

July - August 1962

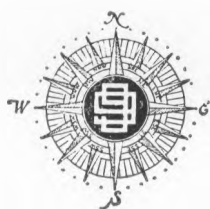
Ninety-Nine News



July - August 1962

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JULY - AUGUST, 1932

Official Publication of
The Ninety-Nines, Inc.

— P. O. Box 99 —

AIR TERMINAL BUILDING
WILL ROGERS FIELD

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DEADLINE FOR NEWS
The 25th Of Each Month

Pilot's Briefing

TO ALL MEMBERS: Send in renewals promptly. Deadline, September 30th.

Chapter Chairmen and Section Governors: Upon the election of new officers, notify headquarters immediately, so to be included in the 1962-63 Roster.

1962 - 1963 Roster

The 1962 - 63 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" x 1½" 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.

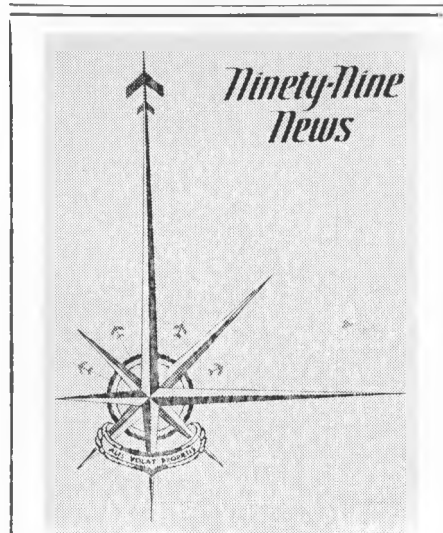
3. Notification of any changes of address or name not previously given. Some members are not receiving their Ninety-Nines literature and mail because we are unable to obtain their correct mailing address.

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



The Cover

The attractive art work for the cover was done by our own Marion Lopez, N.Y. - N.J. Section. This unusual design features points of the compass and the Latin means "She flies with her own wings."

NINETY-NINE NEWS is the new name for our Newsletter, which takes on a magazine format with this issue.

Your comments will be appreciated.

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

NOTICE

All news material to be sent to headquarters until further notice. Do not send to Mary Lester. New News-Letter editor will be appointed next month.

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 preferably. Do not write on the backs, but attach names and occasion to the bottom of the picture with scotch tape for removal in printing. Limit: two pictures per year for each chapter.

By following the above procedure, you will make our task and the printer's a little easier. Thanks a million.

Headquarters

Coming Events

Northwest Fall Sectional
Sept. 14, 15, 16
Portland, Oregon

Southeastern and Middle
Eastern Fall Sectional
Oct. 5, 6, 7
Pinehurst, North Carolina

Southwest Fall Sectional
Sept. 23, 29, 30
Modesto, Calif.

Michigan Small Race
Oct. 6
Flint, Mich.

President's Column

International Convention 1962 Annual Report

The state of the Ninety-Nines message — the Ninety-Nines are in good standing. We have grown from 99 members in '29, to 1679 members in '62, with 77 chapters, and members in 18 countries. Outgrowing the N.A.A. affiliation, we moved to N.Y.C., with a parttime secretary, and in 1955 moved to Oklahoma City to open our own headquarters.

This year, along with the increasing membership, the roster literally bursts its seams, and was enlarged, and the much needed index was included. Upon the suggestion of our News Letter Editor, Mary Lester, the July-August Issue will be in magazine form.

Two years ago, the Ninety-Nines voted to award a yearly trophy for the Woman's Achievement Award in the National Intercollegiate Flying Association. This year a permanent design for the trophy was selected and will be presented each year. It is an oblong standing plaque, with the 99 Compass Rose on the face, and the achievement figure on top. The International Flying Association is "an organization of college flying enthusiasts for the purpose of fostering the growth of college flying and advancement of aviation education. The aim is for the participants to become accomplished at wholesome competition through flying activities." This year the 14th Annual National Intercollegiate Flying Association Air Meet and Conference was held on May 3rd, 4th and 5th, in Stillwater, Oklahoma. Nema Masonhall was the 99 representative at the meet and presented the 99 Trophy, which went to Karen Jungquist of the University of Minnesota, who writes — "I appreciate the award and please extend my thanks and appreciation to the Ninety-Nines on my behalf." And Nema writes — "other than the traveling trophies, such as the Bendix and others, everyone thought the 99 Trophy, the most distinctive and the most impressive — all liked the uniqueness of the design. It is a beautiful trophy and we can take great pride in it."

Sorry that it must be announced that the Display Kit has been lost, so is no longer available. Perhaps at some later date, a new one can be obtained.

Regret to announce the resignation of Marjorie Fauth, as permanent trustee and chairman of the Amelia Ear-

hart Scholarship Fund, as of August 31, 1962. Marjorie has done an excellent job and we are sorry to lose her, but pleased to say that Broneta Evans has consented to serve as a permanent trustee, and that Louise Thaden will complete the term of Broneta.

I would like to express our great appreciation to the retiring AWTAR Board members on the West coast. For the past years, endless hours of time and energy have been put into the planning, the handicapping and the operation of the race. For the Ninety-Nines, the race has achieved world recognition and acclaim — for general aviation and the public, it has further proved the safety of flying and stimulated civic interest, resulting in the improvement of many airports. The handicapping computation has been universally adopted and used — by most all racing events in this country.

It is only right that members should know how the president's expense allowance is spent. The following is for ten months, from Sept. 1, 1961 to June 30, 1962, and does not include the cost of flying the "Bonanza".

Postage	\$ 26.37
Tel. & Telg.	55.55
Supplies, file, etc.	11.10
Transportation	537.32
	<hr/>
	\$630.34

Travel included two trips to Oklahoma City, visiting headquarters; two trips to N.Y.C., to confer with Barbara Evans, International Secretary; trips to Macon, Ga., Memphis, Tenn., and New England to present charters and to pin new members; to Panama City, Fla., and Philadelphia for sectional meetings; to Washington, D.C., to attend the Civil Air Patrol Congressional Anniversary Banquet.

For recommendations for the coming year I would like first, to re-emphasize the recommendations of your president last year — a more determined effort to decrease non-renewals — to continue group trips for 99s to various countries—and to continue our progress in public relations. I would like to further recommend more active participation at the chapter level in co-operation with the international set-up. For instance, your Resolutions Committee, writing to all chapters and sections each year — in 1959 had replies from three chapters and one section — in 1960, only one chapter and one section were heard from — in 1961, five chapters — and this year only three chapters replied.

Now the response to the Nominating Committee.

1959, out of 53 chapters, 23 sent in nominations for the ballot, a 43% return.

1960, out of 58 chapters, 29 sent in nominations for the ballot, a 50% return.

1961, out of 59 chapters, 28 sent in nominations for the ballot, a 47% return.

1962, out of 65 chapters, 23 sent in nominations for the ballot, a 43% return.

And the ballot return.

1959, active membership 1338, ballots returned, 670 equals a 50% return.

1960, active membership 1445, ballots returned 813, equals a 56% return.

1961, active membership 1577, ballots returned 835, equals a 53% return.

It can be easily seen and understood from these figures that the chapters could and should take more active part in the international organization.

I want to thank all committees — any organization is only what the working committees make it. As you hear reports, you will know that we can truthfully say, we are in good standing.

In this 33rd year of the Ninety-Nines it seems particularly appropriate that we should re-emphasize and re-dedicate ourselves to the purpose of this still totally unique organization — "to provide a closer relationship among women pilots and to unite them in any movement that may be for their benefit or for that of aviation in general." That each of us should personally stimulate and assist the laggard chapters; seek out and encourage those with aspirations to become pilots; to impart through our own enthusiasm a better understanding of aviation within our community. We must all of us remember, that the Ninety-Nines in sum total will increase in statue and numbers only in direct relationship to the impact which each individual member makes within her scope of influence in the unselfish contribution of her talents and time. I so re-dedicate — will you?

Louise M. Smith
President

Convention Business

For those of you who were not able to get to Princeton for the convention, here are some of the highlights. The elected officers are Louise Smith, president; Barbara Kiernan, vice-president; Martha Ann Reading, secretary; Alice Roberts, treasurer; Executive Board, Barbara London, Barbara Evans, and Elsie McBride; Nominating Committee, Sylvia Both, chairman, Mary Lester, Marian Jepsen, Virginia Thompson, Marian Lopez. Ruth Rueckert was elected as AE Trustee for term of 1962-65. Ruth Wikander of Oregon was selected as the AE Scholarship winner. According to the trustee, this year was one of the hardest yet to select a winner as there were so many really good contenders. To those who didn't get it this year—try again.

All committees gave very interesting reports showing growth in membership and activity. Membership as of July 1 was 1679. Louise Smith commended all members on their good works, but pointed out that many chapters do not respond to requests for nominations, suggested changes in policy or constitutional amendments, or delegate representation. This last May there were 99 delegate cards sent out—representing 99 votes—for convention business. Out of these we had only 60 votes represented. Even tho no one from your chapter can attend convention, your delegate card and vote should be sent by someone who will represent the thinking of your chapter. Also, this year there was less than 54% return on ballots, and we all know this should be much better.

Alice Hammond reported that the Committee to Revise the Constitution has worked out a new outline for our constitution which will contain far less detail than the present one, and any ideas anyone has on a new constitution will be happily received and considered by the committee. It is hoped that by next convention a revised constitution will be ready for presentation. The detail that is dropped from the constitution will be put in the By-Laws where appropriate, or in the Standard Operating Procedures for Officers and Committees, on which Deedo Heise is working. (She also would appreciate any suggestions.)

Jean Ross Howard of Washington, D.C., has been working on the AE Memorial Stamp project this past year—a project the 99's have worked on for seven years) and she suggests that each chapter appoint a local chairman for this committee at once. The local chairman should immediately write to Jean for information as to what can be done to give a real-

ly big push to this project. We are getting backing from other sources and it is felt that if we all do our part it can be put over in 1963. Do not wait for your elections before appointing this AE Memorial Stamp Chairman—DO IT NOW.

Betty Gillies suggested that instead of, or in addition to, regular air-markers a large white circle be painted in the center of sod airports. This immediately identifies the airport in an area where everything is green.

Susie Sewell, Headquarters Chairman, reported to the Executive Board that P.O. Box No. 99 in Oklahoma City is available and, of course, the Board voted to secure it at once. Henceforth, all mail to headquarters will be addressed to P.O. Box No. 99, Oklahoma City, Oklahoma.

Hope all of you get to convention yourselves next year.

Barbara Evans,
International Secretary

Convention Sidelights

By DEEDO HEISE

Weather for Race complete with tail winds so good — all planes were in Wilmington by Monday — waited 'til Thursday for Award Banquet — result: 90% left for home Friday — by-passed Convention — Their loss — Chairman Lois Fairbank and many committees all set for 200 — every detail beautifully planned — 100 plus a few in attendance.

Princeton Airport personnel hoping for large group of convention planes — sufficient traffic will convince City Fathers of need to remove wires near approach — wish we'd known — our normal approach, airline "drag-it-in" could have done the job — might have been difficult to raise bail — rumor — runways too short — many would land at Trenton — but field well peppered with feminine paint jobs.

Nassau Inn — unpack — visiting day with old friends — meet new ones — pre-convention registration—tours of the University and shops — poolside for many — seemed odd to see Betty Gillies relaxing at the pool with no job — for the "chosen few" all day Board meeting — final checking prior to business meeting.

Friday evening — hour's drive via bus through New Jersey countryside to the Circus Tent Music Theatre-in-the-Round to see Fiorella — excellent staging and cast — It's a downright fib that New Jersey is nothing but sand, swamp and mosquitoes. It is also green and quaint and boby mountains.

Luncheon — Nancy and Arthur Lee-

bold invited the 99s to Australia — women pilots and Aviation Clubs all set with entertainment and exciting places to visit — sounds like a must—will start now saving pennies — or should it be tuppence?

Banquet — door prizes, pink champagne, computers, watch, lighters — lovely decorations — my roast beef was nice and rare — Martin Caiden guest speaker well worth hearing.

One last get-together — then packing and to bed — hoping for a dawn take-off—Sunday morning — Princeton CAVU — Alleghenies CV Zero — by 11:00 everyone taking off — heading N.S.E. and W. to meet again in the South Central Section in 1963.

See you then.



After a solid week of rain, Saturday morning, May 5th dawned clear and sunny to the great relief of Lorraine Melican and Marie Lepore who were co-chairmen of the New England Air Race. Their excellent planning and hard work enabled the race weekend to come-off without a single incident.

Everything started Friday night with a social hour at which time the Mayor of Worcester presented the key to the city to Louise Smith, our National President. After the pilot's briefing most everyone adjourned to their rooms at the Sheraton Hotel to plot the course which was Worcester, Plymouth, North Central Airport in Rhode Island, New London, Connecticut and back to Worcester. The rules of the race were based on the Flint, Michigan air race. The next morning a breakfast was served at the airport, final weather given and then off to the planes. There were seventeen planes in the race and only one wandered off into the wilderness of Massachusetts.

All were back, including the spotters at the various airports for a magnificent lunch at the airport. The rest of the afternoon was spent shopping or sleeping as the case may be. Saturday night there was a social hour followed by a banquet. Presentations of the trophies were given to the following winners:

1st.—Dorothy Julick and Barbara Evans.

2nd — Isabel Blodgett and Chris Seaver.

3rd — Pat Arnold and Virginia Adams.

4th—Alice Hammond.

In addition a presentation was

made to the pilot who came the longest way — Louise Smith, Louise brought with her the charters for the two new chapters and presented the New England charter to Pat Russell of Keene, New Hampshire and the Eastern New England Chapter to Lois Wartman of Providence, Rhode Island. With these two chapters operating you should see increased membership and flying activities in the Northeast.

The air race was a star-studded event in that we had not only our National President, Louise Smith, but also our Vice President, Barbara Kiernan; Secretary, Barbara Evans and also Louise Thaden whom most of you know as a charter member of the Ninety-Nines, winner of the Bendix Trophy Race, holder of the women's altitude record and many other accomplishments.

I haven't begun to mention the many others who were in attendance at the race but I do want to give particular tribute to Lorraine Melican and Marie Lepore, both of Worcester who worked so hard to make the to the number of students who have soloed under Shirley's guidance, member and she did a magnificent job when you consider she was completely unfamiliar with the running of a race. I am sure I speak for all racers and members—when I say thanks for everything, we are proud of you.

Everyone left on Sunday, (that is, those who could, the weather was not very good), and we hope that you enjoyed the race so much that you will come back to visit us again very soon.

NORTHERN NEW ENGLAND CHAPTER

By Pat Russell

Shirley Mahn hosted our April meeting at Whitefield, N. H. in the shadow of Mt. Washington. The weather was beautiful and Eleanor Horn's husband snapped the picture below after the meeting was over.

Shirley is doing a beautiful job with the Whitefield airport and it is a busy, good-looking spot. The many shirt-tails on the board in the office attest race a success. Lorraine is a new

Alma Gallagher's two students, Eldora Burrill and Beverly Shores have passed the private written since our last meeting and Pat Russell has passed the instrument written.

The May meeting was hosted by Fran Bowman in Keene. It was attended by the same group and we were delighted to have Mary Lowry and Lois Auchterlonie with us from Massachusetts. Another good day—everyone flew in and after lunch a few of us swam at the Bowman pool. Ruth Ballou was at this meeting—she



From left to right just before take-off: Eldora Burrill, Laconia; Patricia Snow, Laconia; Beverly M. Shores, Gilford; Pat Russell, Keene; Alma Gallagher, Laconia; Sheila Mann; Eleanor Horn, Wolfeboro; Rusty Mahn-Shirley's; Shirley Mahn, Whitefield; Kathy Russell.

is still working on her instrument rating. Janice Carmen has returned from Florida and is busy with both flight and ground school instruction at Bowman flying service. Pat Russell has just passed her instrument check ride and has a fresh new rating.

Fran Bowman and Pat Russell were house guests of Alice Hammond in Philadelphia where the local 99's had just completed a successful air-lift at Wings field.

Had letters from Drucilla Powell and Lucille Dingley this month. It was good to hear from both gals and we are looking forward to seeing them a little later in the season.

