
| 61. Mrs. Barbara Tucker (TAR 86)<br>5775 Urvan Dr.<br>La Mesa, Calif.<br>Mrs. Helen Cannon, 608 Kenny Way, Las Vegas, Nev.                   | I.F.R. Training, Gillespie Field<br>Santee, Calif.   | Mooney<br>Mark 20-A<br>180 hp        |
| 62. Mrs. Norma Wilcox (TAR 73)<br>19215 Bridewell<br>Glendora, Calif.<br>Mrs. Donna Wilcox<br>5233 West 116th St.,<br>Los Angeles, Calif.    | L.A. Prec. Opt. Ind.<br>Penn Opt. and Instr. Co.<br>R. H. Strasbaugh<br>Pac. Opt. Div. Chi. Aer. Ind.<br>E. B. Dunn and Co.  | Piper Tri-Pacer<br>PA-22<br>150 hp   |
| 63. Mrs. Velma Gregory (TAR 71)<br>12025 Alondra<br>Norwalk, Calif.<br>Mrs. Audrey Thomas<br>9916 Horley Ave., Downey, Calif.                | Skylarks of Southern California<br>Pico Truck Body Co., Pico, Calif.<br>Hildebrandt Speed Equip.<br>Santa Fe Springs, Calif. | Cessna 175-A<br>Skylark<br>175 hp    |
| 64. Mrs. Velta Benn (TAR 93)<br>5507 Bradley Blvd.<br>Alexandria, Va.  | Naylor Aviation<br>Clinton, Md   | Piper PA-24<br>150 hp                |
| 65. Mrs. Ethel Knuth (TAR 51)<br>4159 Roselawn Dr.<br>Indianapolis, Ind.<br>Mrs. Delia Sanders, 5353 North Park Dr., Indianapolis, Ind.      | Fantasyland<br>Gettysburg, Pa.   | Cessna 170-B<br>145 hp               |
| 66. Miss Giner Davis (TAR 100)<br>955 Conroy Rd.<br>Birmingham, Ala.<br>Mrs. Theo Strickland, 3750 Jackson Blvd., Birmingham, Ala.           | Magic City Flying Service<br>Birmingham, Ala.  | Cessna 182<br>230 hp                 |
| 67. Miss Leah Higgins (TAR 49)<br>10 Louise, Apt. 311<br>Highland Park, Mich.<br>Miss Mary Von Mach, 4133 Burns Ave., Detroit, Mich.         |  | Cessna 175<br>175 hp                 |



68.	Mrs. Nancy Diemand (TAR 50) Holicong, Pa.  Miss Deborah Diemand, Holicong, Pa.	The Greater Philadelphia Magazine Philadelphia, Pa.	Cessna Skylark 175 hp	117 100.30944 16.69056
69.	Mrs. Dorothy Warren (TAR 98) 3511 Ridgeoak Way Dallas, Texas  Mrs. Emily Anderson 9946 El Mada Lane, Dallas, Texas	Precision Flight Nav. Co. Dallas, Texas  Parklands of Dallas, Texas	Beechcraft K-35 250 hp	161 144.27259 16.72741
70.	Mrs. La Verne McCauley (TAR 16) Cliff, N. M.  Mrs. Priscilla Duncan 1640 Cactus, Silver City, N. M.	City of Silver City, N. M. (Grant County)  Champs Aviation, Inc. J. M. Grimes, El Paso, Texas	Cessna 180-D 230 hp	135 117.46195 17.53805
71.	Mrs. Margaret Petty (TAR 65) 24 Briar Rd. Muncie, Ind.  Miss Jill McCormich, St. Road, 43N RR 2, Lafayette, Ind.	Ball Stores, Inc. Muncie, Ind.	Piper PA-24 Comanche 250 hp	150 132.12753 17.87247
72.	Mrs. Jean Brewer (TAR 56) 4242 East Poe Tucson, Ariz.  Mrs. Beatrice McPherson, 6161 East Pima, Tucson, Ariz.	Anon. for the Tucson Boys Chorus	Piper PA-22 Tri-Pacer 150 hp	106 88.10561 17.89439
73.	Mrs. Opal Marie Sanders (TAR 66) 1096 Marshall Blvd. San Bernardino, Calif.  Mrs. Clara Aldrich, 4864 Barstown, San Diego, Calif.	Miss and Mrs. Fashions San Bernardino, Calif.	Cessna 182 230 hp	132 113.50713 18.49287
74.	Ilovene Potter (TAR 4) 13855 18th S.W. Seattle, Wash.  Helen Appel, 17943 Marine View Dr. S.W., Seattle, Wash.		Piper PA-24 Comanche 180 hp	133 113.02596 19.97404
75.	Mrs. Betty Curran (TAR 68) 5130 View Dr. Everett, Wash.  Mrs. Minnie Boyd RFD 1, Pullman, Wash.	J. V. Curran, M.D. Everett, Wash.  B and M Shopping Senter Everett, Wash.	Beechcraft Debonair 35-33 225 hp	152 125.99197 26.00803
76.	Mrs. Frances Slape (TAR 83) R. R. No. 2 Deming, N. M.  Mrs. Alice Strickland, 3728 Shepard Ave., El Paso, Texas		Piper PA-24 150 hp	133 103.24208 29.75792
77.	Mrs. Laura Conner (TAR 99) 604 West Broadway Meridian, Idaho  Mrs. Dorothy Russell, 391 La Perle Lane, Costa Mesa, Calif.	Roberts Aircraft Co. Eoise, Idaho	Beechcraft K-35 250 hp	158 81.28834 76.71166

## LEG PRIZES AND OTHER AWARDS

No. 1	TAR 69	No. 9	TAR 37	Beech Bonanza	TAR 36
No. 2	TAR 69	No. 10	TAR 37	Cessna 140-A, 150	TAR 10
No. 3	TAR 69	No. 11	TAR 69	Cessna 170, 172, 175	TAR 97
No. 4	TAR 36	No. 12	TAR 78	Cessna 180, 182	TAR 77
No. 5	TAR 97	No. 13	TAR 79	Piper PA-22	TAR 88
No. 6	TAR 36	No. 14	TAR 36	Piper Comanche	TAR 42
No. 7	TAR 87	Flying Magazine	TAR 41	Piper Apache	TAR 1
No. 8	TAR 36	Michigan Chapter	TAR 8		



Women's International Association of Aeronautics, with an invitation by Jessie R. Chamberlin, President, to their Annual Tea at Floyd Bennett Field. Mrs. Chamberlain was as usual a wonderful hostess, making the 99s feel like her special chicks who she has mothered for some time now. The Lady Hay Drummond Hay Trophy was awarded to Dr. Dora Dougherty. (Ph D.) this year for her outstanding achievement in aviation. She broke the altitude and distance record in a helicopter. We had the pleasure of knowing Dora a little better when she was staying in Greenwich Village here in New York and studying for her doctorate at New York University.