Talked with Janey Hart in Washington and visited Alice Davis in Detroit this month—both busy flying. Guess I'm just a roving reporter from northern New England!



By Jeanne Spielberg

It was great fun to meet all our beautiful girls again from across our beautiful country. Lois Fairbank, as our very able Convention Chairman, did a bang-up job at Princeton, New Jersey. All activities were handled with knowledge and dispatch and we are so proud of her. Lois wishes to thank all those who helped her with her task. Most of us were not as fortunate as Marion Lopez, Lois Fair-

bank, Kay Brick, Selma Cronan, Barbara Evans, Dorothy Julich, and Doris Renninger to be able to attend the Race Awards Banquet at Wilmington on July 12, but the rest of us were happy to greet the girls who were able to get to the Convention at Princeton on Friday. We were delighted to see an old friend and member again, Mary Reifschneider, who has been away too long.

On Friday evening a trip to Lambertville, New Jersey, to see the musical comedy show "Fiorello", which was a great hit on Broadway. A luncheon at the Nassau Inn in Princeton on Saturday and the banquet on Saturday evening rounded out the week-end activities. Lois had the good fortune to find a wonderful Master of Ceremonies, Jean-Pierre Meyers, a very humorous and entertaining Swiss-American gentleman who is the President of the Chamber of Commerce in Princeton. He poked fun at himself as an accomplished pilot who could not get off the runway. Our guest speaker, Martin Caidin, the aviation author, who was accompanied by his pretty wife, gave us a most interesting talk on this country's accomplishments in outer-space at present and in the future as compared with the Russians and some inside stories on John Glenn's and Gherman Titov's orbital flights. He assured he was not making a speech but was just having conversation with us and that was exactly how we felt. We all enjoyed Mr. Caidin immensely and do hope to hear from him again.

Sunday morning shone bright and fair and we saw the girls off at Princeton and Mercer Airports.

A few Notes: Sue Sivade is back from a "Round the World" trip. She had a great time. Ruth Shaw is a bride. Congratulations Ruth. Fleur de Lis Scheer and hubby are living in Florida. Lots of luck and happiness Fleur, we will miss you at meetings. Marion won the Salamagundi award at the Washington Square Outdoor Art Show. Did you see her beautiful cover on our journal? And I am sorry I forgot to tell you that Irene Keith and Dorothy Julich flew in the International Air Race. A Happy summer to all. See you in the Fall.

WESTERN NEW YORK CHAPTER

By Terri Pirrung

On June 28th a luncheon meeting was held in the Cloud Room at Buffalo International Airport. Canadian 99's were invited and we were quite pleased that five girls were able to fly in from Ontario. From Welland came Dot Rungeling, Hetty Hutchinson, Jean Brooke and student pilot Lin Fraser. Joan Kruspe flew in from

Brantford. Peg Wahl flew in from Fredonia; Lois Rinck and myself made it by car. It was fun discussing the similarities and differences of flight training in Canada and the U.S.

Ethel Fedders tells me that she and Peg had a delightful time at the Convention. Ethel, Peg and 49½er Al flew down in Pegs 175. Had fine weather both ways. Lois had planned to attend the banquet after a week at Lake Placid, but her Hillman picked just that time to act up. Said she was very disappointed.



WASHINGTON, D. C. CHAPTER By Jean Ross Howard

My face is very RED—in the June Issue I reported that Mrs. Scott Carpenter had her pilot's license—I should have said Mrs. Cooper. Fortunately our Membership Chairman, Dorothy Mitchell didn't goof—she has invited Mrs. Cooper to become a 99.

Blanche Noyles was the guest speaker at the Fraternal Order of Air Mail Pilots Dedication Ceremony on June 1, 1962, in Miami. The occasion was the 25th anniversary of Amelia Earhart's last flight (June 1, 1937). The Air Mail Pilots placed a plaque in the main lobby of the Miami International Airport Terminal commemorating Amelia's take-off a quarter of a century ago.

Another 99 speaker in Miami—Nancy Lynam spoke before the National Secretaries Association convention. Her subject—flying and the 99's Nancy doesn't just talk flying—she received her commercial rating on May 29. Congratulations, Nancy.

The Washington Chapter is back from Wilmington where they ran Registration and helped at the Terminus of the Powder Puff Derby. In the group were Virginia Thompson, Velta Benn, Nancy Lynam, Bea Wilder, Laura Zerener, Betty Bohn, Hazel Dwiggins, Betty Fisher and Adelaide Tinker. I managed to whip up for the Awards Banquet and join the others in congratulating our former Chapter member, Barbara Jenison, who placed third.

Three 99's have been making headlines and TV news. The Space Subcommittee of the House held hearings on the proposed program for Women Astronauts. Jerrie Cobb, Janey Hart and Miss Cochran testified. The 99's in the audience (Virginia Thompson, Dorothy Mitchell, Adele Cotton, Bea Wilder, Nancy Lynam and Jean Howard) were impressed that Jerrie and Janey, in their first solo at a

Congressional Hearing, handled the questions of the Committee as readily as the controls of their Aero Commanders. If you are interested you may want to write them for copies of their testimony. They are working hard to have women be given the chance to prove they have a role in Space.

The next day, Colonel John Glenn and Commander Scott Carpenter testified. Colonel Glenn felt there was an adequate supply of qualified men now available. However, in answer to the question of what he would do if a fully qualified woman astronaut were available, he said: "I'd welcome her with open arms!" The Committee and spectators roared!!!

Following the hearings, several of the 99's went on to the Collier Trophy luncheon and met the X-15 pilots who are this year's recipients.

Belated congratulations to Laura Zerener and Ellen Bateman for placing 7th in the International Air Race. This was the first race for both. Laura reports it was fun, but hard work.

Our June meeting was held at Josie Cook's lovely home. Over a delicious buffet, final plans were made for the Chapter's work at the Terminus.

For 99's on the East Coast particularly—may I suggest you visit the Flying W Ranch near Mt. Holly, New Jersey. I flew in with Max Karant one Saturday and couldn't believe there was this bit of the WEST in South Jersey. One unusual feature—the swimming pool, is built in the shape of an airplane—complete with navigation lights!

Would like to point out — Three "Whirly-Girls" flew in the race and three placed! Betty Miller, second; June Douglas, seventh; and Pat Arnold, eighth!

EASTERN PENNSYLVANIA CHAPTER

By Kate Macario

Another year and another AWTAR is history. Members of our chapter who competed in the race, Alice Hammond, Louise Sacchi, Bertha Barringer, Nancy and Debbie Diemand, Alice Meisenheimer and Dr. Helen Meyers, all agree that it was a smooth and pleasant one due to generally excellent weather conditions. For the same reason the terminus went "smoothly" also, and all events were able to go off as scheduled. We had perfect cooperation from all the girls of both our chapter and the Washington chapter who helped out both full time and part time at Wilmington, plus the host committee of Wilmington, a very fine group of men, who were responsible for getting things done. I believe we all

have happy memories of the 1962 Terminus.

From Wilmington several of our girls went to Princeton to attend the Convention held in the Nassau Inn. Anne Shields, Alice Hammond, Irene Wirtschafter and Elsie McBride attended from our chapter. We are very proud that at the convention meeting, Elsie was elected to the Executive Committee.

All this and more was hashed over at our annual Fly-in to the Diemands on July 22nd. Fair weather was with us again this year and forty persons flew or drove, to swim, socialize and enjoy a scrumptious Barbecue by the chef, Buzz Diemand. An added treat this year was the arrival of Selma Cronan and Pat Arnold (New England Section) in the latter's Brantly helicopter. Pat obligingly put on an exhibition of real technique in maneuvering the little Brantly B-2. In addition to the helicopter, the Chalows flew in with Merle Chalow, our newest and youngest (17 years old) 99 member, at the controls of their Cessna 182. Erma Keyes and Kay Wilhemy joined us in the Ercoupe, Kate and Tom Macario buzzed in with a Bonanza, and Connie and Abby Wolf flew over from Wings Field in their Sea Bee. Connie brought a delicious chocolate cake she made and decorated for the occasion. (Connie has several balloon flights on her agenda; the first will be over the Alps for the 1st Int. High Alpine Balloon Meeting in August, after that, a balloon race with take off from Zurich.) A representative group from Washington flew in to join us at Diemands. Velta Benn with her two daughters, and Nancy and Don Lynam in the Navion, and Hazel Dwiggins with Bea Wilder in a friend's Tri-Pacer. While they were here we discussed the plans for a Proficiency Race to terminate at the Sectional meeting at Pinehurst, N. C., in Oct. Washington members conceived the idea and will set up the rules governing the race with Velta as chairman and our FAA representative, Anne Shields, lending a hand. . . . The rest of the group at Diemands were Ann Piggott, who brought her twin sons, vacationing from their school in Switzerland, Marie and Tony D'Alterio with their three children, Arlene and Arnold Feldman with 16 months old Logan, Andy and Debbie Diemand; making this quite a family affair; The Barringers, Elsie, Irene Wirtschafter, and several guests completed the group.

Backtracking a bit, in June when our planned Fly-in to Elmira, N.Y., had to be cancelled, we hurriedly substituted a Fly-in to Macario's landing strip in Malvern (which has just been extended to 3750 feet), with swim-

ming in a nearby pond and a picnic lunch beside it. The Roggios, D'Alterios, the three Feldmans, the Macario clan, Anne Shields, Irene Wirtschaffter in a Fairchild 124, and Peggy Borek with her friend Ed Rojeski attended. Through Peggy, Ed donated to our chapter, a folding, aluminum template in three sections and made it to the required measurements. This will greatly simplify our air marking projects. Peggy and Ed tried them out on the hangar roof at Wings Field and were very enthusiastic with their success. The chapter is most grateful to Ed for his generosity.

After writing this column for three years, it is with mixed feelings of relief and reluctance that I now turn it over to my successor to be appointed by our incoming chairman.



FLORIDA CHAPTER

By Vera Bratz

The Florida Women Pilots Association extends its grateful thanks to those Ninety Nines who assisted with the Twelfth All-Women's International Air Race. The Houston Chapter welcomed and entertained the entire



Left to right: Mary Anne Noah, Pilot, Third Place; Margaret Callaway, Pilot, Second Place; Aileen Saunders, Pilot, First Place, in Twelfth All-Women's International Air Race Houston to Nassau, May 29-June 1, 1962.

race delightfully, in addition to assisting officially. The Alabama Chapter

assisted officially and with transportation and accommodations in Mobile. Georgia 99's Betty McNabb and Ruth Miller officiated very efficiently in Valdosta.

Twelfth All-Women's International Air Race — Houston-Nassau, May 29-June 1, 1962

PLACE, AIRCRAFT, IRA NO., PILOT AND CO-PILOT Listed in order below:

1. Cessna 172, No. 26, Aileen Saunders, El Cajon, Calif., Solo.
2. Cessna 172, No. 5, Margaret Callaway, Wilmington, Ohio, Nancy Stansbury, Tampa, Fla.
3. Piper PA-28-160, No. 14, Mary Anne Noah, Mission, Kansas, Joan Manda, Pleasant Hill, Mo.
4. Cessna 172, No. 25, Gini Richardson, Yakima, Wash., Joan Rorke, Yakima, Wash.
5. Cessna 172 1962 Skyhawk, No. 8, Autrie V. Lehr, Xenix, Ohio, Marion S. Betzler, Columbus, Ohio.
6. Cessna 180, No. 18, Marion Burke, San Antonio, Tex., Merrilee Agather, Mexico City.
7. Bonanza Model A, No. 19, Joan Ann Merriam, Las Vegas, Nev., Solo.
8. Cessna 172 Skyhawk, No. 6, Sandra Callaway, Rochester, N. Y., Mar-go Callaway, Rochester, N. Y.
9. Piper PA-20, No. 17, Rhea Allison, Missouri City, Tex., Virginia Anderson, Houston, Tex.
10. Bellanca, No. 28, Jessie Bennett, Ft. Lauderdale, Fla., Constance Ammons, Ft. Lauderdale, Fla.

MISSISSIPPI CHAPTER

By Jane Williams

The Mississippi Chapter met Sunday, May 27, in Hattiesburg at the airport. Despite ugly early morning weather, all but one member was present. A lovely coffee and a "catching up on the news" session preceded the meeting with Barbara McCaffrey as hostess. Bernice Kelly and Ethel Radzewicz came from Jackson together in the 150; Dolly Kroeker and Marv came in their Luscombe from Moorhead; Cora McDonald and Janet Green flew up from Gulfport in Janet's birthday present—a '62 Sky-lane. And Dr. Williams (Clark) and I came from Vicksburg in our 172. Jessie Miller, a prospective member and avid aviation enthusiast, completed the party.

At our business meeting, Cora urged that all members return their ballots—almost everyone had already complied. Convention was discussed and race programs ordered.

Luncheon was held at the Wagon Wheel in Hattiesburg, featuring barbecue and delicious "homemade bread". Virginia Woodward, a reporter who is read state-wide, joined

us and later had an article published in several state papers. We are grateful to these papers for giving us such good publicity.

Our next meeting will be in North Mississippi at Greenville. We've invited the Memphis Chapter to attend and hope they can meet with us at Greenville Municipal, 10:00 a.m., Sunday, June 24.

Entries are now open for the Seventh Annual Michigan Small Race which will be held in Flint, Michigan on October 6, 1962. This cross-country proficiency event is for stock model aircraft, single or multi-engine of not more than 400 horsepower. It is flown during daylight hours under VFR conditions and is conducted on a handicap system.

The race is conducted under the auspices of the Michigan Chapter of the Ninety-Nines, Inc., and will be officiated by the Michigan Department of Aeronautics, and will be sanctioned by the National Aeronautic Association.

The race is open only to licensed lady pilots, but she may be accompanied by a male co-pilot or passenger.

Many cross-country airplanes are expected to participate in this years event. The goal this year is 62 in '62.

The winner of the Seventh Annual Small Race will this year be computed by an IBM 1620 computer within minutes after the last contestant has crossed the finish line at Bishop Airport. Cash prizes, totaling \$600.00 and trophies will be awarded through the fifth place. The Paul Bunyon Trophy, a rotating trophy, is also awarded to the first place winner

- 1st—\$200.00
- 2nd—\$150.00
- 3rd—\$125.00
- 4th—\$ 75.00
- 5th—\$ 50.00

Application for entry may be obtained by writing to Michigan Chapter of Ninety-Nines, Inc., Small Race, 115 South Grinnell Street, Jackson, Michigan.

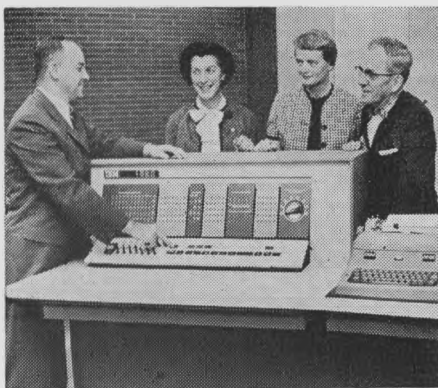
The winner of the TAR of 1962 will be awarded a free entry and room and meals while in Flint for the 1962 Michigan Small Race.



MICHIGAN CHAPTER

By Marian I. Hoffman

I just heard, today, that our very special 49½ Harold Thatcher has been seriously ill since January. He is now back home and recovering slowly.



Mr. Robert Erwin, Branch Manager of Flint's IBM Data Processing Division explains how the 1620 computer will do the scoring of the 7th Annual Mich. Small Race. (left to right) Mrs. Michael (Elsie) Ferich, Mrs. Robert A. (Bernie Trimble) Steadman, Chairman of Race, and the honorable Charles A. Mobley, Mayor of Flint, Michigan.

We all send our best wishes for his continued progress. Becky has been unable to come to 99 meetings since he became ill. She is traveling back and forth from Stanton to Saginaw every day.

Isolde Winkler is in Germany with her children until late summer. Her mother died suddenly.

Joan Hartley and her husband are leaving for the Seattle World's Fair in their Cessna 180 on Friday, May 25.

Helen Wetherill will be directing movie shots from a helicopter on May 28. (How do you get a job like that Helen?)