Short Notes: Marion Lopez has been rooting around on Long Island, namely the Garden City Hotel with an eye towards the Convention next year. Some of our girls appeared on Dunny Roberts Radio Program, Alma Harwood, Ruth Gwynn, Marion Lopez, Doris Renninger, Barbara Evans, Dorothy Julich and Kay Hilbrandt. Peggy Norris, Doris Renninger and Marion flew the Good Year Blimp, taking turns at the controls. They are all members of the Blimp Club now!! Greetings to the girls of our new Long Island Chapter, Jean Dickinson, Edith Kuzenko, Leah Jones, Mary Horn, Margaret Potts and Viola Gentry. Will have more to say after the big event.



### WASHINGTON, D. C. CHAPTER

By Mitzi Keller

The Washington, D. C. Chapter's Day at the Marine Corps Schools—June 24—at Quantico, Virginia was the MOST.

Nancy Tier and Betty Fisher Ecouped in, Virginia and Don Thompson, Dorothy Mitchell and Beatrice Wilder came by Tri-Pacer and Nancy Lynam flew over from Patuzent. The rest of us wheeled in—Adele Cotton, Rosemary Lane, Ruth and Buril Barclay (in their new white Cadillac), Betty and Neal Bohn, Josi Cook, Marty DeLoatche and her daughter and Jean Ross Howard.

We were welcomed by Colonel Burns, CO of the Air Station and escorted to the hangar for a coffee break by Major Ferris and Lt. Seals. Both are with the HMX-1 Squadron which provides helicopter support for the White House.

After coffee, Colonel John Bolt, a Korean War Ace, gave a brief report on Marine Aviation and showed the official Marine movie on "SELF"—Short Expeditionary Landing Field. With this new type packaged landing

strip, the Marines can now build a 3400 foot strip in 72 hours—it used to take 3 months!!

Then Lt. Seals showed the movie "Operation Amigo"—President Eisenhower's tour of South America—featuring the helicopter air lift on the trip.

We then adjourned to the HMX-1 hangar, met Colonel Reed, the Marine Corps presidential pilot and inspected one of the White House helicopters. We sat in the Ready Room (decorated with pictures of President Eisenhower and President Kennedy on their helicopter flights) as Colonel Reed reported on the joint Army-Marine helicopter support of the White House.

After lunch at the Officers' Club, we toured the famous Marine Corps Museum. It was truly a memorable Day—arranged for us by our Chairman Virginia Thompson.

Our Chapter was very proud to have two members—Velta Benn and Nancy Lynam in the Race—as well as our Governor—Elsie McBride. Velta, solo in a Comanche 250 was sponsored by Naylor Aviation, Inc. of Hyde Field, Md. Nancy with Mayetta Behringer of California was in a Mooney 180. She carried the message—"Hire the Handicapped—It's Good Business"—National Rehabilitation Association, Daytona Beach, Florida. It was Nancy's first Race—she placed 25th—our congratulations Nancy!

Virginia Thompson, as one of our convention delegates flew to San Diego with Nancy Lynam. The other passenger was Nancy's test pilot husband—Don. Velta Benn was our Chapter's other delegate.

Virginia reports the West Coast 99s did a marvelous job on the convention and the entertainment was super. We'll get a detailed report at our August meeting.

We'll be eager to have first hand reports from Ada Mitchell, Marty DeLoatche, Perry Robinson and Rosemary Lane—our timers at Hagers-town and from Laura Zerener, Mitzi Moore and Rowena Slusher, timers at Lynchburg. With the uncooperative weather—their jobs must have been a challenge!

Blanche Noyes, Frances Nolde and Jean Ross Howard went to Atlantic City to attend the Awards Banquet. They were at the Finish Line to welcome our former chapter member Barbara Jenison.

Grazia Sartori, our 99 member from Rome, Italy and a race contestant this year, came to Washington for one day only after the Race. We were truly sorry there wasn't time to arrange for our members to meet Grazia. She is the outstanding girl pilot of Italy and has just completed a 7 month tour of South America, Mexico and the

USA. Ruth and Buril Barclay and Blanche Noyes entertained Grazia the one night she was here and Jean Howard guided her around in the morning and introduced her to Paul Garber, Head Curator of the National Air and Space Museum. Paul gave her a specially conducted tour, including the Women in Aviation Exhibit. Should mention, Louise Millican, former 99 and with the Washington Hotel—did the impossible and got Grazia a room—when there weren't any to be had in Washington. Grazia seemed to think our city the loveliest she's seen and promises to return.

### EASTERN PENNSYLVANIA CHAPTER

By Kate Macario

Our chapter's first attempt at Air Marking was Sunday, June 4th, when we painted the name TURNER on the roof of a hangar at Turner Airport. The preliminary work was laid out by Peggy Borek, in charge of the program, and aided by painters, Maggie Densmore, Joyce Roggio, Marie D'Alterio, Arlene Feldman, yours truly, and Wing Scouts from the Langhorne troop. Selma Cronan flew in from Teeterboro for a brief visit and Ann Piggett dropped by from Lock Haven. We're ready for another job whenever Peggy sets it up.

By now the 1961 Terminus is "gone but not forgotten". It will long be remembered for being the first Powder Puff Derby in fifteen years to be postponed forty-eight hours. Working with the N.Y.-N.J. girls at the headquarters in the Ritz-Carlton, I saw the many difficult problems they had to face, with no precedent to follow. Doing the thankless job of official Registration, but also a little bit of everything else, were Lois Fairbank and Kay Hilbrandt of N.Y. How they kept a sense of humor I'll never know. The nicest part of the whole race is getting acquainted with 99's from other parts of the country. My "roommate", Joyce Failing was from Calif., quite a few of those helping were from Ohio and Michigan. Our own member Dr. Helen Myers flew in from Lancaster in her Mooney and was a very willing worker. Velta Benn, completing the race Monday evening remained to help after her children returned to Washington. Many familiar faces visited the 17th floor to watch the planes fly along the beach to cross the Finish line; Maggie Densmore, Dr. Volk, the Chalows, Annie Shields, Erma Keyes, Gert Dennis were some.

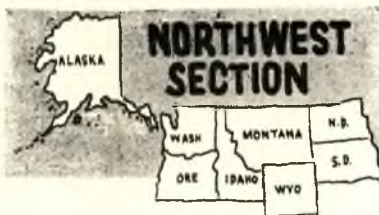
Our annual July Fly-in to the Diamond's was held on the hottest most humid day of the summer, Sunday, July 23rd. Nine airplanes flew in to the Diamond's landing strip, several drove, totalling thirty-three arrivals. Jean Fels, bringing a friend, drove from Lancaster to represent her fam-



ily. (It was good to see all the Fels at the Banquet in Atlantic City). Kate (Ornsen) Barcus and her husband Herman were our passengers in the Bonanza. This was his introduction to our chapter, we hope to see them both at all our future affairs. (Kate and Herman have invited us to their home for our August meeting. Included will be a buffet supper and pictures shown taken on their recent trip to Europe.) Alice and John Hammond with daughter, Betsy and friend, arrived in "Charlie," of course.

After cooling off somewhat in the pool, we enjoyed Buzz Diemand's excellent hamburgers with all the trimmings. Peggy Borek and Ed Rojeski were responsible for a beautifully decorated Powder Puff Derby cake which everyone enjoyed. At the meeting, Erma Keyes told us her three week course at the Aerospace Work Shop in Ambler starts Aug. 7th and will include such subjects as Missiles, Electronics, Airport Management, Airplane Manufacture etc. We expect a full report from her upon completion of the course. Nominations for the girls already in office were made, Convention news and the Race, past and to come, were discussed, the meeting was adjourned with everyone anxious to get home before the weather conditions worsened.

On Sunday, September 10th, there will be a Fly in to Patuxent Naval Air Station for general aviation. We are making this our Sept. meeting; more information will be mailed to you by our Secretary.



## WESTERN WASHINGTON CHAPTER

By Pat McGee

There is so much going on in our chapter right now that we hardly have the time to report on it! This deadline crept up on us while we were busy trying to meet half a dozen others!

First, the recent travels of our sky-rovers. In May Terry and Dave Kellogg took ye olde Beeche Bonanza and flew to Long Beach. As Dave says, "When Terry gets in the plane, she only knows one direction, and that's SOUTH!" Terry freely admits this, and says that if the Seattle weather hadn't been so nice when they got home, she would have headed right back again. They came awfully close to picking up a newer Bonanza, but passed it up. They visited in Palo Alto on the way back.

Maxine and Hugh Fancher in their Apache and the Kelloggs in the Bonanza went down to the AOPA fly-in at Ocean Shores. This airport hasn't been open too long, but Terry reports that the approaches are good and the runways are being improved all the time.

Ilovene and Les Potter flew the Comanche to Indianapolis for the Memorial Day races. Ilovene got quite a thrill out of riding around the track in one of the race cars. The trip back there was sunny, but the return trip took six days of hopping from airport to airport between thunderstorms and tornadoes. They were awfully glad to get back home—we may get wet here occasionally, but we do it pretty quietly, anyway!

Betty Curran, our newest member, has been flying the wheel pants off of their Beech Debonair. She and husband J. V. "Vic" (an Everett, Washington physician and surgeon) made a trip to Florida, leaving April 2nd and returning on the 12th. She said they skirted bad weather all the way both ways, and were unable to stay on their planned route except for the stretch from Montgomery, Ala. to Miami. In May Betty chauffeured a doctor friend and his wife to Yuma, Arizona. They intended to stop at Medford, Oregon, but the weather was uncooperative and they had to return to Eugene. On the trip back Betty followed the coast most of the way.

Ginny and Nick Andrews have been staying pretty close to home—she sez. Just one short trip out to the coast, plus a trip to Portland. Though Ginny won't be flying in the Derby this year, the old fever got her and she'll be down at San Diego with Nick to take part in the convention and wave goodbye to the gals taking off on the 8th.

Speaking of the Derby—and who isn't these days!—by the time this is in print the dust will be settled and the souvenirs will be on display. But at the moment it's exciting to wonder who's going to win this year, to talk about par speeds and prevailing winds, and listen to the plans our girls are making. Chairman Helen Appel has been spread out pretty thin, trying to get ready for the race and still keep her publications under control, meet deadlines and keep the printers occupied. She will be co-pilot in the Comanche for Ilovene Potter, who has been pretty busy herself, what with moving into a brand new, gorgeous house overlooking Puget Sound—before it was even finished, yet! Many, many details to be checked, many decisions in decorating, besides the business of getting moved; all this plus one son going to surgery in mid-June almost swamped our gal, but

she's still in there pitching! Betty Curran is in the running, too, and we do mean running. She made her decision rather late, and really had some catching up to do. But she'll be there when the flag goes down, with Minnie Boyd as co-pilot.

In addition, the gals have been busy being television and radio stars. Ilovene and Betty appeared on two shows on June 21st—that is, two television shows—and all three girls were interviewed on the radio that day. On the 22nd, Helen and Ilovene were on television again. Another TV station is planning to do an on-the-spot film of their return.

The June meeting of the Chapter turned out to be a surprise party for our race entrants. When the refreshments were unveiled there was a lovely cake with a map and the race route in frosting, and a tiny model airplane poised at the starting point. Helen was particularly surprised, as Ruby Mathis had arranged to bring Helen's mother, Mrs. Ruth Croxdale, and Helen's daughter Cathy.

The next meeting will be an after-office swim party at Terry and Dave's home on Lake Washington. Everybody will bring some refreshments, and husbands are invited. The meeting will be held on the fourth Monday in July so that the Powder Puffers will be back and can give us the scoop.

That's thirty for this month; see you same time, same place next issue!

## IDAHO CHAPTER

By Helen Higby

The Idaho Lady Pilots Air Derby was held June 10 with the route starting at Boise—with mandatory stops at Gooding, Burley, Twin Falls, Mountain Home and back to Boise—a course of 303 miles. At each stop there was a leg prize and spot landing prize.

There were 17 planes participating, with 27 pilots and co-pilots.

The race was sponsored by the Boise Chamber of Commerce with any lady pilot or student (lady) pilot in Idaho eligible to participate. Eighteen of the contestants were Ninety-Nines.

The winner, Carolyn Uehlin of Caldwell, Idaho, has her application in for membership in the 99's and at the time of the race had had her license only 5 days.

Winners were — Carolyn Uehlin, Caldwell—first, Mildred Shinn, Boise, pilot, and Margaret Gigray, Caldwell, co-pilot—second, Eloise Stover, Homestead, pilot, and Jerry Soule, co-pilot, third, Ruth Hillman, Boise, pilot, and Helen Higby, co-pilot, fourth, Onita Hoff, Idaho Falls, fifth, Barbara Hornback, Boise, pilot, and Frances Brown, Boise, co-pilot, sixth.