A couple of our members have "gone to the dogs": Mary Clark has a new miniature poodle named "Bea-uregard McClapsaddle" (French-Irish Poodle?!); and "Babe" Ruth has a litter of AKC German Shepherds for sale. By the way, Babe is a member of the "Silver Wings" soloing 25 years ago (1936 and has been a 99 since 1937. She is Instructing part time for Spartan Aviation at Lansing.

Sammy McKay and 49½ had ten days aboard the White Heron, a 55 ft. motor sailor, hitting ports in the Bahamas and Georgetown on Greater Exuma. She came home with a nice tan.

We had three guests that are prospective members at our meeting on May 20: Alice Lodge, Pontiac; Muff English, Battle Creek (former 99 member); and Nina Meringa of Grand Rapids.

Bea Steadman reports on the SMALL Race: The Speed Handicap

will allow for auxiliary tanks—not as the AWTAR does.

Our June meeting was held at Flint on the 10th at Bishop Airport. There were a lot of thunderstorms so only one member flew in, the rest of us drove. One speaker was Mr. Leonard Batz of A.C. We had a very interesting "Question and Answer" talk about Astronaut Carpenter's trip into space and how it differed from Astronaut Glenn's. Also a clear explanation on Gyros and how they are used in space flight.

Addie Binsfield is now back from her trip. She went on from the Bowling tournament to the Seattle World's Fair. Joan Hartles and her husband are also home from the World's Fair. They had a beautiful trip and made record time flying their own Cessna 180 out and back without being weathered in once. She has slides that are out of this world.

Sammy McKay is sweating out her commercial. She expects to take her flight test on Monday following our meeting. Friday of the same week she is leaving for Hong Kong and will get back just in time to leave for the AWTAR.

"Babe" Ruth attended a luncheon for W. T. Piper and Max Conrad. Max was starting on a non-stop flight to Cannes, France from Lansing in a Commanche. Spartan, Babe's part-time employer and a Piper dealer, was breaking ground for a new Hangar. Babe is planning on attending the 1st Silver Wings Convention at Dayton, July 19, 20 and 21 with Mary Von Mach.

At last count, we expect 6 planes from Michigan to enter the AWTAR.

OZARKS CHAPTER

By Geneva Butcher

Well, we finally did it! Since last October we have been trying to get weather, time and people together for a paint job on the roof of the Monett, Missouri airport. On Wednesday, May 30th, those who could, considering the holiday, finally accomplished the feat. The sun was brilliant, the roof was hot and the paint dried almost too fast. All concerned was surprised at how easy and fast the work went. Now we are encouraged to do more and the possibilities are almost unlimited here in the Ozarks.

We have been giving birth again. In May I reported a new chapter at Memphis, Tennessee started by two of our members. Now I have a new chapter at Cape Girardeau, Missouri to report. Alice Godwin is responsible for this one. There are several women pilots in the area and, I understand, several students also. Our best wishes go to the new chapter.

Our chairman, Hazel, once again won the Annual Achievement Award.

This was the second one and she has won both. She certainly deserves this award for she gives much time and effort to 99's, M.P.A. and other aviation projects.

ALL - OHIO CHAPTER

By Clara C. Tharpe

Our June meeting was held on a beautiful sunny Sunday at Marion Municipal Airport at Marion, Ohio, with the Ohio Chapter playing host to the Indiana Chapter. Quite a few of the Indiana girls showed up and we certainly enjoyed having them. Hostess, chief cook and bottle washer was our Chairman, Janice Kuechenmeister. Before I go any further I'd like to thank Janice's mother for all the girls for the time and effort she put into preparing the food for us all. Due to the lack of restaurant facilities and catering service Janice brought all the food from home. Thanks also to the girls who helped serve and clean up.

It was a hot clear day, creating lots of thermals for gliders, so the Marion Glider Club gave rides to all who were interested. Needless to say the majority were interested. I for one enjoyed it very much although I must say I appreciate the feeling you get from the surge of a full throttle when you need it.

Those in attendance were Aurtie Lehr and husband, Marion Betzler and husband, Helen McConnell, guest, Suzanne Hughes and Dorothy Belville both prospectives, Ruth Theis, Connie Jones, Joan Hrubec, Marilyn Collette, Rosalie Bracht, Janice Kuechenmeister, Edythe Maxim, Dotty Anderson and Winnie Coughay.

We're proud of the showing of the Ohio girls in the IAR. Margaret Callaway came in second, Autrie Lehr and Marion Betzler fifth, Sandra and Marge Callaway eighth, and Ione Shelton and Edythe Maxim eleventh. All flew the Cessna 172. The race and entertainment they all enjoyed, but not the weather.

Joan Hrubec enjoyed attending the open house at Trimble Aviation in Flint, Michigan. The occasion was the formal dedication of the new operations office at Trimble Aviation. She recommends everyone stop and see the new facilities, the ultra-new for aviation.

Marilyn Collette has been enjoying getting back into flying in a Cessna 182. Plans on entering the Michigan small race and attending the Sectional in St. Louis in the fall.

WISCONSIN CHAPTER

By Deedo Heise

Methinks we should send up a few rockets proclaiming to all and sundry the news that the Wisconsin Chapter

is emerging from hibernation. We've just held a most successful get-together at Waukesha Airport to which we invited student pilots (female) and those with license whom we have, so far, failed to gather in as 99's. Following a buffet luncheon prepared by our own fair hands, we had gifts for each of our fourteen guests—(items such as huge dark glasses for the gal whose husband insists that she fly under the hood on every nice sunny day—ear plugs for the victim of an instructor, husband, etc.) End result a lot of fun for us and, following a serious talk by



Dora Fritzke, co-pilot; Anne Roethke, pilot, with trophies won at Holman Air Derby, St. Paul, Minn.

Chairman Anne Roethke explaining the purpose and activities of the 99s, Membership Chairman Dora Fritzke signed her name as approving several new applicants.

June 16th four of us flew to St. Paul to compete in the Holman Derby. Anne Roethke with Co-pilot Dora Fritzke did us proud by earning the 99 trophy for the best score by a woman and winning fourth place overall in a field of 27 planes—plus a trophy for traveling the longest distance to attend. 49½er Herman and I did not exactly cover ourselves with glory in the competition, particularly in the spot landing contest which was held in a stiff switching cross wind.

(Did you ever propoise a 180??? It can be quite spectacular) I did, however win a very special trophy which has taken years and years to earn. "Oldest Pilot in the Race". With great effort I was able to leave my cane behind and hobble up to the speakers table to receive this honor.

Several weeks ago Anne and this reporter met with Marge Raglin, Elzabe Yocum and Helen Sailer of the Chicago Chapter to arrange a joint meeting, an all day get-together at Lake Lawn where a private landing strip a few steps from the

lodge will be used. July 22nd is the date.

While in St. Paul we made tentative plans for a joint meeting with the Minnesota 99s, this to be in August, possibly an overnight, at one of our northern lake resorts. A committee with Program Chairman Ramona Huebner at the helm will be scouting the possible sites.

Ruby Fielding and 49½er Ralph returned from a successful business and pleasure trip to the west coast with a non-flying couple via Bonanza. Anne and Ruby are entrants in the Sky Lady Derby. Some of us as participants or hangers on will be at Chicago but will probably drive to show our disapproval of the outlandish fees being gouged by the City Fathers at the Chicago Airports.

Comes July 6th, Anne, Ruby, Dot Parks and I will be winging via Caribbean and Flighty Lady to Des Moines to help at the Race Stop. Then, Anne and I will hie ourselves to Wilmington and Princeton for the Convention. We hope to see you all at one of these spots. Till then—

Keep flying little children
Methuselah Heise

ST. LOUIS CHAPTER **By Teddy Hager**

Since there was no newsletter last month, will attempt to bring you up on what has been transpiring in the past couple of months. Our June meeting was held at Lois Sivert's home with Jane Noyes co-hostessing. The T.A.R. was discussed, and several of the girls offered their services if needed in Peoria and Des Moines. A trophy for the Skylady Derby was discussed, and congratulations were given to the following participating gals: Marian Kirtz and Rosamond Jolie; Dorothy Haupt and June Evers; Dorothy Rumsey and Dale Scharr; and Loretta Slavick who flew with a girl from Oklahoma City.

Mr. John Bickers, advertising manager of McDonnell Aircraft showed the official film of Astronaut Colonel John Glenn's orbital flight and also film on the F-4 H Phantom and the F-105 A. This was followed by an interesting and lively question and answer session which lasted far into the night. Our husbands were invited and we had a very good turnout with five of them showing up, plus two guests: Betty Smalley of Alton, Illinois and Irene Rawlings of Weiss Airport. Also, Sally Miner attended with her Mother, Golly Miner. It was nice having them.

Congratulations go to the following: Loretta Slavick for being elected as "Woman of the Year in Aviation" by the W.N.A.A. She was honored at a luncheon on Saturday, June 30, in Little Rock, Arkansas, (where

the Sky Lady Derby terminated) and was honored at the banquet where the Sky Lady Trophies were awarded. To: Dorothy Rumsey and Del Scharr for placing fourth. To: Del Scharr—she has returned to Scott Airforce Base for two weeks active duty with M.A.T.S. Sort of envy her with all that flying, and all those men in uniforms! To: Lois Sieverts and Rosamond Jole for their one-half hour each helicopter time with Bill East. Keep going gals. . . . To: Edith Olovitch for her flying time in the Comanche 250, understand she is about to receive her check. Also, to: June Evers, she was just checked out in the 172 Cessna. Looks like our gals are really taking this flying seriously.

Goings on about town: Ruth and Ed Lake have moved into their new home at Arrow-head Lane. Dorothy and Elmer Haupt have been quite busy these days, covering their P.A. 12, Super Cruiser. Edith and Al Olovitch just returned from a very enjoyable trip to Lake Lawn, Wisconsin for the week-end. Fran Henke just returned from Webster City, Iowa, where she had a nice visit with her family. Ruth Lake and Teddy Hager attended Air Show at Smart Field, wherein Teddy was invited to fly the replica "Spirit of St. Louis" as co-pilot to Lambert Field. Was fun flying the stick. My congratulations to Charles Lindburg, don't know how he ever made it. Ruth was invited to fly an Army helicopter back to St. Charles Airport — Wot happened? Dorothy Haupt and Mickey Clark flew to Des Moines for the T.A.R. race, and saw many of their friends who were participating in the race, and stopped in Des Moines. Understand Hilda Hemmersmeier is commuting on a motorcycle these days. Hate to report this one, guess we'll be losing Connie Matter one of these days soon, hear she is moving to Niagara Falls. Maybe we'll be invited to see the "Falls". Congratulations to Amy Laws. She just received her Private Certificate. Hope she is considering becoming a 99. To Dorothy Rumsey; our wishes for a quick recovery for Mike who has been hospitalized for a bronchial disorder.

The Aero Club race is being held this year, Saturday, August 18, starting, and terminating point's, Arrowhead. Ho wabout as many of us as possible, entering the race, and making a good show for the 99. This race is growing in popularity and there is always great fun after the race. Start giving it some consideration.

Forgot to report on our July meeting. Meeting was held at Dorothy Haupt's home with Hilda Hemmersmeier co-hostessing. Dr. Holbrook

was guest speaker, subject: Physical Exams for Pilots. Sorry I wasn't able to attend, so can't discuss this too thoroughly.

Later reports: Marian Kirtz's son is now learning to fly, they are really becoming a flying family. Here are two possible 99—Laura Bohana is leaving Tuscon, Arizona and we are hoping she will transfer to our chapter. Also, Ruth Taskell has just received her Private Certificate. Congratulations, hope you will join us. See you next month.

MINNESOTA CHAPTER

By Dorothy Ryan

Met the fellow travelers of the weatherman's progeny—RAIN — for both our June and July fly-ins! June 10th dawned pure, bright, and beautiful. By 10 a.m., as the 99's were zeroing in on Flying Cloud for an 11 o'clock meeting and lunch, the heavens broke in familiar torrents of rain. Helen Murphy, Marge Cushman and



After the rain June 10 at Flying Cloud Field. Dorothy Ryan, Chairman Margaret Manuel, Jane White, Marge Cushman, Ginny Caspersen, Avis Larson, Laura Black, Jane Reeves, Helen Masterton.

49½er Rog, Helen Masterton, 49½er George, and Laura Black, Avis Larson, Ginny Caspersen and this sodden reporter, with 49½er and guest Frank Hallgren, slogged out. Jane White, Margaret Manuel and Kay turned up later. Had a look at homebuilts, the FFA Flying Laboratory, and the latest in traffic control apparatus. The Rangers, a flying group of recent investiture, not only planned and promoted this fly-in to celebrate the new Flying Cloud omni, but provided shuttle-bus service, and manned a mean breakfast line as well (99 cents!)

We were terribly happy to see both Helen Murphy and Jane White. Just back from flying a Comanche in the IAR, Jane reported she and Betty Pfeister of Colorado, were all set to fly the TAR, except for summer guests. And this, after a tough IAR,

with terrible weather and the usual fatigue!

A week later many of us had the pleasure of meeting Jerrie Cobb and learning first hand what a charming and capable girl she is. Laura Black had been in charge of selecting just the right white cymbidium orchids as a welcome to Jerrie from the Chapter, which Avis Larson presented during the press conference Friday. Jerrie expressed her pleasure most graciously, and even St. Paul's Mayor Vavoulis complimented her for wearing them properly and well. Jerrie flew the handcrafted Aero Commander prototype in the 3rd Annual Holman Air Derby, with the other 26 pilots trying to better her score. Flying with her was Time-Life correspondent Jane Rieker, who was lots of fun and who had done several pieces on Jerrie. 99's flying in the Derby were Pat Sullivan in a 172, and two entrants from our sister state Wisconsin: Chapter Chairman Dr. Anne Roethke in a 172, and former international President, "Deedo" Heise, in "Flighty Lady". Anne was awarded the 99's trophy for the best performance by a woman pilot, and Deedo had the distinction of being the oldest participating pilot, which I felt spoke highly of the 99's performance in aviation, and Deedo's in particular. Awards for best ballast go to Avis and me! We rode like queens in the rearward seats of Al Conklin's Aero Commander (the 500) and can report it was pure pleasure. So who's selling Cessna's?

Helen Mosterton and Laura Black also attended the awards banquet at Coleman's, where Helen made her usual effective contacts with prospective members.

As mentioned above, an old friend, Rain, was on hand again July 15. Helen Masterton had spent one perfect week at Gull Lake vacationing with her mother, but when Sunday came—rain. Ceilings were enough above minimums to permit Dorothy Westling and 49½er Don to seaplane from their Green Lake cottage. Mal, Margaret, Ralph and Kay Manuel 170'd up from Stanton, where the weather was rapidly worsening. Prospective member Joyce Johnston with her husband Bruce were up from St. Paul in their new Skylane. We were delighted to see Shirley Iverson, with her guest, who had flown in from Lambert on the day before. Driving up, complaining every mile of the way about "why didn't we take the Mooney" were Dorothy and Rocky Ryan. Ginny Caspersen was all set to fly herself, Jane Reeves and Avis Larson up but weather was to "ify". We all had a grand time and, somehow, those platters of fried chicken served at Lumbertown and the blue-

berry pie ala mode didn't hurt a bit.

NEWS BRIEFS: Audrey Baird was in town again the first couple of weeks in June and although she missed our meeting, she reports progress in the Mooney. A sure sign of growing confidence was a trip from Dickinson to Bismarck with her three boys. Earlier in the spring she also made a quick flight to Omaha and back.

Ginny Caspersen is doing more flying these days. June 3 she and Jane Reeves took in the Dodge Center flight breakfast, in a 172.

We are proud and thrilled to announce Avis Larson has been accepted as a trainee under the Peace Corp's medical, agricultural and community development program for Pakistan. Avis states she hopes at the end of the 2½ months intensive training period she will be found qualified to go, as training is arduous and one's health must be perfect. We wish Avis the best of luck. She has done a great deal of work for the Chapter, both behind-the-scenes, and as chairman for membership, publicity, as secretary, vice-chairman, and as chapter chairman. We want to express our sincere appreciation to her for this sacrifice of time and energy.