A banquet was held Saturday night



after the race for the presentation of trophies and prizes. There were permanent individual trophies and a large revolving trophy to be kept in the home town of the winner each year. This will be an annual race in Idaho.

Our participants to the T.A.R. this year will be Laura Conner of Meridian with her sister as co-pilot, and Esther Loening of Eastern Idaho Chapter with Mildred Shinn of Boise as co-pilot.

### ALASKA CHAPTER

By Helen Stoddard

Our chairman Pat McGee has returned from several weeks vacation in Idaho. She had a chance to meet some of the fly gals down there on one leg of the Idaho race. She got a good picture of the girls in the race.

Our Air Fair turned out to be a huge success. It was postponed for one day because of weather but the remaining two days everything ran smoothly. Max Conrad was here and flew the first Cherokee to Alaska. Ruth O'Buck and your reporter flew a pylon race. Ruth coming up with the trophy.

The flying farmers were here for the Air Fair. About 50 planes were in the group. We are sorry that none of the 99's in the group got in touch with us.

Marilyn Jackson, a 99 from Mahomet, Ill. dropped in to visit with your reporter. She drove up the highway by herself in her little sports car.

Ruth O'Buck flew commercial to Great Falls, Montana to ferry back a Cessna 180.

Pat Gilda and family have returned to Anchorage from their fishing sight at Naknek, Alaska. They liked it down there and plan to go back next year.

The Aerospace program that has been held at Elmendorf Airforce Base has come to a close. Several of the teachers took flight training during the course. Some of them already knew how to fly.

The 99's had a pot luck dinner for the visiting girls to the Aerospace program. It was held at the home of Marion Zaegel. Weiners were roasted in the fire place along with the buffet dinner. The girls had a wonderful gab fest. Those present were Teresa James from Pittsburg, Pa. who is now working in Anchorage. June Biffle who lives in Anchorage. She and husband teach school here. Virginia Mullens of Berkeley, Calif. who is a pilot. Orpha Dann Brockway, Montana, is a 99. Ruth Shaw, Los Angeles, Calif. who took flight training. Joyce Draper, Los Angeles, a 99. Shirley Can, Berkeley, Calif., a student. Lavelle Betz, Marion Zaegel. Pat Gilda, Pat McGee, Aria Cumbie and Helen Stoddard.



### DALLAS CHAPTER

By Pat Jetton

Dallas Ninety-Nines have really been bustling lately. In July Dallas was a Must Stop for the AWTAR. Edna Wright stood on chairs pinning numbers on the map, Martha Ann Reading chairmaned the stop. Hazel Corry and Lucille Hoeffer came out for lunch and "to look", ended up working their heads off. All of the girls who were in town put in their bit on the time clocks, plus some very able help from Fort Worth girls.

Three airplanes from Dallas participated—Joyce Wright, solo in her Cessna 180; Dorothy Warren and Emily Anderson in a Bonanza; and Joan Huckeba and Pat Jetton in a Comanche. Do you mind if we took our own horn? Joan and I came in top scoring team to fly first TAR... are we ever bursting...

Before and after the race, this is what has been doing: Helen Wilke has passed her instrument written and is working on flying part; Jackie Budow has a new baby girl and is she hopping; Jerry Sloan placed second in Skylady Derby in 175; Martha Ann Reading has been building a house at her ranch; Martha Robinson hosted a "bum" party and served a delicious dinner in coffee cans; Joan Huckeba sold her Ercoupe and is looking for something to "play with"; Hazel Corry, expecting another grandchild, has been keeping the airways hot between Abilene and Dallas; Mary Gauss going to Florida; Kathy Long flying in Skylady Derby and down to Florida; Rowena Burns TDY-ing at Colorado; Marge Barr painting her house; Lucille Hoeffer, who files IFR all time now since her rating actually got on instruments the other day. Imagine her surprise when she pulled off the hood and saw cloud. Jo Allison has been so busy she doesn't have time to talk.

### COLORADO CHAPTER

By Donna Myers

Hurray! There's a good possibility that Colorado will have 3 members in the AWTAR! Peg Ong, now living in Cedar Rapids, Iowa, and Mary Frenzel plan to fly a Bonanza—in fact, Mary has just returned from a conference with Peg. And we hear that Pauline Meigheh, Colorado Springs member will enter. Mighty thrilled for all of them.

May was our rummage sale, not as

lucrative as some of the past—but clear. Those who planned to fly to Stillwater for the section meeting didn't even get out of Denver—such stinky weather.

Smorgasbord June 1 for Ruth Mugele, Betty Stackhouse, Mary Wenholtz, Frances Warner, Fredda Turrell, Helen Choun, Marilyn Nordstrom, Grace Longbrook and Lyn Pfleeger came by after dinner—some business—much good food.

Marilyn and Donna had a coffee at Marilyn's Wednesday morning, June 14 to make further plans for the fall sectional—gave out typed copies of committee duties—and general discussion. We were delighted that Vice-President Ruth Deerman was in town for a convention and was able to get away to come to the coffee. Had a real good turn-out—Jo and Jess Dennis (the latter having just arrived in town that a.m. from a trip, and Jo picked him up on the way over), so glad to have Frances Tepper with us—been awhile, plus Grace Longbrook, Ruth Mugele, Mary Wenholtz, Helen Choun, Grace Mayfield, Fredda Turrell, Frances Warner.

Chapter Chatter: Grace Longbrook just brought back a Piper Cherokee, brand new model from Florida—said it created quite a sensation across country; Greeley members Thelma Barber and Gwen Craven have planned a fly-in to Greeley for the July meeting; and one of Ruth Mugele's paintings—her favorite—was stolen with some of her others, from the Denver-Hilton, and she doesn't know whether to be complimented, or mad! Wenholtz, Myers and possibly Mayfield plan to go to convention in San Diego—see you there.



Gladys Brogdon and Edna Gardner Whyte, winning team of 10th Annual Skylady Derby.