CENTRAL ILLINOIS CHAPTER

By Kathleen K. Hudson

We had a good June meeting at the home of Helen McBride in Mattoon. Seven members and two guests were present. After a nice lunch which Helen had for us, we held a business meeting to finish up details for the race stop at Peoria. After the meeting we saw some movies of Betty Skelton in an Air Show some years ago.

Our July meeting was canceled due to a number of people being away. We will hold our chapter elections in August.

We are all so thrilled and happy for our Barbara Jenison and her copilot Eula Schmidt who placed third in the A.W.T.A.R.

Helen McBride and her family are having a nice vacation in Seattle for the World's Fair.

Jane Brantley's family flew to Florida for a vacation recently.

Marge Kelly got to fly with her instructor, Croom Beatty of Mattoon, on an instrument flight to Terre Haute, Ind. and back to Mattoon, in a Twin-Beech recently.

Dee Adamson won a trophy at Canton, Illinois, for being the first woman pilot to arrive at a fly-in breakfast on May 27th.

Bonnie Ferrell and her husband have been doing a lot of flying this summer. They are attending an Illinois Flying Physician's meeting



Mrs. Bonnie Ferrell is shown receiving an official proclamation from Illinois Governor Otto Kerner designating July 7 thru July 13 as "Women in Aviation Week" in Illinois. This proclamation recognizes that the "Powder Puff Derby", held this week, emphasizes the role that women are playing in the growing aviation industry and demonstrates the courage and skill of women in aviation and that because of this, Illinois was proud to have the Greater Peoria Airport chosen as an enroute stop of the race.

July 21-22. Earlier in July they flew to New York City to pick up their son, Don, who is a member of the All American High School Band which was sponsored by the Lions Club. They played at the Lions International Convention in Nice, France for 200,000 people. The band also made a tour of Europe, playing at Florence, Venice, Paris, London, Innsbruck and Lucerne. Upon returning to New York, they gave a concert in Rockefeller Plaza which was recorded by RCA.

Leah Warren has had a busy summer so far. In June she and her husband flew to Vermillion, South Dakota, for a weekend. They had one of those lucky breaks of a tailwind both going and returning. Now Leah has a new daughter-in-law. Audrey and Fred were married on July 14th in Urbana. And soon Leah and her family are going to the Ozarks for a vacation.

Kathleen and Dean Hudson flew up to Starved Rock State Park last month. It makes such a nice one-day trip or there is a lodge and cabins for longer times. They have a nice strip on an island on the Illinois River. A cable car then takes you over to the park.

CHICAGO AREA CHAPTER

By Alice Stoltzner

Chicago area Ninety Nines met with Wisconsin Ninety Nines at the Lake Lawn Lodge, Delavan, Wisc., today. Wisconsin weather was true to form; a beautiful morning with afternoon storm warnings on its heels. Several Chicago Ninety Nines took off before dinner to beat the storm back to the city. We poor earth bound members battled the Sunday traffic in the rain and hail.

Conversation centered around the AWTAR as members received their Air Race Annuals. Helen Sailer, Marge Raglin, Virginia Coffeen and Mary Beritich were full of news about the people and fun at the Peoria Stop. Heartiest Congratulations were extended to Chicago entrants. Barb Walker has found a good excuse to fly the Comanche to Jefferson City, Iowa several times in the past month. Joan Baldwin, brown as a berry, has managed to fly right seat to Madison, Wisc. over the past weekend or two.

Alice Kudrna is happy to be flying out of Midway again. The landing fee was revoked and a monthly tie-down rate established at the field.

The Cronins in their Piper Clipper and the Misiowiecs in their Moonie have been up to their favorite fishing spot in Ontario several times this summer. Weather forced the Cronins to leave the plane at Minneapolis one weekend but hitched a ride with the Misiowiecs to pick it up.

Nel Brown was commenting about the single life she is leading for a few weeks while Brownie covers the Colorado trails on horseback with the Western Trail Riders.

GREATER KANSAS CITY CHAPTER

By Sarah Gorelick

Members of our Chapter have been having a busy and enjoyable season. On the International Air Race we were represented by Ruth Stafford and Sarah Gorelick in an Apache, and Mary Ann Noah and Joan Manda in a Cherokee who placed third.

Next came our June meeting at Municipal Airport where plans were busily formulated. Under the able leadership of Bill and Elaine Morris and Marilyn Dickson we sponsored a Fly-In Breakfast in connection with an Experimental Aircraft Association Meeting and Subbannan Airport. Again under the leadership of Ruth Stafford, our Penny a Pound Airlift held at Fairfax Airport on Sunday, June 17, was a highly successful event. Next came the WNAA "Skylady Derby" where we were represented by Sarah Gorelick and Ruth Stafford in a Comanche. The girls placed second. We are all indebted to the Civil Air Patrol Cadets who helped us control the crowds during

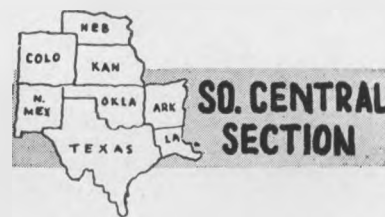
our Airlift and guarded the planes prior to the start of the Skylady Derby.

Our July meeting was held at the Lake Lotawanna home of Ruth and Sheldon Stafford. Guests were Nancy and Arthur Leebold of Sidney, Australia, who did a royal job of entertaining us relating their flying experiences and showing slides of Australia.

Away on vacation have been Shirley and Dick Ray who had wonderful experiences flying a Cherokee to Seattle. Understand that Elaine and Bill Morris have also been visiting the West Coast.

Representing the Chapter in the AWTAR were Mary Ann Noah and Stella Lehmann in a Cherokee. The girls did an excellent job of flying the race as is evidenced by their leg prizes and best of class prize.

At the Convention in Princeton were Mary Ann Noah, Stella Lehmann and Sarah Gorelick. We are all setting back trying to catch our breathe now as we are sure that Chairman Ruth Stafford has many more projects for us in the near future.



OKLAHOMA CHAPTER

By Beth Smith

Our Sunday dinner meeting at the Sutter ranch near Woodward on June 10th was a huge success. We want to thank Carol and Fred, and Naomi and Laurence Sutter for a wonderful day. Our covered dish idea turned into a real feast. Dorothy Morgan, Gene Nora, Broneta and Clyde, Betty and Smitty, Arlene and Hoyt, Carol and Fred, Jane and Roger, Mary, Fay and family, and Nema represented the chapter directly. Gene brought Garnett Hastings, a student pilot from Wichita. The Walkups brought house-operator Charles Webb and wife Clarise. Jean and Chuck Thomas arrived in the pretty 195 with Jean at the controls. It was nice to meet Owen and Deanne Sutter and their precious infant.

Arlene and Hoyt have been able to reserve space for us at Camp Redlands, on the north shore of Lake Carl Blackwell near Stillwater, for another wonderful weekend, Saturday and Sunday, July 28th and 29th. The camp is operated by the University with the low registration fee of \$5.75 for three meals and "dormitory lodging." We hope many Tulsa 99s



Oklahoma State University student, Cheryl Johnson, Tulsa chapter, "Top Woman Pilot" award winner and Robert Keller of University of Western Michigan, "Top Male Pilot" award winner.

This year the National Intercollegiate Flying Association held the air meet at Oklahoma State University. There were some twenty universities and around two hundred pilots participating in the events.

Cheryl was awarded the Top Woman Pilot Award, presented by the 99's, and also placed in the power-on spot landing contest. Judy Hellman, also from Oklahoma State, placed in the bomb-dropping contest.

This summer Cheryl will be working in England as an exchange student. The program is for the exchange of students with a technical background. She is a senior in Industrial Engineering at Oklahoma State. The group of students flew over June 15 and will return Sept. 11. While in Europe and the United Kingdom she hopes to do some flying—also, visit some of the Ninety-Nines over there.

can enjoy the weekend with us and possibly some from Kansas and Texas.

Sorrow struck three families in our chapter this past month. Rita's brother-in-law, Mickey Eaves, died on May 25th from injuries received in his airplane accident. Emily Frost lost her mother, a resident of Boston, on May 28th. Dr. Neil Woodward passed away on June 16th following a long illness. The chapter wishes to express our deepest sympathy again to Velma Woodward, Emily Frost, and Leonard and Rita Eaves.

EL PASO CHAPTER

By Eunice Dickey

The chapter meeting for June was held at the Skychef. Those attending were Lydie Weaver, Evelyn Wasser, Betty Houck, Ruth Deerman, Jane Shurley from Marfa, Priscilla Duncan from Silver City and Frances Slake from Deming and your reporter.

Jane Shurley was bubbling over with the wonderful time she had flying the air race from Houston to Nassau with Edna Gardener Whyte as pilot.

Evelyn Wasser had quite an experience flying co-pilot in a Comanche, which was one of a group of planes flying into Mexico with medicine and supplies.

And we have a heroine in our midst. Catherine Magruder and 49½ E. G. were on vacation via Skylane and sighted a lost airplane out in the desert near Needles, California. The plane had been lost for a day, then, and the Magruders alerted Needles airport and they were rescued promptly. The plane had landed safely on a small airstrip, which was off the airways, and might not have been spotted in time, if Catherine hadn't decided to fly a little off her usual course. Catherine will tell her experience to us at the next meeting.

We're sorry to hear that Dottie Blackham is very ill and has been in the hospital for some time.

We're looking forward to having Margaret Calloway joining our chapter. Her 49½ E. G. has retired in El Paso, and we hope they like it here.

Ruth Deerman represented our chapter at the convention in Princeton, New Jersey.

Vacationing Ninety-Niners, Ruby and Dick Tatman are in California. Billie Callaghan and family have been going back and forth to their summer home in Ruidoso. Lydie Weaver and family go to Elephant Butte and have also fished in Guaymas, Mexico. The E. G. Magruders spent three weeks going back and forth to Oregon, Las Vegas, Nevada, the World's Fair at Seattle and Reno, Nevada—all via Skylane. Alice Cottingim and family spent three weeks in California. Mary Fran Seidl and husband Hank flew in a Beech T-34 to Bossier City, Louisiana for a few days.

Mary Fran talked to Martha Christy, a member of the Shreveport chapter, while visiting in Bossier City.

Juanita and Tex Burdick recently flew to Corona, New Mexico for a meeting of the New Mexico Flying Farmers. This past week-end they

made a quick trip to Douglas, Arizona.

That's all the news for this month. Good flying to you all.

ALBUQUERQUE CHAPTER

By Betty Burritt

Our May meeting was held at Linda McKinney's home on the 21st. Members present were Shirley Kay, Randa Sutherland, Velma Wood, Marie Grossetete, Betty Burritt and hostess Linda.

Main discussion topic was the coming Fall Sectional which we will host. We started preliminary plans, with much to be done. We are looking forward to the big event.

On June 30 we are having an Air-Race which anyone may enter including students with instructors. We hope to create some interest and we are looking forward to a lot of fun.

We met at Randa Sutherland's on June 15 to iron out final details of the race and do some of the preliminary paperwork.

The Air-Race was enjoyed by all. Winner was 49½ John L. Kay in his Beech Bonanza. Second place honors went to "Swede" Axelson of Grants, New Mexico in his Mooney Mark 20A. Third place was captured by Henry Tendall in a Tri-Pacer PA20.

Our July meeting was held on the 16th at Marie Grossetete's home. Present were Shirley Kay, Velma Wood, Linda McKinney, prospective member Lilly Sandoval, our new member from Vaughn, New Mexico, Margaret Perez, and hostess Marie. Plans were continued for our Fall Sectional to be held in September, at which time we are looking forward to seeing all of our old friends and many new ones.

HOUSTON CHAPTER

By Alice Seaborn

Gertrude Howard started it with her new baby boy. Now, our Ellie Childs has a new baby boy too. Sue Collins has a new little girl. We hear that Ellie will be moving to the valley soon.

Houston Chapter had company from Australia, Nancy Ellis Leebald and her husband, Arthur, came through town on a tour of the states, it was a combination business and pleasure jaunt.

Va. and Ed Anderson entertained 99's and Petticoat Pilots with a fly-in at their Lake Bonanza place. Pete Haley had his reconditioned T craft there and gave some rides. "It's sorta like flying with Paul Mortz", said Alice Seaborn after a few spins and other maneuvers.

All our members participated one way or another in AWIAR. We hosted the contestants and prominent local people with a luncheon at the



Frances Bera, 1962 AWTAR Winner
Edna Bower, Co-Pilot



2nd Place — Betty Miller, pilot;
Elaine Walden, co-pilot.



3rd Place — B. Jenison, pilot; Eula
Schmidt, co-pilot.



4th Place — Pat Gladney, pilot;
Margaret Standish, co-pilot.

Results Of The 16th Annual All Women Trans-Continental Air Race

Oakland, Calif. to Wilmington, Del.

July 7 - 11, 1962

- 1 Frances S. Bera (TAR 19)
4284 Pepperwood Ave.,
Long Beach 8, Calif.
Edna Bower, 1713 Harbor Way, Seal Beach, Calif.
Belmont Aviation Corp.,
R. C. Wilcox
Los Angeles, Calif.
- 2 Betty Miller (TAR 22)
3316 Inglewood Blvd.
Los Angeles 66, Calif.
Elaine Walden, 6344 West 79th Street, Los Angeles 45, Calif.
Paul W. Carsten Co.
Aqua Dial
Los Angeles, Calif.
- 3 Barbara Jenison (TAR 30)
711 Shaw Avenue
Paris, Illinois
Eula Schmidt, 406 South Cross St., Robinson, Illinois.
L. S. Heath & Sons
Chamber of Commerce
Robinson, Illinois

	(Par)
	(Avg. Grnd. Speed)
	(Score)
Beech Bonanza	166
F-35	196.41493
225 HP	+ 26.67686
Piper Comanche	173
PA-24	197.13285
250 HP	+ 21.30071
Cessna	153
182C	177.52186
230 HP	+ 21.25953

4	Patricia Gladney (TAR 33) 101 Higgins Avenue Los Altos, Calif. Margaret Standish, 1415 Villa Street, Mt. View, Calif.	Metfly Fish Tackle Bob White Flying Service California	Cessna 180 230 HP	154 178.48950 + 21.10037
5	Louise J. Hyde (TAR 12) 176 East 77th Street New York 21, N.Y.		Beech Bonanza D-35 205 HP	162 186.14657 + 20.75406
6	Ardell Hauk (TAR 3) 272 Catherine Street Salinas, Calif. Jackie Petty, 1015 Solana Drive, Mt. View, Calif.	Wheelbarrow Ranch Reedley, Calif	Piper Comanche PA-24 250 HP	175 197.39599 + 19.52937
7	June R. Douglas (TAR 46) 7900 Pine Tree Lane West Palm Beach, Fla. Aileen Saunders, 2015 Wedgemere Road, El Cajon, Calif.	Travelodge, Inc. El Cajon, Calif.	Mooney Mark 20A 180 HP	162 184.57270 + 19.38643
8	Patricia M. Arnold (TAR 11) 34 Cassilis Road West Hartford, Conn.		Cessna 182 230 HP	152 173.92206 + 19.13144
9	Mary Ann Noah (TAR 4) 5714 Windsor Drive Mission, Kansas Stella Mae Lehmann, 4004 E. 53rd St. North, Kansas City 19, Mo.		Piper Cherokee PA-28 160 HP	125 146.44064 + 18.25117
10	Bernice T. Steadman (TAR 43) Trimble Aviation Flint, Michigan Mary Clark, 115 S. Grinnell, Jackson, Mich.		Piper Comanche PA-24 180 HP	153 174.00787 + 18.20601
11	Elaine Loening (TAR 53) 530 Ridgeway Drive Pacifica, Calif. Carole Talich, 207 East 36th, Boise, Idaho.		Piper Comanche PA-24 250 HP	173 192.03772 + 16.87324
12	Pauline Glasson (TAR 1) 9858 Redbud Corpus Christi, Texas Lena Marie Jackson, 333 Barracuda, Corpus Christi, Texas.		Cessna 175 175 HP	135 153.63789 + 16.50530
13	Bea Jobe (TAR 32) 143 West Alta Vista Ottumwa, Iowa	Chamber of Commerce & Jr. Chamber of Commerce Ottumwa, Iowa	Piper PA-22 150 HP	121 139.81287 + 16.49190
14	Jane Ralston (TAR 40) 304 Eline Avenue Louisville, Kentucky Dolly Paris, Ten Broeck Way, Louisville 7, Kentucky.	Central Amer. Airways Flying Service, Inc. Louisville, Ky.	Beech Bonanza J-35 250 HP	182 200.79386 + 16.48198
15	Virginia Huidekoper (TAR 20) Box 46 Wilson, Wyoming Anne R. Sarcka, Spring Lake Ranch, Cuttingsville, Vt.	Idaho Aviation Center Fanning Field Idaho Falls, Idaho	Cessna 182D 230 HP	153 171.24538 + 15.80551
16	Judy G. Wagner (TAR 2) 2516 Via La Selva Palos Verdes, Calif.		Beech Bonanza K35 250 HP	182 199.81800 + 15.63400
17	Tracy Pilurs (TAR 13) 591 Clavey Lane Highland Park, Ill. Leah Higgins, 1880 Rochester Road, Royal Oak, Mich.	McDonalds System Chicago, Illinois	Beech Bonanza N-35 260 HP	183 200.73231 + 15.42850
18	Marie McKay (TAR 50) 9191 South Dixie Hwy. Grand Blanc, Mich. Helen Wetherill, 17584 Prevost, Detroit, Mich.	Superior Pontiac Cadillac Flint, Mich.	Cessna 172 Skyhawk 145 HP	123 140.86327 + 15.40465
19	Myrtle Amelia Wright (TAR 42) 2627 Henry Avenue Pinole, Calif. Anita J. Conley, 1041 Western Avenue, Vallejo, Calif.		Cessna 170B 145 HP	121 138.42604 + 15.28680
20	Phyllis N. Cantrell (TAR 25) 2112 Berkeley Drive Santa Rosa, Calif. Caroline E. Shunn, 2610 Alten Lane, Santa Rosa, Calif.	Transwestern Hotels Santa Rosa Enterprise Santa Rosa, Calif.	Raven Spr. Pacer PA-22 160 HP	127 143.88740 + 15.03250