## OFFICIAL RESULTS OF THE 1961 SKYLADY DERBY

Place	Pilo.	Airplane	Rated BHP	Hdcp Speed MPH	Hdcp Fuel GPH	Race Time Hours	Race Fuel GPH	Race Speed MPH	Score
1.	Edna Whyte	120	90	111	5.6	4 708	4.63	111.08	1.049
2.	Jerry Sloan	175	175	127	9.1	3.946	8.94	132.52	1.024
3.	Mickey Clark	175	175	127	9.1	4 651	7.82	112.44	1.018
4.	June Evers	140 A	90	111	5.6	5 142	4.49	101.71	1.014
5.	Gay McCauley	172	145	118	7.8	4 723	7.17	110.73	1.009
6.	Mary Burke	Debonair	225	164	11.5	3.408	10.29	153.43	.987
7.	Pat Ward	Bellanca	260	*172	12.0	3.194	10.86	163.72	.985
8.	Jean Engler	210	260	168	12.2	3.258	11.96	160.48	.980
9.	Pat Anderson	Tri-Pacer	160	123	9.0	4 606	8.16	113.54	.974
10.	Earlene Varney	Colt	108	109	6.6	5.061	6.63	103.33	.973

\* Handicap speed adjusted to 174 mph (no co-pilot)

## TULSA CHAPTER

By Agnes Hellman

About the Sky Lady Derby; all we can say is "it sure was fun". Of the 17 planes entered in the race, 5 were from our Chapter and 1 was piloted by a potential new member. She is Mrs. Jean Engler. The 99's members of our Tulsa Chapter who were entered in the race included Lois Martin and her co-pilot Dorothy Rice; Mary Helen Burke and her co-pilot Jan Mauritson; Earlene Varney and her co-pilot Mary Krutsch; Charlene Doyle; and Gay McCauley.

Lois Martin really enjoyed her visit with Edith Olovitch of the St. Louis Chapter.

We will have a registration table at the Riverside Airport during the Antique Aircraft Association Convention next week-end. We are looking forward to seeing many of you there.

## OKLAHOMA CHAPTER

By Jean Williams

We flew to Ft. Sill, Oklahoma, for our June meeting which had been planned for us by Miss Wally Funk. We made a tour of the Post, lunched at the Polo Club and our business meeting was held afterwards. We were very pleased that Wally had five of her lady students present. You can bet that we gave them much encouragement to continue their flying and extended the invitation for them to consider the thought of becoming one of us in the future.

In July we met at Catlin Aviation in Oklahoma City with Susie Sewell acting as hostess. We had a very nice turnout with eighteen (18) members present along with three guests of whom two are prospective members. We wish to extend a big WELCOME to our newest member, Doris Spraker of Muskogee. We have certainly missed the presence of Ruth Craig Jones who has been hospitalized because of surgery and are looking forward to her return next month. Our deepest sympathy goes to Manila Talley in the loss of her mother and uncle.

Four of our lucky gals went to San Diego. They were: Broneta Evans, Susie Sewell, Wally Funk and Jerry Cobb. Nema Masonhall went to Dallas for the race stop and had a nice visit with several of the girls. All of us that were unable to attend the



Ready to board a T-33 jet, Miss Mary Wallace "Wally" Funk II. New Mexico, has been named one of the five Women Astronauts. Wally took her primary astronaut testing with the Lovelace Foundation in February, 1961, and this summer she will be tested further for possible life in the astronaut world. Women who pass this research project will become a group and later receive specialized training to participate in space flight as astronauts. Some twenty United States women have been tested of which five have satisfactorily passed. The medical check of the women is exactly the same as given to the men astronauts. Wally received her private wings at Stephens College, Columbia, Mo., then on to Oklahoma State University where she achieved more ratings, and is presently a flight instructor with the Army at Fort Sill, Okla.

convention were even more disappointed after listening to these girls tell about the wonderful time they had.

Rita and Leonard Eaves flew to Baton Rouge, La., this month and are leaving the 30th for Rockford, Ill., where they will be attending the Experimental Aircraft Convention.

Fern Yount reports to us that she is in the air again and her plane has a new coat of fabric.

We would like to end our news with a bit of bragging and here goes: The Oklahoma Chapter now has its third girl taking the SPACE TESTS! Jerri Cobb was our first, Wally Funk was our second and Gene Nora Sumbough went directly from the business meeting Sunday to board her plane for Lovelace Clinic. How about that? We're proud of you high minded girls.

## HOUSTON CHAPTER

By Louise Bickford

Our regular reporter, Nancy Jameson, is off to Europe for a few weeks, so I will be substituting for her until she gets back. We all hope she has a wonderful time. Understand she plans to contact some of our Members-at-Large during her travels.

Merle Boitnott is going to summer school at the University of Houston to get her teachers certificate.

June 9th Gertrude Howard and Alice Seaborn flew up to Crockett, Texas, to help them celebrate the opening of their new airport. An Old Fiddlers contest was held in conjunction with the festivities. They were the only women to pilot an airplane up there and the townsfolk were certainly impressed. They were interviewed during the fiddlers' contest and later found out the interview was aired on the local radio station. Of course, they told everyone they were members of the 99's and explained the functions and purposes of the organization.

Dee Morris has a new baby boy. I was very pleased to meet her at our last meeting as it was the first one she had attended since I became a member. Hope she will be out more often from now on.

The Houston Chapter Ninety-Nines and Petticoat Pilots are co-sponsoring a boat ride down the ship channel, June 24, for their families and guests. The city operates the boat for the purpose of acquainting residents and visitors of the operations and industries along the ship channel.

One never knows whom they will meet while airport hopping. Celia Parish and husband, Hank, made just such a trip one week end in their Cessna 140 with several other friends in another 140 and a Bonanza. They landed first at Conroe airport and then decided to fly over to College Station. There they met Virginia Anderson and husband who had driven over. Oddly enough, Virginia and Ed had been at the Conroe airport a short while before, and as nothing was going on there, they decided to drive to College Station. Celia is our delegate to the National Convention. We wish her a most pleasant journey.

Helen Booker is planning a trip to Odessa sometime this summer to get checked out in a glider.

Our astronaut, Rhea Hurrell, is off on a flying trip to Idaho, Colorado and other stops.

## FORT WORTH CHAPTER

By Edna Gardner Whyte

The May meeting was a well attended luncheon at the Rigley Country Club. Everyone I talk to tells me of the very nice South Central Section Meeting we had at Stillwater, Oklahoma in May. Their program was too interesting to miss. Dates conflicted



or I would have been there. Nice going Stillwater Ninety-Nines!

Martha Wright was my very good Co-pilot on the 1961 Skylady Derby Efficiency Air Race to Nassau, Bahamas. She made good time running to and from the time clocks. The islands were so pretty and inviting, the water with so many beautiful shades of blue, gave a memory I shall never forget and want to see it again real soon. It was so comforting knowing the Coast Guard boats and planes were around . . . frequently saw the big Grumman over head watching all the little planes. What a thrill!

Gladys Brogdon, a new 99er with a Commanche was my able co-pilot for the 1961 Skylady Derby Efficiency Air Race, flown 9 May. Sponsored by the Womens National Aeronautical Assn.. 99 Race Chairman Pat Bauer of Tulsa, Okla. did an excellent job handling the Race. Pat we want you to continue to be the Skylady Derby Race Chairman.