21	Betty Lambert (TAR 54) 4272 Altamirano Way San Diego 3, Calif. Jean P. Rose, 306 E. Floral Avenue, Arcadia, Calif.	Cessna 172 145 HP	120 136.04749 + 14.21993
22	Alice H. Hammond (TAR 18) 1203 Gilbert Road Meadowbrook, Pa. Jean H. Pearson, 1319 Three Mile Drive, Grosse Pointe, Mich.	Ludens Inc. Redding, Penna. Cessna 180 225 HP	153 169.27257 + 14.09122
23	Dorothy Julich (TAR 26) 35041 87th Street Jackson Heights, N.Y. Alice Meisenheimer, Kay Drive, Cherry Hill, N.J.	Horizon Aero Service Bridgeport Airport Bridgeport, N.J. Piper Comanche PA-24 180 HP	153 169.26945 + 14.08851
24	Maurine S. Leonard (TAR 41) 305 W. McKinley Pomona, Calif. Margaret Cizek, 305 W. McKinley, Pomona, Calif.	Avis Rent-A-Car Sportsman Air Service La Verne, Calif. Cessna 175 175 HP	135 150.78278 + 14.02432
25	Marion S. Betzler (TAR 9) 3190 Dale Avenue Columbus 13, Ohio Autrie V. Lehr, R. R. 1, Xenia, Ohio	Navion Aircraft Co. United Rent-Alls Lincoln, Nebraska Navion Rangemaster 260 HP	165 180.43549 + 13.79136
26	Jean P. Reynolds (TAR 37) 2409 MIDDAY Jackson, Mich. Jacquelyn R. Markham, Route 7, Box 150A, Battle Creek, Mich.	Archway Cookies of Ohio, Calif., Mich. Cessna 172C Skyhawk 145 HP	123 138.77174 + 13.58720
27	Barbara E. London (TAR 49) 551 Margo Avenue Long Beach 14, Calif. Norma Craig, 3841 Pacific Avenue, Long Beach 7, Calif.	Cessna 182 Skylane 230 HP	151 165.82834 + 13.09832
28	Joan Ann Merriam (TAR 21) Box 252 Las Vegas, Nevada Lucille Briney, 2960 Oneida, Denver, Colorado	A. V. Company Denver, Colorado Cessna 172B Skyhawk 145 HP	123 136.95589 + 12.00929
29	Margaret Crane (TAR 44) 12326 Torrey Road Fenton, Michigan Faye Kirk, 14940 Westwood Avenue, Detroit 23, Mich.	Piper Cherokee PA-28 160 HP	125 138.87473 + 11.67669
30	Louise Sacchi (TAR 29) Jericho Manor Jenkintown, Penna. Alberta Barringer, Conshohocken State Rd., Bala Cynwyd, Penna.	Meteor Crater Enterprises, Inc. Winslow, Arizona Beech Debonair B-33 225 HP	176 189.26674 + 11.46537
31	Margaret Ringenberg (TAR 14) 9902 Hosler Road Grabill, Indiana Mary Martin, 7303 Ridge Knoll Dr., Ft. Wayne, Indiana	Several of Ft. Waynes Leading Citizens Beech Bonanza E-35 225 HP	167 179.44317 + 10.92907
32	Ilovene Potter (TAR 31) 13855 18th Street, SW Seattle 66, Wash. Elene H. Duncan, Route 1, Box 182A, Sequim, Wash.	Piper Comanche PA-24 180 HP	153 165.28129 + 10.62295
33	Barbara F. Speed (TAR 47) Box 791 Midland, Texas Nancy Brumlow, 811 W. Austin Street, Kermit, Texas	Chuck Wagon Gang Odessa, Texas Mooney Mark 20B 180 HP	162 174.40507 + 10.55116
34	Alberta Nicholson (TAR 51) 3450 Cleveland Circle Salt Lake City, Utah Maxine Nielson, 455 E. 900 South, Springville Utah,	Central Utah Aviation Chambers of Commerce Provo & Springville Cessna 180 225 HP	153 162.87080 + 8.52833
35	Frances E. De Haan (TAR 6) 701 Del Ganado Road San Rafael, Calif. June O'Donnell, 2325 Bueno, Napa, Calif.	Cap, Hamilton AFB Hellman Van & Storage Mel Ellis, Napa, Calif. Cessna 172B Skyhawk 145 HP	123 130.50157 + 6.40074
36	Betty Burke Curran (TAR 39) 5130 View Drive Everett, Wash. Juanita Matheson, 3925 Shelby Road, Lynnwood, Wash.	Evergreen Finance Co. Byair, Paine Field Everett, Wash. Piper Cherokee PA-28 150 HP	124 131.18309 + 5.99296

37	Janet Ferguson (TAR 48) Middlesex, England	Kelly Girl Service Detroit, Mich.	Champion 7EC 95 HP	97 102.25791 + 4.85811
38	Esther Phipps (TAR 52) 1482 7th Avenue Sacramento 18, Calif. Elaine Lancaster, 5301 57th Avenue, Sacramento, Calif.	West Coast Avionics Sacramento, Calif.	Beech Debonair B33 225 HP	176 181.16280 + 4.42336
39	Helen Greinke (TAR 35) Hotel Rogers Bloomington, Illinois Anne Grimm, R. R. 2, Saybrook, Illinois		Cessna 175 175 HP	135 139.70848 + 4.40119
40	Evelyn Rackleff (TAR 28) Route 2, Box 133X Lebanon, Oregon Marcella Othus, 2527 N.E. Dunckley, Portland, Oregon	Lloyd A. Fry Roofing Summit, Illinois	Piper Comanche PA-24 250 HP	175 178.27434 + 2.91340
41	Suzanne Parish (TAR 7) Hickory Corners, Michigan Jean Hixson, 227 Kenilworth Drive, Akron 13, Ohio		Beech Bonanza N-35 260 HP	183 186.10500 + 2.71794
42	Ruth Margaret Gay (TAR 23) 440 Orange Avenue Long Beach 12, Calif. Emma McGuire, 718 16th Street, Santa Monica, Calif.	Wampler Trail Trips Mt. View Dairies, Inc. California	Cessna 170B 145 HP	121 123.77521 + 2.55580
43	Velma Del Giorno (TAR 45) 809 Shoreham Road Grosse Pointe, Mich. Cholla Covert, 1316 Joliet Place, Detroit 7, Mich.		Mooney Mark 20B 180 HP	162 163.84876 + 1.37814
44	Nancy M. Diemand (TAR 27) Holicong, Penna. Deborah Diemand, Holicong, Penna.		Cessna 175 175 HP	135 136.16670 + 1.32352
45	Helen E. Meyers (TAR 34) 1701 Lititz Pike Lancaster, Penna. Anna S. Reitz, 2126 Grandview Drive, Camarillo, Calif.	Flying Dentists Assn.	Mooney Mark 20A 180 HP	162 163.55356 + 1.12162
46	Mildred Barrett (TAR 38) 2635 North 61st Lincoln, Nebraska Evelyn Sedivy, 237 North 32nd, Lincoln, Nebraska	Weaver Potato Chips The Bruning Company Flight Line & Liebers	Cessna 172 145 HP	123 123.77688 + .55725
47	C. -Mac- Huntington (TAR 8) Box 2263 Bostonia Sta. El Cajon, Calif. Jeanne Dionne, 4262 Caledonia, San Diego, Calif.	Slurry Seal, Inc. Waco, Texas	Piper Comanche PA-24 180 HP	153 152.58447 — .41008
48	Barbara R. Willis (TAR 17) 1347 Walgrove Avenue Los Angeles 66, Calif. Dee Kluppel, 2033 Cloverfield, Santa Monica, Calif.	Aircraft Communications Santa Monica, Calif.	Piper Comanche PA-24 180 HP	153 150.95408 — 1.82683
49	Pat Z. McEwen (TAR 16) 16206 East Central Wichita, Kansas Donna Lee Shirley, 1918 Thompson, Dodge City, Kansas	Steffens Dairy Foods Wichita, Kansas	Beech Travel Air B95A 360 HP	190 143.49780 — 40.30604

LEG PRIZES AND OTHER AWARDS

No. 1	TAR 4	No. 8	TAR 41	Bonanza	TAR 19
No. 2	TAR 41	No. 9	TAR 4	Cessna 170.2.5	TAR 1
No. 3	TAR 41	No. 10	TAR 4	Cessna 180.2	TAR 30
No. 4	TAR 19	No. 11	TAR 21	Comanche PA24	TAR 22
No. 5	TAR 41	No. 12	TAR 46	Mooney	TAR 46
No. 6	TAR 41	No. 13	TAR 4	Piper Cherokee	TAR 4
No. 7	TAR 41	No. 14	TAR 25		



Ruth Wikander Wins Scholarship

Presentation of the 1962 Amelia Earhart Memorial Scholarship award to MISS RUTH ELLEN WIKANDER of the Portland (Oregon) Chapter highlighted the convention banquet at the Nassau Inn, Princeton, N.J., on July 14th. Ruth came all the way from the West Coast to attend the convention and receive her Award Certificate in person, taking only a minimum of time away from her busy flight operation in Hillsboro for the trip.

The \$700 Scholarship was won by Ruth in one of the closest contests in the history of the award, according to the Trustees, and was granted for use towards an instrument and instrument instructor's rating and sea-plane rating, all essential for the continuance of her flight operation as an approved school, where Ruth works as flight instructor and charter and aerial ambulance pilot. She is well known throughout the Northwest for her many "mercy flights" which have extended from her home airport in Hillsboro, Oregon, to as far as Rochester, Minn. One of the most noted of these occurred last Christmas Day, when Ruth made an emergency flight from Vancouver, Wash., to Seattle, with a new-born infant in her ambulance plane, the child requiring immediate surgery following its birth

in a Vancouver hospital. Ruth's operation, Wik's Air Service, averages an emergency flight each day, with as many as five such flights having occurred on a single day.

Flying has been Ruth's occupation for fifteen years, and the flight operation has been a family affair run by Ruth, her mother and her brother, the late Guilford Wikander. Prior to engaging in aviation professionally, Ruth was a physical education instructor in Portland schools, and for many years played the cello in the Portland Junior Symphony orchestra. She has acquired more than 4,000 hours flying time in single and multi-engine aircraft, about 25% of it cross-country and most of the balance in student instruction.

Honorary Judges for the 1962 Scholarship were Col. Wesley Posvar of the AF Academy in Colorado Springs, Bob Reynolds, Deputy Administrator FAA, and William B. Davis, vice president of American Air Lines.

Orbit Room of Skylane Inn. A feature of the luncheon was NASA film of John Glenn's orbital flight. We presented the contestants with tickets (compliments of Gulf Oil) to the Houston Colts baseball game and tickets to the Playhouse Theatre. Although the takeoff was delayed seven hours because of weather, our timers stayed with it. Frances Castleberry was official NAA representative. Sue Collins and Nancy Jameson were timers for the takeoff. Those who flew the race had a very wonderful trip. We were well represented with six 99's and two Petticoat Pilots. We are proud of Rhea Allison who came in ninth.

Our members have been traveling aplenty this summer. Louise Bickford has been to the Seattle World's Fair and Nancy Jameson has been to New York and Tampa, Florida. Rhea Allison and her husband have gone to Alaska via float plane. Hope all of you have as good a summer as we are having.

COLORADO CHAPTER

By Lyn Pfleeger

Lots of catching up to do from the Colo. Chapter—your reporter was ill and as a consequence you haven't heard from us for quite a while.

Donna Meyers, our section governor, reports a very successful spring sectional at Midland, Texas. Thirty-five gals registered and all but three chapters were represented.

Pinky Arnold's home was the destination for the May fly-in meeting at Colorado Springs. Co-hostesses Pauline Meighen and Ethel Frieze helped Pinky with a lovely brunch for 13

members and 3 prospects from Colorado Springs. This element from the Springs is really increasing by leaps and bounds.

As with many chapters the big project around here recently has been manning the stop at Scottsbluff, Neb. for the AWTAR. In connection with this our June meeting was a fly-in at Scottsbluff, and "southern hospitality" really had competition. All kinds of local dignitaries were there to welcome us and the First National Bank provided lunch. The day started out with Denver Post reporters and photographers gathering material for future 99 publicity and feature stories. One of the reporters accompanied the group to Scottsbluff. Present and accounted for were Pauline Meighen, Ethel Frieze, Pinky Arnold, Marion Tankersley, Jo Dennis, Mary Frenzel, Marilyn Nordstrom, Betty Cannon, Gwen Craven, Fredda Turrill, Grace Mayfield and Sue Everett, a 99 prospect from Scottsbluff.

Marilyn Nordstrom and her stop committee had things well under control when the TAR entrants started arriving, and everyone reports enjoying the activities so much that the work became fun. I was on hand for the race stop in Peoria, Illinois; but I hesitate saying that I helped since so much of my time was spent getting acquainted with the Illinois 99ers.

New license and ratings department. Grace Longbrook has earned her commercial license and I've added an instrument rating to my ticket (Grace Mayfield instructing again).

Win and lose. We're happy to have Doris Langher among us. Doris, a simulator instructor for United Air Lines, has recently been transferred from Chicago to Denver. Welcome aboard, Doris. Be we're also very unhappy to be losing Mary Wenzholz. 49½er Bob Wenzholz is flying Continental jets and their new domicile will be Los Angeles.

Betty Pfister flew the IAR in her Comanche this year. She reports a big thrill from the over-water hop.

Margaret Dwelle has been climbing fast in CAP—she's now Group Personnel Officer.

Helen Choun and her family are flying to Seattle for the Fair.

It was like old times recently when Peg and Jim Ong visited the Frenzels. Mary got up in the Ong's new Mooney—nice! And Peg, we still miss you.

Happy flying, everyone—see you later.

MIDLAND CHAPTER

By Pat Barbee

We had a number of our girls to attend the Colorado City fly-in breakfast June 10. Barbara Speed, Hettie

Currie, Esther Wright flew in from Midland, Nancy Brumlow from Wink, Mary and Curtis Erwin from Stanton came and brought their new baby.