Our dear Chapter Chairman came up with an idea and arranged for a 99 Mathematical constant Air Speed race for 11 June. Dora Dougherty arranged every detail with perfection. It was a lunch and swim at the Martha Wright's Air strip and home. Terminated at Ranch Air Strip of Verna Stubbs with a real barbeque feed. You were given a sealed envelope by your plane with instructions. It was six legs totaling 126 miles you had to hold a pre-assigned airspeed. Dora had Bell Helicopter engineer checkers at each turning point clocking. Every second you were off at each check point and end counted against you. It was a lot of figuring for both co-pilot and pilot and lots of fun. Winner was Lou Ellen Foster in her Bonanza. Edna Whyte in Cessna second, Verna Stubbs in Tri-Pacer third, Tony Page in Cessna fourth, Martha Wright in Champion fifth and so on. It was so much fun that we all voted to do it again, now we know what we were supposed to do.



#### BAKERSFIELD CHAPTER

By Peggy Archer

Conventions, summer vacations and the race all seem to come upon us at once. Five of our girls represented our chapter at San Diego for the convention, but none in the race this year. Bertha Haycock flew down in her Cessna 175 with Rhoda Thompson and Lorrene Witmer going along as passengers. Bert had to return home on Friday but that didn't leave our other

two girls stranded as their 49½'er's flew down in Thompson's 170 and helped send the AWTARs on their way. Florence Moody and Penny Ashworth drove down in Florence's Buick and I understand all had a grand and glorious time. This reporter was unable to go as it seems that the first part of July is always a hectic one around our bank, but watched all papers and TV newscasts, and listened to all radio reports following the girls across country waiting out weather and the winner as I guess all we "stay-at-homes" did.

Peggy Archer's 49½'er spent the first week of his vacation rebuilding their C-90 engine and finally got it in the 120 in time to do a little flying during the second week. Weather has been awfully hot here in the San Joaquin Valley and all the flying was done in the early morning or late evening hours (we don't have the oil cooler on yet). We did get over to Oceano and visited with 99er's Ada Blanchard and Loydene Blanchard. For those of you who like to go clamming that is the place to go. Ada and her husband run the airport at Oceano and it is only about three blocks from the beach. Fly in and land, tie down, walk down to the ocean for a swim, then fly on home that evening. A real pleasant way to spend a day away from the heat. From there we flew on up to Monterey, Salinas and Palo Alto visiting with friends and relatives.

We've got two new hot prospects, Ginger Griffin of Taft and Jo Ann Murphy of Bakersfield. I hear Jo Ann has passed her written and will be taking her "ride" any day now. She has odds of right seat time as she and her husband are always flying off on weekends. Fly to Canada for fishing quite often, so you'll be reading about her when she becomes one of us. Our chairman, Irmyl Fitzgerald tells us that her son is flying his Tri-Pacer back to New Jersey to have it metalized. "Jo" Dunham took in the bull fights while taking her two weeks tour of duty in San Diego. Got it all on film and we are looking forward to seeing them, as most of us have never seen the fights. Most of us got up to the Porterville Moonlight Flight, but missed seeing Joan Stienberger from Santa Barbara this year. Where were you Joan?

#### SANTA CLARA CHAPTER

By Helen V. Nelson

About forty pilots in the area met at Salinas, California on Sunday May 28th for a luncheon and the opportunity to participate in both bomb dropping and spot landing contests. Ruth Gambler won first prize when her bomb dropped within 43 feet of the bulls eye, and her prize was an E-6B computer. Another 99 from our chap-

ter, Marge Standish, placed second in the spot landing contest. We all enjoyed these activities so much that we have resolved to hold more of them in the future.

Jo Eddleman hosted our business meeting on June 8th. It was a well attended meeting and a prospective member, Ruth Taylor, came with Marge Standish. Business on the agenda included a group discussion of a float in the Rose Parade and the decision was negative. Then we had a lively discussion about the prospect of the 99's affiliating with the NAA. As with most of our meetings we kept busy with business for nearly two hours and finally adjourned for coffee and refreshments.

#### SAN DIEGO CHAPTER

By Elsie G. Watson

Our busy transportation Chairman, Boo Christensen with 49½'er took time out for a vacation trip via a 250 HP Comanche. Their trip took them to New Orleans for several days of sight-seeing, thence on to Knoxville, Tennessee for a few days of fishing, swimming, etc. They visited relatives at Albert Lea, Minnesota, went to Salt Lake City, Las Vegas and then flew down the Colorado River to Yuma and then back home. Boo says beautiful weather all the way.

New members about to join our chapter are Barbara Tucker, a former Wasp who is flying a shiny new Mooney these days, and Joanne Alford, a former member of the Washington, D. C. chapter and Research Engineer at Convair Astronautics.

Our June meeting was at the home of Dottie Davis, where we gazed longingly at the beautiful swimming pool, but "lotsa" detail work to do on Convention and Race Start. Hope we get to see and meet lots of Ninety Niners.

#### SAN GABRIEL VALLEY CHAPTER By Shirley Gilmore

Orlando's Restaurant in Pomona, Calif., was chosen for our installation dinner meeting on June 8th, with 33 members, 49½'s and guests in attendance. Jane Haag conducted a very lovely candlelight installation ceremony for our new officers, namely, Norma Wilcox, Chairman; Ginny Graham, Vice-Chairman; Jane Haag, Secretary; and Polly Phelps, Treasurer.

At this time it appears that our chapter will be heading en masse for Atlantic City in July. Six airplanes have been entered in the Derby from San Gabriel Valley Chapter, with nine of our members on the respective crews. Coincidentally, starting positions No. 1 and No. 2 were drawn by our chapter members. Ginny Graham will pilot the No. 1 plane with her co-pilot, Ginny Hall of Van Nuys. The Graham Apache has been undergoing a com-



plete interior rejuvenation in red and white, including a white furry carpet for the girls—about as powder-puffy as you can get! Place position No. 2 went to Betty Humble, whose co-pilot will be Shirley Gilmore. They will fly the Gilmore's Cessna Skyhawk. Other members entered are Georgia Dover, who will pilot her Cessna 170, with Penny Swope as co-pilot. Polly Stoeher will have Pip Ragsdale with her in the cockpit of Polly's Bonanza, and Opal Marie Sanders will fly the race in her Cessna 182 with Clara Aldrich, San Diego Chapter, as her co-pilot. Our new chairman, Norma Wilcox, is taking her sister-in-law, Donna Wilcox of Hawthorne, Calif., a student pilot. They will be flying Norma's Tri-Pacer. With a membership of only twenty, we feel this average must set a record of some sort—and certainly one of us should bring home a trophy!

#### BAY CITIES CHAPTER

The annual "Fowl Dinner" by Chairman Jean Tinsley was hosted in her charming home in Artherton on the San Francisco Peninsula on July 21.

Guest 99's attending the dinner-meeting were Jo Eddleman and Dr. Marion Wagner. The chapter's newest member, Jackie Bandt, who transferred from the San Diego Chapter, was also in attendance. Others were Maud Evanson, Mary Messersmith, Gail Lane, Miriam Brugh, Deby Byram, Eleanor Wilson, Juanda Bigelow, Ruth Rueckert and Lindy Boyes.

Latest approved gift item for 99's is the enamel-on-copper round tray, or dish, that this chapter is offering on a custom order basis. First sale was made to Bea MacPherson of Tucson when she purchased a sample tray at the San Diego convention. The tray is available in sizes ranging from 4" diameter to 12" at a cost of from \$7.50 to \$26.00. Any color scheme is available.

Ruth Rueckert reported at fascinating length on the convention activities. Lindy Boyes gave an informal resume of her participation in the AWTAR (with Margaret Callaway, All-Ohio Chapter) in which she placed 8th. Copies of her just-published novel, "Sabbres Over Brandywine", were ordered by many of the race fliers who wanted their copies autographed. The author is willing; so be it!

August 25 is the date of next month's meeting, one week later than usual. In the event visiting 99's are in the San Francisco Bay Area at that time, contact a Bay Cities member and join the gathering.

#### LOS ANGELES CHAPTER

##### By Tillie Klements

The Los Angeles Chapter of the 99's held its monthly meeting on the 13th of June at the home of Eileen Pickering. Our thanks to the charming hos-

tes for letting us break-in her new apartment, and to Colleen Giglio for the delicious refreshments. After a brief meeting the girls went to 'town' finishing the table decorations for the convention luncheon which the chapter is sponsoring on the 6th of July. Guest speaker will be Zeno Klinker and if you've never seen him and his program, this is a **must**.

Please note that the July meeting will not be held due to the activities in San Diego. We'll be looking for you there.

I see that Jean Rose, Nancy Miller, Ruth Ling (these two are future 99ers), Lorraine Parro, Dru Benefiel and Colleen Giglio took advantage of the Memorial Day holiday and flew to Las Vegas. Win any money, girls? Katie Braithwaite flew to Reno for the Holiday on Wings, Dru Benefiel and Mary Ann Craig flew to Yuma as a trial run of the AWTAR. Had a pleasant trip but the fuel tanks were giving them a little trouble. Dru again, and Colleen Giglio flew to San Diego for the fun of it. Good girl, Lorraine—hear you checked out in the Cessna 140. Fun isn't it?

Elsie Smith, Colleen Giglio and Dru Benefiel took in the Experimental Aircraft Association show at Torrance Airport and they had the opportunity to meet Chet Huntley—a pilot in his own right. Thrilled girls! Sally LaForge, an engineer at Hughes Aircraft, just bought a part in a glider. Smooth 'sailing', Sally. Virginia Showers just purchased a new car—guess she'll be grounded for a while.

Am proud to announce that the following girls will be representing the L. A. Chapter in the coming AWTAR. Dru Benefiel and Mary Ann Craig in a Skylane; Katie Braithwaite and Eileen Pickering in a 175; Tekla Kaufmann and Irene Leverton (plane unknown); also flying will be Barbara Willis and Jan Vawter. And of course, those two faithfuls Elsie and (491/2) Norman Smith will be following the race. Good luck, girls and a pleasant trip.

#### UTAH CHAPTER

##### By Lucile Christopherson

Here's news again of the gals in Utah.

We had an unexpected visit from (chapter Chairman) Irene Leverton of Santa Monica, California the early part of June. She had been grounded here for over half a day due to mechanical delays on the Niki Rocket Station project—Wished we all could have had the chance to visit with you.

A delightful patio breakfast was held June 17th at 7:00 A.M. at the home of Lucile Christopherson in Provo. Those attending were Eunice Naylor, Maxine Nielson, Jesse Carter, Jo Waddoups, Nicky Harding, Ruth Walker and the hostess. Business matters

were taken up and decisions reached regarding several regulations and changes expected at the Sectional meeting.

Here's a bit of a warning to all 99's—that they visually check their gasoline supply before takeoff. Last week Salt Lake radio received a "mayday" call from a Santa Barbara 99, Muriel Lyon, flying in from the coast to Sheridan Wyoming with her daughter Kathryn and son, Louis. Fortunately she was able to set her plane down on a dirt road just east of Cedar Valley without damage to either plane or limb but with empty gas tanks. Seems that Navions have a habit of being a bit slow in draining gas from one tank to the other when being filled. It's just possible that the attendant at her last gas stop didn't wait for this transfer and Muriel took to the air, believing she had at least four hours of gasoline but her supply was gone just short of three hours flying. We were happy to get acquainted with you Muriel even if it was an emergency "stopover."

Jesse Carter, husband, Vern, and four youngest children had a well-earned vacation this month visiting through Southern Utah Parks, Phoenix and Southern California.

Jo Waddoups participated in two air searches (scratched up nearly ten hours of additional flight time) for a lost Beech and Comanche, downed between Kanab and Salt Lake City.

Eunice Naylor has been asked to be on the International Committee of Aviation Education chairmaned by Mary Fecser. Nicky Harding has re-enrolled at the University in Provo and is working toward her teaching degree. Ruth Walker is back in the harness this summer with the 4-H program. Maxine Nielsen is planning on flying down to the International Convention for 99's. She'll be one of our representatives, along with Eunice Naylor and Alberta Nicholson, at the meetings. The old grapevine tells us that June Andreason has moved to a new home in Salt Lake and no longer lives at the home in Emigration Canyon. See you Next Month!!!

#### SAN FERNANDO VALLEY CHAPTER

##### By Shirley Robinson

Congratulations to our Southwest Section gals Frances Bera, Aileen Saunders, and our chapter chairman Irene Leverton, for respective 1st, 2nd, and 3rd places in the 1961 AWTAR, and to our Jean Rose for 3th place. Placing that well out of 101 entries is no accident, and even though the good "breaks" are necessary, the breaks aren't any good without the "brains". A good pilot is not necessarily a good Powder Puff Derby pilot, but consistent good performance in the race proves the piloting profi-



ciencies of these gals. Hope to join you some day!

Little ole TAR Baby 90 made it home unspectacularly except for some generator trouble and the same spooky-type weather we all encountered during the race. One senior local pilot in Midland, Texas said, "If I had known the Powder Puff Derby was going through here I wouldn't have left the ground—the weather always turns bad!"