The Permian Basin Aviation Association was organized recently in Midland. Velma Lee Copeland is treasurer, Barbara Speed secretary. Barbara received her commercial license in May. Congratulations.

Bea Merritt of Dryden, one of our new members was elected Justice of the Peace in the May election.

Nancy Brumlow had a fly-in breakfast at the Wink airport Sunday, June 17. Those attending were, Barbara Speed and Hettie Currie from Midland, flew over in a Mooney, Velma Lee and her two children drove in on her way from New Mexico, Beatrice Wells from Wink, the mother of one of Nancy's students and Mildred Goodson and I flew up in her Tri-Pacer. We enjoyed a breakfast of pancakes and bacon and plenty of hot coffee that Nancy had ready for us when we landed. We made plans for our High Sky Derby that will be held September 29. This race will be scored in the same manner as the Michigan Small Race held last fall. Our race will be held in conjunction with the Midland Air Show that will have the "Blue Angels" flying again. Bob White, test pilot for the X-15, will be here. Here is a notice to the dog lovers, we are going to give a white toy French Poodle as a door prize. So everyone circle September 29 on your calendar and plan to come to Midland for the air race on Saturday and see the "Blue Angels" perform on Sunday. We will be getting more information to you about this next month. So until then, Happy Flying.

MISSOURI VALLEY CHAPTER

By Laura Russell

The June meeting of the Missouri Valley Chapter of the Ninety-Nines was held June 10th at Beatrice, Nebraska. Helen Moore was hostess. We all met at the airport and went into town for a delicious chicken dinner.

Those present were Helen Nestle and daughter Judy (it was Judy's first flight), Anita Thomas, Laura Russell, Evelyn Sedivy, Barbara Anspaugh, Verdayne Menze and her 49½er, Marjorie Colton, her 49½er, and son Bob, Ann Markowski, student pilot from Grand Island, Edna Cummings, a new member, and her 49½er, Jan Munkress and her 49½er. Guests were Pauline Hawks, a former member, who we hope will rejoin us, Mr. and Mrs. Roberts from Weeping Water, Helen's brother and sister-in-law, Mr. and Mrs. George Moore and Helen's Mother.

The meeting was held at Helen's Office which was air conditioned.

Since it was a hot day we really appreciated that.

The meeting was entirely about our plans for helping in the Powder Puff Derby by manning the time clock at Grand Island. On June 29th Selma Cronan and Louise Hyde will be in Grand Island. The Grand Island members will meet with them.

Beverly Giles, our Chairman, will be out of town and unable to be in Grand Island at the time of the race. She asked that someone take the Chairmanship in Grand Island. The Grand Island girls will work together on that and most of our other members will be in Grand Island from Friday night through Sunday. Some will only be there on Sunday, which should be the busiest day.

C.A.P. Cadets from Omaha will be on duty to help tow planes and whatever else they can do.

The Grand Island Chamber of Commerce Women's Division are planning prizes for first one in, etc.

We surely hope many of the race participants will stop in Grand Island as we have big plans for them. We are always excited about the race, but especially so this year as we again have two members flying the race, Evelyn and Millie.

The Missouri Valley Chapter of the Ninety-Nines, Inc., held their monthly meeting in Grand Island, Nebraska due to the fact that most of the members were there to man the time clock for the AWTAR (Powder Puff Derby.)

Members going to Grand Island Friday, July 6th and staying through Sunday, July 8th were Laura Russell and Helen Nestle. Barbara Anspaugh and Verdayne Menze arrived in Grand Island Saturday, July 7th. Barbara stayed through Sunday, July 9th. Wendy Blanchard and Anita Thomas arrived Sunday, July 8th and stayed through Monday, July 9th. Grand Island members who were also at the airport all or parts of the weekend were Marge Colton, Edna Cummings, and our faithful prospective member, Ann Markowski. (She soloed Saturday, July 7th.) and Kathryn White.

Other guests were Bob Colton, 49½ers Colton, Anspaugh, Cummings and Menze, Mrs. Janice Heins of Falls City, Nebraska who flew in to enjoy the day with us Sunday and to join our chapter. We welcome her. Also guests were Mr. and Mrs. Roy Simmons and their guests of Abilene, Kansas.

The Civil Air Patrol furnished us with five cadets to handle the contestants' planes during their Grand Island stop. They were greatly appreciated and helpful. 2nd Lt. Wm. E. Mann, Omaha and Col. P. J. Stav-

nek, CAP, were in charge of the group.

The ham radio operators of Grand Island were also a great help to us, keeping us informed of race contestants arrivals. Mr. Melvin Wood of FAA at Lincoln worked and helped us a great deal.

The Missouri Valley Chapter feels very grateful to the Women's Division of the Grand Island Chamber of Commerce who furnished and served light lunch to all contestants who made the Grand Island stop; to the airport cafe who furnished all contestants with a box lunch to take with them; and to Exec-Air, owned and operated by Bob and Ann Markowski who furnished transportation and lodging and other courtesies.

Sixteen planes landed at Grand Island with four overnight. Our own race contestants, Millie Barret and Evelyn Sedivy were awarded \$25.00 from the Women's Division of the Chamber of Commerce as well as a \$5.00 room allowance, and each a \$2.50 steak dinner. At this writing we do not know how other prizes were awarded.

We are also grateful to the Grand Island telephone Company for installing a phone in the air conditioned trailer furnished by Roush Trailer Sales and the Wheeler Farm Supply who furnished an umbrella for over the time clock.

TULSA CHAPTER

By Mary Helen Burke

The Tulsa girls have been so busy and doing so many interesting things that we have failed to take time out and report before.

Jan Mauritson flew her 195 to Olathe, Kansas in May and was the only girl pilot to fly the National Parachute Meet for a week. She flew their 182 and was a VERY popular pilot we understand and enjoyed the week but no one could talk her into jumping. . . .

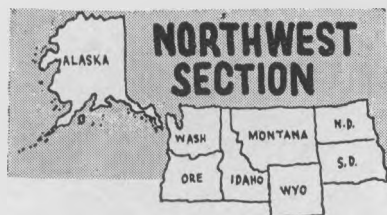
Chairman Agness Hellman and her 49½ seem to be on the go. Spending summer at home Lake Gibson where they have a strin across a bay from their cottage. Bill flies to and from Tulsa and they boat across to pick him up in the evening. Again Jan flew her 195 to Midland for the Meeting and Mary Krutsch, Gay McCauley, Mary Burke and Jan Mauritson will fly Sky Lady Derby in a Skyhawk sponsored by Caron Aviation, Cessna dealer on Tulsa Municipal Airport. Jan will pilot and Mary will co-pilot this year since they reversed this position last year.

Lois Martin will fly the Derby and take her 75 year young mother as her co-pilot in Lois's Tri-Traveler

We are enjoying Jean Williams living in Tulsa. Haven't talked her

into becoming a member of Tulsa Unit instead of Oklahoma but we won't fuss, as we know she has duties to perform.

More next month.



EASTERN WASHINGTON CHAPTER

By Helen R. Crum

Harvest, a wedding, visits from friends and relatives on their way to the World's Fair, business, family affairs on Sunday, vacations, the convention—and no explanations—reduced the attendance at the July 15th meeting in Lewiston, Idaho, to four in spite of the good flying weather. Gini Richardson arrived with a student on a cross-country, her mother and small daughter. Marie Reynnells drove a short distance with two young nieces who are visiting her this summer. Ethel Wikstrom and Helen Crum flew in together.

Gini did not have time to tell us the details about the wonderful time she and Joan Rorke had in Nassau. They came in fourth in the race. Both were disappointed that they were unable to participate in the AWTAR because a contract Gini had with the government for spraying forests was not completed in time. She flew an observation plane.

It was reported that the IFF appreciates our offer to help at the August convention in Seattle but we are not needed. The chairman of the ways and means committee thanked us for the \$80. the chapter sent to AWTAR. An invitation came from the Oregon chapter to join them for the meeting and a party in Pendleton July 21st. Laura Harrison of Wenatchee was accepted as a new member.

Millie Shinn was looking forward to flying in the Idaho Air Derby June 16th but found when she arrived that the race had been cancelled due to weather and she was not able to go the following week. Barbara Thisted was official hostess for Coeur d'Alene at the reception after the race and spoke at the banquet.

Minnie Boyd and her husband flew to Warden this month for an IFF meeting where the 99's were guests. Phyllis Eranz and Bonnie Henson were also there. Minnie is working for her Blue Seal. Bonnie is breathless over her daughter's wedding pre-

parations and the coming IFF convention.

Ethel Wikstrom has flown the Aztec to several meetings lately—the last one, the Washington Pilots Association of which she is secretary. At present she and her husband are on a flying fishing trip to Canada.

There will be no August meeting. For September we will meet together for breakfast the 16th during the Northwest Sectional in Portland. Lygie Hagen will tell us then about the convention in Princeton where where she flew her husband. She not only was our chapter delegate but represented Terry Kellogg for the Northwest Section.

Our June meeting was held in Wenatchee during the Air Show. Seven members and three guests were present. Minnie reported that she is going ahead with the Warden air-marking project which she hopes will be finished during September. We had a most pleasant luncheon, with several husbands joining us, before flying home. So did Marie, Ethel and I have a good time at lunch in Lewiston the other day.

ALASKA CHAPTER

Hi there! This is Lavelle substituting for Helen. Thought we should catch up on some news since it has been quite awhile since you have heard from us.

First we would like to welcome four new members—Pat Gillespie, Marlene Hardesty, Gwen Jones and Pat Moore.

Pat Gillespie has passed her written commercial and is currently piling up hours for her flight check.

Marlene who helps her husband operate Hardesty air Service at Merrill Field, has flown all around Alaska from Nome to Barter Island. Recently she flew to Mt. McKinley Lodge and counted 46 sheep in the area!

Gwen has flown extensively around Alaska and knows every gas cache and emergency stopover around. She had a cabin on Big Peavcr and flies her family in and out for swimming and vacationing in the summer.

Pat Moore had just received her private license when she joined our ranks and her enthusiasm and thrill over the achievement was a joy to see. It brought back to mind the thrill I experienced when I got that treasured bit of paper! Although I think by now she has come back down to earth!

We know that each one will be a credit to our chapter. They have already proven that by pitching in and helping with our Fly-In Drive-In Breakfast at Palmer on June 15th.

Quite a few of our members have been traveling outside since you last

heard from us. Pat Gilda got a PA-12 in April then went outside for 3 weeks Took in the Fair and did a lot of sight-seeing. She and family went commercial fishing for 6 weeks this summer. While down there, she had to fly all of the groceries and mail in from Naknek in her own plane landing on the beach when the tide was out and on short strips. When I say short strips—I mean SHORT! She is the only woman we know of who has landed on one strip down there that is 758 feet long and has a cliff at one end that drops off into the Naknek River below. The strips down there are dirt ones that go uphill, downhill, and around corners, one is even called the Dogleg Strip because of its shape!

Marion Zaegel and 49½ vacationed in Florida for 3 months and came back with a tan that was the envy of all of us! She recently invited the 99's to her cabin at Big Lake for a day of sun and fun. We swam, water-skied, and picnicked. Had so much fun we hated to break it up in order that some of us could get home in time to prepare dinner for our husbands.

Ruth O'Buck was outside for 2 months visiting her parents and while there went to work and got her instrument rating. Upon returning she continued on and get her instrument instructors rating. Congratulations Ruth! We are all proud of you!

Helen and 49½ were outside vacationing in Arizona this winter for a couple of months. Wes was called outside again in June upon the death of his mother. Helen had to hold down the fort for Stoddard Aero Service while he was gone.

Doll Booth and 49½ vacationed abroad this past winter, visiting such interesting places as Japan and the Orient and the land down under, Australia.

In May we gave the returning 99's a Hobo party at Pat McGee's home. The 49½'s were invited and we had a nice evening of food and fun!

Late in June, Helen, Ruth and I decided to take a trip to Bristol Bay and visit Pat Gilda while she was down there. My 49½, Dick, and I left early on a Friday morning while Ruth and Helen followed the next day.

We flew over some of the wildest and most beautiful country in the world. It was a thrill to fly through Lake Clark Pass and look up at the rugged peaks and see glaciers hanging above us. Some of the glaciers were like frozen highways going to others were like huge, frozen waterfalls caught in that moment when they tumbled from the mountain tops and ravines.

As we broke out of the pass, we

counted 6 moose peacefully feeding on pond lilies. We also saw caribou and bear on the trip. Both planes were on floats and could have landed anywhere in the river in case of emergency. After leaving Lake Clark and passing over Iliamna Lake which is 65 miles long, the terrain suddenly becomes very flat with only lakes and rivers to break the monotony of the tundra. It is typical of the tundra land that you hear so many people speak of in Alaska.

Since we were on floats, we had to land in a small lake on the bluff above Pat's fishing site. It took us ½ hour of hiking in knee deep tundra and 45 minutes hiking down the beach to reach Pat's place, next time we will go on wheels and land right at her front door!

Ruth and Helen took a side trip to the Valley of Ten Thousand Smokes while Dick and I went fishing on the Alagnick Aiver north of Naknek. We met an interesting Aleut family that were spending the summer in their "fish camp", that is their summer home. In winter they move to Levelock to be near mission and schools for their children.

As we were tying up the plane, an elderly woman of about 75 years came walking toward us, saying, "Chee-my! Chee-my!" I must have looked puzzled because her daughter quickly translated for us—"that means hello," she said. When I said Chee-my back to the little woman, she seemed immensely pleased. So now I know how to say hello in Eskimo language!

We caught all the graylings and rainbows we wanted. There were plenty of salmon to be had, but we bypassed these as we can get plenty of salmon much closer to Anchorage.

At the end of three days of hiking, flying, sightseeing and fishing, we were tired but still hated to go home. There is so much more country we would like to see down there. Next time we hope to get as far as Dillingham and farther north.

On the way home we met an archeologist team (husband and wife) who were camped on the Kvichak River at Igiugig gathering information for the wife's Ph.D. Turned out they were looking for the family we had just met on the Alagnick River, in order that the wife might interview the grandfather who was 85 years old and could speak both English and Eskimo languages. Small world!

Returning home, the four of us stopped at Tanalian Point on Lake Clark and picnicked, on the banks of a sheltered cove amid snowcapped mountains. Everyone agreed that we must do this again as soon as possible!

-That's 30 for now! See you next

month with more news, we are planning another breakfast. This time at Big Lake and the Yacht Club. It will be accessible by wheels, floats and cars so should have a good turnout.

MONTANA CHAPTER

By Pud Lovelace

Two new ratings illuminate members' list of accomplishments. In the spring Elsie Childs won her Instrument Rating and Elsie Hartley grabbed off a Commercial. From where we sit, it looks as if we should all have jobs at airports as these girls do, to work at our ratings seriously, or be named "Elsie."

Our May meeting in Cut Bank was a lively one, connected as it was with the State Pilots Association annual convention. Phyllis Sammons was Convention hostess as well as 99 hostess and is to be complimented on an attractive, gay program for all wo-



Terry Kellogg, lower right, and Betty McNabb visit Montana Chapter's July 7th meeting in the Pilots' Lounge at Billings. Terry is NW Section Governor from Seattle and Betty, of Albany, Georgia, was in Billings instructing at a five weeks Aviation Education Workshop. Lauletta Hansen, Montana Chapter Chairman, is in the center. Selma Fastje, Treasurer, is seated lower left and Betty Nunn, Secretary, is upper right.

men. Phyllis' husband, Herb, was elected new MPA President. Pearl McGill, MPA Secretary and Lauletta Hansen conducted the drawing for the transistor radio 99s raffled. This was done at the convention banquet. Norman Trautman of Billings had the lucky ticket. Pud Lovelace was elected a Director of MPA.

The Lewistown meeting in June was successful, too. Although we have no members there currently, there are prospective ones. Margaret Tuxill won the applause for flying the farthest and most certainly the longest to get to Lewistown. She and her Swift fought thunderstorms and

low ceilings to get there, and we're proud of you Margaret, we wish you nothing but CAVU the rest of the summer.