If any one person deserves the award for "All-time Powder Puff Derby Booster" it would be Minnie Wade's daddy from Clanton, Ala. Five days at the starting line at Montgomery, Ala., clear thinking in expediting troop operations, watching out for our safety, and handy hints about oil on our own windshield, qualify him for our most sincere gratitude. Juanita Halstead and her whole family deserve our thanks for putting up with 150 guests who came for dinner and stayed most of the week! We were beginning to think that Greenville, S. C., the next stop, was permanently stuck with a weather report of "ceiling 200"—ground fog". Mr. Halaby's boys in the Flight Service Station and the weather bureau personnel at Montgomery were of the finest, as were all we encountered from San Diego to Atlantic City. Tower operators and radio-men couldn't have been nicer, going over and above the proverbial "line of duty" to help all entrants. May we invite all 99's who helped at the race stops to enter the race next year so that they can truly appreciate their importance in 1961, and maybe get even!

Ginny Graham and our Virginia Hall earned the "Best Apache" prize, and we're proud. Our Lauretta Savory and Nancy Walton were lamenting the weather their Comanche ran into, preventing them from reaching Atlantic City before deadline, as were Jean Clark and our Liz Crowley, and TAR Baby 90.

Back in town, but with that "can't stay home" feeling, we went to the grand opening of Mojave Airport to see the Cole Bros. Air Show and experimental and antique airplanes; Gladys Hogins, Janine Ceccio, and Marge Frenzel attended from our chapter, also.

Li'l Audrey Schutte had a choice of Powder Puff Derby-ing this year, or studying for her instrument rating, and she chose the latter. She has nine students now and not enough time for them all. She and Lois Miles are now both helping out at Valley Pilots, Van Nuys Airport.

See you next year, all you Powder Puffers.

#### SACRAMENTO VALLEY CHAPTER

By Helen Mace

Congratulations Fran! Best wishes

to you and all the entrants and workers who made such an exciting race possible—glad to have Gerry Mickelson from our Chapter racing with Dorothy Jenkins. Sacramento Valley Chapter also supplied plenty of boosters for the take-off activities—Dona Meyers, June Devine, Florence Breen and their husbands and Genevieve Hall. They also provided consolation for Ruth Wagner and Hialeah Reilich when the taxi accident prevented their take-off in the TAR.

Our June meeting was at Gerry Mickelson's home. Ruth Ruechert and Geri Hill visited from Bay Cities. Chairman Genevieve reports a social atmosphere prevailed—pretty hard to get much business done with Gerry's new swimming pool to initiate. I flew our Flutterbug (homebuilt) to Torrance that week end. They had a combination Experimental Aircraft and Antique Aircraft fly-in there and a pretty trophy for flying the longest distance to the event now graces our mantel.

If you can't get Elaine, Claire, or Florence on the telephone on Wednesdays remember they are out being Ladybugs—flying, that is.

Juanita Bigler, member at large from British West Indies, now residing in Sacramento, surprised me with a post card from Alaska; she had flown there in a new Super Cub for a Piper Dealer—nice work if you can get it! She may take a Cherokee up in August. Speaking of far flung places, hear the Brandleys are vacationing in Europe and that Mary Dunson has covered many an air mile with her 49½er the past few months.



#### ALABAMA CHAPTER

By Gertrude C. Luther

The June meeting of the Alabama Ninety-Nines was held in Montgomery with luncheon following it at the Airport Restaurant. Members present were: Jean Armstrong, Juanita Halstead, Minnie Wade Jr. and Sr., Sybil Thistlewaite, Edith Chiocco, Helen Grove, Jan Warrick, Grace Bailey, Marie Carastro, and Evelyn Brown. Guests were: Estelle Moon, Birmingham, and Betty Collier, Montgomery, who will be in charge of ham radio operations during the AWTAR race.

Business concerned "getting ready" for the contestants on their stop at Montgomery. And I believe everything will be in order thanks mostly to Juanita Halstead, Minnie Wade,

and Evelyn Brown—as I believe I mentioned before.

Things are always happening it seems to me. It was time for re-licensing of THE SPIRIT OF 45 in May—and what do you think they found. A cracked crank case (try to say that fast—I dare you) and only 142 hours on the engine! Well Continental is standing back of it but I'm wondering if Cora McDonald (Biloxi) and yours truly will get to make the convention in San Diego next month. If the new case gets here, the mechanic says he will work night and day to get the major done and he hopes to have it here by the 29th of June—when I expect to take off. Here's hoping it'll get put back together as I'm looking forward to being with you all in San Diego. Let's all hope for good flying weather especially from July 8 to 12 for the contestants!

#### MISSISSIPPI CHAPTER

By Barbara DeWees Reithmaier

An informal meeting was held at Jackson Municipal Airport Sunday, June 4, so future members and transferring members could get together and work up plans for organizing our Mississippi Chapter.

Cora McDonald transferring from the Alabama Chapter, called the meeting together and got us rolling. Mrs. Bernice Kelly, president of the Lady Birds, a flying club here in Jackson, which she organized to stimulate flying among our student pilots, filled in her application for membership. Bernice is a private pilot working on her commercial license.

Mrs. Ethel Radzewicz of Jackson also turned in her application for membership. Ethel received her private license May 12, checked out in the Skylane last week and is getting ready to work on her instrument rating. Both Bernice and Ethel are the only pilots in their respective families.

Mrs. Jesse Roberts, another Jackson private pilot, was unable to attend the meeting but assured us she would get her application in immediately. Jesse and her husband own a Cessna 182. I am transferring from the St. Louis Chapter.

Cora McDonald reported that she passed her instrument written exam and has thirty hours toward her instrument rating. She had to take a day off from work and fly up to Jackson, the nearest FAA office, and take the written.

Mrs. Jessie Miller, a student pilot from Hattiesburg, also was able to attend the meeting. She reported on the Aviation Workshop to be held at Mississippi Southern College, Hattiesburg, starting June 26.

The Powder Puff Derby will come through Jackson and we're making preparations for their visit. Bernice Kelly told us that she had made arrangements with the Sun-N-Sand Mo-

tor Hotel for rooms and that the manager already had prizes for the first, second, and third airplane to stay overnight.

Our next meeting will be held informally at Jackson Municipal Airport, July 9, the first day that TAR contestants will be coming through. Our aim is to have our Mississippi pilots get acquainted with other 99 members.

## 99 Membership List

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# The Ninety-Nines Inc.

INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

P. O. BOX 1444 — OKLAHOMA CITY, OKLAHOMA

WILL ROGERS FIELD

# News Letter

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