July found us gathered fifteen strong in Billings for a meeting with a national flavor. Terry Kellogg, NW Section Governor, flew from Seattle with Dave in their Bonanza on an official visit. She told us of the new award to be presented to a 99 for flying activities strictly within the Section, to be based on points earned. Betty McNabb, Albany, Georgia, was present, since she was in Billings instructing at Eastern Montana Aviation Workshop, Martha Gaunce 150-ed all the way from Williston, North Dakota with her young daughter. It was a fine treat to have these girls with us.

Our BIG SKY RACE, identified with "Montana, the Big Sky Country", is thoroughly planned now. It will be September 29th, a handicap speed race, open to all women pilots anywhere with a private license or better, from anywhere. It is a handicap speed race, using AWTAR rules with a few modifications. We already have one out-of-state entry, Lygie Hagan and Millie Shinn from Spokane. Write Mary Jo Janey, Committee Chairman, 615 Power St., Helena, Montana for further information. Entry deadline is September 15.

We all hope Ernie Gore may be well enough to participate in some of the fun at the race terminal at Billings. Ernie was hospitalized most of last winter, and we miss her.

News of member's travel is confined to a few, but we are sure there are others we haven't heard of. Marjorie Rolle and Ken enjoyed everything connected with the Airport Executives Convention in Hawaii, then Marje had another trip after that, was it San Francisco? Aileen Gray took a trip to Great Falls, she went there to live! Hers and Woody's new address is 709 49th St. Norma Wingfield moved to be with Dave in Helena. Elsie Hartley had a long, fascinating trip to points in Alaska as stewardess on one of Johnson Flying Service's C-46s hauling smoke jumpers. She also delivered helicopter parts to St. Maries, Idaho, solo, finding the little strip open though fog was all about. She visited Century 21 as did Pud Lovelace and Mary Jo. Mary Jo's primary purpose in flying to Seattle was to attend and carry a load of school teachers to the National Aviation Education Conference there. It was a convenient set-up, as Pud picked up Jay and Mark Janey on her way, so everyone landed in Seattle about the same time. Lauletta Hansen spent some time in Chicago taking a short course on Welfare Work

in June, and Pud and Jack flew back to visit their son in Columbus, Indiana, in May. We were delighted to see Lygie Hagan for a few minutes on her way through Montana to Colorado, and sorry she had to leave so soon.

We promise to be regular in our reporting from now on, and if we've missed anything in this one, we'll pick it up next time.



SAN GABRIEL VALLEY CHAPTER

By Shirley Gilmore

An unusual and entertaining event was held by our chapter in May, which we chose to call a "Scavenger-AIR Hunt." Betty Humble and I worked out the details, which we kept a deep, dark secret from all the participating pilots. At the start of the flight the pilots were given an envelope containing a clue which indicated, by navigational hints and check points, the first airport at which they were to stop. They then picked up other clues throughout their flight, marking five landings in all, and covering a distance of about 120 miles. Due to the close proximity of the airports in this area, the entire flight worked out very well and took the participants only two or three hours to complete the rounds—depending on how long they lingered at the various stops. Only one pilot failed to guess all the airports correctly and was forced to open a sealed envelope which he had been given at the start telling him where to return in just such an event. This was NOT one of the women pilots, incidentally, as we did not restrict the participants to women only. When all had arrived at the terminus (which was right back where they started), we had a box lunch social and a raffle, thereby adding a bit of badly needed revenue to our treasury. We also awarded several nice prizes. Safety was emphasized, and the flight was not held as a race. The airport personnel at the stops were all most cooperative and seemed to enjoy being included.

Low visibilities have plagued this area for the entire summer, it seems, but a good many of our members still made it to Oakland for the start of the AWTAR, and to send our best wishes with our only entrants, Maureen Leonard and Margaret Cizek, No. 41. And for the spectators

from Southern California, it was CAVU both ways.

Norma Wilcox reports that she and Nate, with help from others, are recovering the fuselage and one wing of the Tri-Pacer, and having a great time doing it. They expect to have it back in the air by mid-August.

My 49½ and I flew to Tehachapi, Cal., recently and took some dual in a glider, which proved to be very exciting and we just may be hooked.

Our chapter members are looking forward to hosting the start of the AWTAR, which will be from Brackett Field on August 25. Hope to see many of you there.

BAKERSFIELD CHAPTER

By Achsa Peacock Holfelder

Bakersfield Chapter held no business meeting for July, due to the AWTAR take-off from Oakland. We, from Bakersfield, have all been more than usually interested in the race this year, since we have the race take-off from here in 1963, and all of us who could do so, went to Oakland. On Tuesday, July 3rd, our Chairman, Rhonda Thompson, with Alice Pemberton, Lorene Witmer, and Bertha Haycock flew north to assist in any way they could, as well as learn as much as possible. Achsa Holfelder drove up on July 4th. It was a very busy and interesting few days, which we all enjoyed immensely.

The Bay Cities Chapter members are wonderful. We were impressed by the terrific way they co-operated with each other and worked so happily together. Special huzzas to Marguerete (?) Hart, who, among others, greeted us so warmly, and to Ruth Rueckert who as always is fabulous, directing her many committees and busy as she could be, but never too busy to stop and answer questions. She very kindly put her files at our disposal and gave us so many good ideas, again, our many thanks.

It was apparent that much thought had been given the activities planned for the pleasure of the 99s during the week. We enjoyed particularly our visit to the Oakland Air Traffic Control Center, which answered questions we have previously had about this service.

It was a pleasure to meet so many 99s we hadn't known before and greet again a number of old friends we hadn't seen in a long while, particularly Melba Beard of Phoenix Chapter.

Eleanor Loyd and Beverly Newton, with 49½ers Byron and Alec came for the take-off breakfast and take-off, and 49½ers Warren Thompson and Loren Witmer came to join Rhoda and Lorene for the last minute festivities.

It was all well planned and well executed, and we hope we will be able to do as well next year. However, one thing we won't be able to equal is the weather in Oakland. We from Bakersfield, enjoyed the foggy mornings and pleasantly cool but sunny afternoons.

Everyone flew home on Saturday afternoon except this correspondent who stayed over and had the pleasure of breakfast Sunday morning with Ruth Rueckert and Lindy Boyes, with recap and review of the weeks doings, before leaving for home.

SAN JOAQUIN VALLEY CHAPTER

By Billie Wyatt

September 28, 29 and 30 are the dates to reserve on your calendar for the Southwest Section Fall Meeting to be held at Modesto, California. It will be harvest time in our great San Joaquin Valley and we plan to share it with you. Every effort is being made by our chapter to make your visit to Modesto a memorable one. Do Come! Laura May Crawford was hostess to the July meeting. Plans for the Section meeting in September was the main business of the day. Attending were Ethel Heiland and Pauline Christiansen, Merced; Dorothy Koebel and Marie McDowell, Gustine; Margaret Andrews, Ev Hendley and Billie Wyatt, Modesto.

Pauline is busy working on her Multi engine rating—a new apache in the family—the lucky gal. Dorothy and Floyd Koebel have returned from an extensive flying tour. Main stops were Stevens College in Missouri for daughter Nancy's graduation and to Oklahoma City for the Navion owners convention. Marie, Dorothy, Pauline and 49½ers participated in the Flying Farmers tour of California and report a wonderful time. Laura May and Gene Crawford flew to Seattle and enjoyed the Fair. Margaret Andrews and Ev Hendley enjoyed 3 days of working at the start of the T.A.R. at Oakland. Louciel, Dorothy and Marie flew to Fallon, Nevada and helped Fran on the first stop of the T.A.R. Estell Stacy of Orosi has been reinstated and is a member again. See you all in September at Modesto.

BAY CITIES CHAPTER

By Jean Tinsley

By the time you are reading this little article from Bay Cities Chapter, the AWTAR for 1962 will be over—the winners gleefully flying away with their prizes—the ones who didn't win just flying away and enjoying the airman's world—but right now for us take-off of July 7 seems far away because we are so very much looking forward to having you with us and getting things all finished so we can enjoy all the fun and festivities preceding the take-off. (My dear

hubby has been appointed official race physician and promises to have tranquilizers available).

At the June 15 meeting held at Gail Lanes, Juanda, Miriam, Eleanor, Hazel, Lindy, Doris, Dorothy, Mary Fields, and Mary M., Deby, Maude, Maxine, Fran, Helen, Marge, Janet Ferguson who is flying this year in a Champion, and last but not least, our own Chairman for AWTAR, Ruth Rueckert, we firmed up final plans and preparations and as we understand from final count, we have only 52 planes going this year—no thanks to the AWTAR Board!

We have a transfer to Bay Cities from Honolulu—Dorothy Kelsey. No, she didn't move to SFO, she just wanted to join an active chapter.

Dorothy Gibson is having a fly-in June 22 at their Clear Lake home. Pearce Field, about a mile from their home, just opened.

Happy flying and looking forward to seeing you in July at Oakland for the 1962 AWTAR.

PHOENIX CHAPTER

By Melba Beard

The June business meeting was held at the home of our new member, Mike Dover. As your reporter was not present, there will be less news this month. The monthly flight was to Sedona, but only one plane made the trip, Pat Lambart and crew, who reported a good time missed by the others. Hostess Betty Sharman welcomed them at her "Doodle Bug Ranch", a good spot to headquarters for fun and fishing. Pat and Rick also flew to Flagstaff on their anniversary.

Mary Weaver and her 49½er enjoyed a week at Puerto Vallarta in Mexico, 1200 miles from Phoenix, making the trip in their Debonair. Mary said that gas servicing is becoming modernized in that country, fueling by hand from drums being rapidly replaced by trucks or pumps.

Prospective member Bev Periman joined Amos Flight Service's June breakfast flight, a round robin from Phx. to Casa Grande, Gila Bend, Buckeye and home. Marj Crawl has received her B-26 rating, and recently took Mike Dover and Kay Pattison for a ride in the big plane. Kay is currently toting chute jumpers, and is getting the bug to join in the fun. Melba and her Bird headed a flight of three antique biplanes to the L.A. Chapter A.A.A. Fly-In at Riverside, Calif., in June, came home with two awards, "Oldest Pilot" and "Grand Prize".

Phoenix Chapter's participation in the Aviation Workshop at Arizona State U. was well received. Members met at the Sands for lunch, and final planning; and under the direction of

Chapter Chairman Betty Slater, presented an excellent story of women in aviation and the Ninety-Nines, to the 40 some teachers assembled. Participating besides Betty were Alice Roberts, Melba Beard, Marjy Crawl, Jimmie Shelton, and Virginia Hash, backed up by Trudy Murphy, Pat Lambart, Bev Periman, and Mary Weaver.

REDWOOD EMPIRE CHAPTER

By Myrtle A. Wright

Many thanks to Fran DeHaan for such a lovely meeting in her home on June 10th. June O'Donnell co-hosted the meeting and together they prepared a most delightful lunch. Fried chicken that melted in your mouth and all the trimmings. There are several girls, I am sure, that went home with a real sunburn. Myself for one. It was a beautiful day with just enough wind to keep one from feeling the burning rays of the sun. Everyone sat around the swimming pool, after their first dip, discussing the race. Phyllis Cantrell's twin daughter; Anita Conley's daughter, Dale and Betty Smith were all guests as well as Fran's two lovely girls. By the way, Betty Smith has passed her written exam for private pilot so we hope to have her as a member very soon. 99's in attendance were: Hazel Bertagna, Phyllis Cantrell, Anita Conley, Fran DeHaan, Gladys Haney, June O'Donnell, Betty Shunn, Pat Stouffer and Myrtle Wright.

Hats off to Phyllis on getting her instructor rating. This girl is really forging ahead. Just a few months ago she got her Commercial license. What next Phyllis? She is racing this year with Betty Shunn as co-pilot, their first race. Fran DeHaan is pilot with June O'Donnell as co-pilot, their first race also. Myrtle Wright will be flying her third race with Anita Conley as co-pilot for her first race.

Fran hasn't exactly let any grass grow under her feet. She got her clearance from Air Force Headquarters to ride in a jet. She not only rode—She flew it. Right up to 25,000 feet, then toiled around up there awhile like a feather in a breeze, doing rolls, etc., and completely enjoying every minute of it. I wish you could all hear her tell about getting strapped into the parachute (quite a struggle), her experience on the "live" mike and the thrill of finding the ejection seat not pinned down when she was standing on the seat, just ready to climb out. Thank you Fran for letting us share some of your thrill by the way you told it to us.

Because of the race in July we have no meeting, but with nearly half our total membership being in the race, we could almost say the Redwood

Empire Chapter will have its next meeting in Wilmington, Delaware.

Lots of luck to all the racing 99's, and let's not forget to thank all the non-racers who give so much of their time and moral support to make the AWTAR what it is.

The weather man has sorta been turning on the bad weather in May and June so we expect to have a beautiful clear morning for take-off on July 7th.

Keep'em flying straight and Level and we will hear from all of you in August.

P.S. I hope everyone filled in their ballot and returned them.

TUCSON CHAPTER

By Laura Bohanan

"The N.L. must be written" so here I write while on vacation in the Ozarks. (Thank goodness for notes). After all the wide open spaces of Arizona, I sure feel surrounded with all these hills and green trees. Before leaving on vacation I succeeded in obtaining the AOPA 360° Rating and for this, I'll get on the soap-box any 'ole time. This is something I hope never to use, but "if and when" I'll be mighty glad for the knowledge.

The June meeting was held at Pat Nolen's Casa and plenty of planning being done for the AWTour coming up in August. Pat is logging some more instrument time; while Virginia Edwards has been making short trips as a Flight Nurse again.

Dot Jenkins and Maggie Schock flew to Prescott this month. Just flying. As Dot said, "we did have to eat lunch and the hamburgers are good up in Prescott."

AND NOW—For August a planned AWTour is in the process, with overnight stops touching 4 states and covering 5 days of fun and flying. Activities at each stop. AWTour may be joined for all or any part of the tour.

ROUTE AS FOLLOWS

"Gathering of the Clan" will be all day Sat., Aug. 25th at Brackett Field, Pomona, Calif.

Las Vegas, McCarran Field—Sun., Aug. 26th.

Cedar City, Utah—Mon., Aug. 27th. Phoenix, Sky Harbor—Tues., Aug. 28th.

Tucson, Municipal -- Wed., Aug. 29th.

RULES

1. All women. Ages 9 to 99.
2. Each pilot responsible for her own aircraft (air worthiness, insurance, etc.)
3. Each girl responsible for her own expenses.
4. Each Pilot in Command must be an active Ninety-Nine.
5. Everyone required to relax and have a good time.

For further information contact: Shirley Marshall, 4032 Calle Chica, Tucson, Ariz.

SAN DIEGO CHAPTER **By Ruth Propsner**

Our July meeting, held at the home of Terry Vasques on the 20th, was a potluck dinner and recapitulation of this year's race experiences. Martha Mullen brought two guests, Frances Leon and Dorothy Daub. Both girl's husbands fly, and Frances has her private license, while Dotty has 30 hours towards hers. They listened to all the race talk with great interest.

Helen Dick recently completed the distance requirement, soaring 197.5 miles, and having previously attained the necessary altitude, which earned her Gold Badge No. 120. She is the third woman in the United States to be so honored. She has also been named Awards Chairman for the Soaring Society of America.

Maxine Smith, after long years of study and preparation, was admitted to the California Bar. She hopes eventually to practice aviation law.

Our chairman, Terry Vasques, displayed a flattering tan (at the June meeting at Jeanne Dionne's home) acquired during a week at Mulege in Baja, California. She recommends this spot highly as an ideal place to relax and get away from the maddening crowd. It's also noted for excellent fishing and fowl hunting. It is 430 knots south of Tijuana and 380 knots south of Mexicali; there are two strips, N-S 2300 feet long and E-W 2000 feet. The latter adjoins Club Aero Mulege and offers 80-100 gas, oil and radio on 122.8.

Several of our members have received ratings in the last two months: Jeanne has a Commercial, Lois Bartling has her Instrument, and Terry Vasques has passed the written test for the Instrument.

Gertie Lockwood talked with "Pappy" Keough, a veteran local flier (who, among other things, pilots a helicopter) at a Chamber of Commerce Aviation Committee meeting at Palomar Airport. He invited him to "drop in" at her home in Carlsbad some time. She was a bit startled and surprised, but pleased, when he landed in her back yard that afternoon.

Thelma Bishop and her sister, Edna, flew to the World's Fair at Seattle.

Pat Osmun has been selected by the Civil Air Patrol as one of four escorts to accompany 52 especially qualified Advanced Cadets from all over the United States to the Girls' Aerospace Orientation Scholarship being held at the Air University, Maxwell Air Force Base, Alabama, August 5-11. The girls will be briefed on Jet Link Trainers, Radioactive

out, Fire Power and Officer Careers for Women. They will each have a jet flight. They will also have an opportunity to exchange uniforms for frills at a graduation party at the Officers' Club.

Pat received her commission for Major the latter part of July.

Betty Gillies and 49½-er Bud returned the middle of June from a very distinguished trip to Europe in their Baron. They left Boston May 18 and Gander May 19. The leg from Gander to the Azores took 8 hours and 46 minutes. From the Azores, they flew Portugal and Spain to land in Majorca 8 hours and 13 minutes later. Next stops were Geneva and Neuchitel, Switzerland, where the Baron had a 50-hour inspection. From there they went to Rome where they not only spent eleven days with daughter Pat, but also were met at the airport by Fiorenza de Bernardi and were shown around Rome by Grazia Sartori, both 99's. Some readers will remember that Grazia was co-pilot for Terry Vasques in the 1961 AWTAR.

After Rome, they went to a private aircraft show in Cannes, France, then to Zurich and Paris on business. In Paris they visited with Dotty Schultz, former San Diego chapter member, who has been teaching there for several years.

Their return was via England and Prestwick, Scotland, to Keslavik, Iceland. From Keslavik to Gander took 8 hours and 33 minutes; after a stop for customs in Boston, they landed in Teterboro, N. J., the same day they left Iceland.

Radio and other equipment for the trip included a Motorola omni and ILS glide slope, Motorola M-4 autopilot, ARC ADF and glide slope, Narco DME, King X-100 90-channel transceiver and omni, Collins 618FI 360-channel transceiver, Narco omni marker beacon, Northern HF, long-range, 6-channel transceiver with trailing antenna.

They had excellent weather and no mechanical trouble; they cruised at 43% power, consuming 18½ gal. per hour., with an average ground speed of 165 kts. Betty says it was a "super-super-dooper" trip!

BAY CITIES CHAPTER

By Jean K. Tinsley

Our July meeting was held here at our home in Atherton and we had a wonderful attendance. It was the Annual Fowl Dinner. We inhaled our food so we could hear 1962 Chairman Ruth Rueckert give her report and then hear Janet Ferguson, our Bay Cities entrant give her report of the flight and doings at the various stops. We are very proud of Janet. She won three leg prizes, two sec-

onds and one third and the Silver cup "for a contestant who is a citizen of a country other than the United States". Good show Janet—and thank you for your fabulously delightful narration.

It was a warm evening and we had the windows and doors open. At one point during the evening the aroma of skunk wafted through the house. Maude Evenseon decided that it must have been the same skunk which caused such a furor at her home nearby several days previously. I think she is still washing her dogs from their encounter with said polecat.

Lindy Boyles new book "Weather Guide for Pilots" is coming out in September. Lindy said it is profusely illustrated and is one of a series of eight books on aviation subjects by various authors. Lindy left Saturday with her brother in his Fairchild 24 to fly him to Clovis, N.M., and bring his plane back.

We of the Bay Cities Chapter would like to take this opportunity to tell you all how nice it was to have you with us in Oakland for the start of the 1962 AWTAR and to thank again all you gals from other chapters who helped in the many, many phases of operations, thank the Rangers, the amateur radio operators whose help was invaluable and everyone else who gave us advice and assistance to make the 1962 AWTAR take-off so successful.

UTAH CHAPTER

Needless to say, the Utah girls have been very busy taking care of all the preparations for the air race stop in Salt Lake City. This stop proved to be as much fun for the Utah girls as it was for the contestants. It was so enjoyable that we wish we could have Salt Lake a stop every year. For those who could not race, it gave satisfaction just being a part of the excitement, for a short time, at any rate.

Our July meeting at Eunice's was an interesting re-run of race events—as seen by the "race stop team", and the experiences of the race as told by Maxine Nielson and Albertha Nicholson, our two contestants. Sally Wells also gave us a report of the Rock Springs stop which she helped to "man" the first day of the race.

As a result of the race stop here, the Utah 99's now have similar blue skirts, and blouses upon which is sewn an insignia designating the wearer as a 99. Maurine Shurtleff of Ogden arranged to get the insignias with the name of the pilot attached. Nicky Harding designed the insignia.

Eunice reports an interesting visit to Seattle as Rocky Mountain Delegate to the National Aviation Education Council Convention June 10 to

13. Lecturers on Aerospace, tours of the Boeing Plants, a visit to Century 21 were some events on the agenda. Perhaps the most enjoyable part of the Convention was meeting many others who were involved in Aerospace Education. Eunice was informed recently that she has been selected as one of the three winners of the Frank C. Berwer Aerospace Award for her efforts in promoting Aerospace Education in Utah. The award, a bronze plaque, will be presented August 8 at the Air Force Academy, Colorado Springs. Eunice won the award for "having made Aerospace Education a full time avocation, and her efforts have resulted in a significant break-through last year to open the door to Aerospace Education in the secondary schools and the University of Utah. Congratulations to you, Eunice.

SANTA CLARA VALLEY CHAPTER **By Natalie Bossio**

Jeannie McElhatton, Alice Taylor, Mayetta Behringer, Pat Gladney, Patti Sherwood, Marg Standish, Vivian Essler (guest of Pat's), Millie Carlson and your reporter attended Spring Sectional at Bakersfield. Among other activities the Air Force Thunderbirds demonstrated their aerial prowess. The Bakersfield gals outdid themselves to make all of us comfortable and our hats go off to them for a most entertaining and wonderful weekend.

Alice Taylor spent her two weeks' vacation doing a lot of flying. She made two trips to Wonder Valley Dude Ranch—one with Pat. If you like wonderful horses, swimming in a lovely pool, and good food, this is the place to go!

Twenty members and guests attended a dinner in May at the Pioneer Hotel in Woodside. Besides being a charming place, the food is real good. Our thanks to Eleanor Wortz who made all the arrangements.

Our business meeting this month was hostessed by Helen Nelson. Members attending the meeting were Jeannie, Patti, Alice, Mayetta, Pat, Millie Carlson, Dorothy Monahan, and Marilyn Anderson. A visit to the planetarium in San Francisco was planned for the end of this month.

Seven adults and 10 children descended on the Wonder Valley Dude Ranch on Memorial Day. Pat, Mayetta and Jeannie instigated this spur-of-the-moment flight and a good time was had by all swimming and horseback riding.

Mayetta is looking forward to husband Bill's return home the middle of July from duty in the Pacific. It's been a long time!

Alice Taylor is very happy in her new job with Lerio's Travel Service

in Palo Alto. Congratulations. Alice!

Pat and Marg, and Jackie and Dell, our two team entrants in the race this year, are busy these days with final preparations.

We welcome our newest member, Linda Ortega.

The highlight in July, of course, was the Powder Puff Derby and all the activities surrounding the start of this great annual event. The Bay Cities Chapter is to be commended on a job well done. We are especially proud of our two teams, Pat Pladney and Marg Standish, and Dell Hauk and Jackie Petty.

Millie Carlson has been busy flying charter passengers around and about—lucky gal!

Patti Sherwood and Marg Standish are basking in the Southern California sunshine. Ardell and Jackie are vacationing at Shaver Lake in the High Sierras. Bill Behringer finally returned from sea duty last week so he, Mayetta and family are now relaxing at their cabin in the Dodge Ridge area. I had the pleasure of accompanying the president of the Palo Alto Zonta Club to their international convention in New Orelans this month. We had a busy and interesting week, and I met many wonderful people.

EL CAJON VALLEY CHAPTER **By Isabelle McCrae**

Our May meeting was held at Ern Stanley's in Bonita, on May 23rd. Anne Bledsoe from Oceanside was a guest. She has been traveling all over the world since we had contact with her last. Her husband is a pilot with The Flying Tigers Airline and Anne does a pretty good job keeping up with him. Since that meeting she has been transferred to our Chapter from the San Diego Chapter, and we have welcomed her with open arms. This brings our membership to 16. Ern Stanley received her Nurse's Aid Cap on May 31st, and is spending her spare time as a Nurse's Aid at the Naval Hospital. She is very excited about her work and encourages all those women with "time on their hands" to try this worthwhile venture. Aileen Saunders, one of our charter members won the International Air Race on May 25th, from Houston, Texas to Nassau, B.W.I. All this after having a complete engine change in Houston prior to the race.

On June 9th, Gillespie Field Tower was dedicated by the El Cajon Civic Authorities, with the El Cajon Valley Chapter members as hostesses at the refreshment stand. Barbara Tucker and Barbara Hill, Anna Mae Christianson, Lea Hanlon, Doris Richey, Dottie Sanders and I were able to participate. Dottie (with her Cessna)

was selected as the honored member of cutting the ribbon.

On the 27th of June we met at the home of Jackie Trenfel in Pacific Beach for our regular monthly meeting. Joyce Oviatt, one of our most active Road-runners assisted the hostess with a very interesting program and refreshments were enjoyed later in the evening. Joyce obtained films on "Oddities of Flying" and "The Universe" which we all enjoyed very much. Harriett Allen and 49½er and children are enjoying a vacation at their beach house at Balboa; Boo and Chris Christianson just returned from a 4500 mile (and 45 hour) flying trip up into the Canadian fishing country. Boo says it was great and she's ready to go again. Bob and Dottie Sanders flew to Elko on July 6th and manned the time clock for the AWTAR and returned Sunday. They reported an enjoyable trip. Dottie Davis' daughter Claudia, was married on June 22nd. Next meeting will be at the home of Barbara Tucker in La Mesa on Wed., July 25, at 7:30 P.M.

ORANGE COUNTY CHAPTER **By Ruth W. Phillips**

MAY MEETING—The evening of May 24, 1962 was the first meeting of this newly established chapter of the Southwest Section. Fifteen women met in the lovely home of Joyce Lyon in Casta Mesa. Those attending were Edna Stennett, Doris Johnson, Barbara London, Betty Farrell, Hilda Peafsnnyder, Pauline Benjamin, Florence Tracy, Jo-Anne Kloefer, Evelyn Gunning, "Betsy" Rettew, Grace McArthur, Madine Parsel, Thon Abbott, and Ruth Phillips.

Acting until the fall elections are the following officers "pro-tem":

Chapter Chm.	Ruth W. Phillips
Vice-Chm.	Hilda Reafsnnyder
Treasurer	Joyce Lyon
Secretary	Edna Stennett

Barbara London, our guest from the Long Beach Chapter and an Executive Committee member, gave an interesting talk on the origin and the purpose of the Ninety-Nines for the benefit of the prospective members, after which an informal discussion period followed.

Due to the inclement weather in our area, the flying activities of the members have been somewhat curtailed. Doris Johnson, however, did go on a very enjoyable flight through portions of Arizona, covering the Grand Canyon in particular, with Ruth Gay, a Long Beach Chapter member, and some friends.

Betty Farrell is very close to attaining her instrument rating—and

might I add, if this weather persists the rest of us ought to follow suit!

The meeting was concluded following an amusing film "Personal Histories of Naval Aviation" and serving of refreshments.
P.M.

Hilda Reafsnider's charming home in Garden Grove served as the meeting place for the second meeting of this newly formed chapter on June 13 at 8:00 P.M. Attending our meeting was Doris Johnson, Edna Stennette, Florence Tracy, "Betsy" Retew, Joyce Lyon, Thon Abbott, Madeline Parsel, Betty Farrell, and Ruth Phillips. Following the business meeting, Hilda showed some very beautiful color films of flights taken to Monument Valley, Arizona, Salt Lake City, Utah and Colorado in her Stinson.

Since our "sunny" Southern California weather continues to remain very dismal, flying activities of the members are confined mostly to short local hops and traffic pattern excursions.

Our next meeting will be co-hosted by Betty Farrell and Flo Trey at Betty's home in Lido Isle, Newport Beach on July 11 at 8:00 P.M.

LONG BEACH CHAPTER

By Claire Walters

The June meeting was held at Mary Pinkney's beautiful home in the Palos Verdes hills. Margaret Ross served as temporary chairman while Mary spent the early part of the evening attending her son's graduation from junior high school. Speaker of the evening was Mrs. Iris Critchell who gave an interesting talk about the exciting new future she and 49½ Howard have planned at the Pomona colleges.

Iris, Mary, Betty Faux, and Claire Walters flew to Oakland in Iris' Skyhawk to watch the AWTAR takeoff and see old friends from all over the USA. They had a great time talking to Margaret Ross, AWTAR board member and on the inspection team, and seeing other Long Beach Chapter members off in the race. Brought tears to their eyes, it did. Long Beach took first and second places in the race—congratulations Fran Bera, Edna Bower, and Betty Miller! Other gals from our chapter who gave their all were Judy Wagner in the family Bonanza, Ruth Gay and Emma McGuire in Ruth's 170, and Barbara London and Norma Craig in a 182. Know they all had fun. All the gals who missed going this year will be in there next year, I betcha! Claire W. and Betty F. skipped the race this year but bought themselves two consolation prizes for the school—two brand new planes: a Cessna 150 and a Cessna 172 Skyhawk.

SAN FERNANDO VALLEY CHAPTER

By Jeanine Ceccio

Our July meeting, held at the home with the lovely view, was a social get-together and hosted by Minnie and Dick Morgan and their daughters. Each of us brought a part of the wonderful menu and we had much fun watching the 49½s playing shuffle board and croquet, then, there was the fun of swinging on that orbital swing (way out) and some old-fashioned spooning on the porch swing that had no porch—just a romantic view of the lights over the San Fernando Valley. Most of all, as with any aviation group, is the "hangar flying". This was indeed filled with flights here and there—mainly there (meaning the Eastern section and the weather problems encountered as always.) Those members attending were as follows: Marge Cunningham, Liz Crowley, Norma Day, Gladys Hogins, Ruth Ling, Jean Rose, Audrey Schutte, Jeanine Ceccio and the hostess, Minnie Morgan. Our 49½s attending were Norman Dey, Tom Hogins, Dick Morgan, Del Schubert, Ray Schutte and Pete Ceccio. Potential member Ann Fielding exuberantly related that she had just soloed in a Hughes' helicopter. Congratulations.

Members attending and participating in the Int'l Air Race to the Bahamas were Lola Ricci and Liz Crowley in a Cessna 172—and Gladys Hogins and Trixie Schubert in a Piper Tri-Pacer. Upon asking about the most exciting part of her trip she replied with "every minute of every hour"—how true! Much of the eastern flying was done at altitudes of 2500 and below—need more be said about the weather encountered. Learning to hold a heading and abiding by rules of good sportsmanship were subjects high-lighted by Lola. Our next Newsletter shall cover more thoroughly the details of this race and that of the AWTAR in which another member, Jean Rose, participated. I understand Shirley Robinson drove to the take-off while Gladys and Trixie flew to the event. Speaking of the AWTAR participants, we get word of Irene Leverton's sponsor backing out the week before take off, however, she had the good fortune of being selected as one of the female astronauts—if and when the men ever get-around to some "common sense" thinking on this matter.

Lois Miles is vacationing with sons at Lake Havasu—water skiing and sharing suntan lotion with recent visitors—Audrey and Ray Schutte. Donna Fisher driving to the World's Fair and Kay Meade reports of her new addition—a baby girl.

There will be a luncheon fly-in to

Santa Barbara—weather permitting—on July 31st. Our August 6th meeting will bring forth announcement of the newly elected officers in our Chapter. Yours truly would like to take this opportunity also to make comment regarding the wonderful visit with the Albuquerque Chapter Chairman—Irene Kay and her 49½—John. Our trip in the 172 back East to Fairmont, West Virginia, with 4 days RON in Illinois, Civic Memorial, was accentuated with delightful and very considerate people found only at airports across country. Outstanding service was extended us at many airports and in particular, Amarillo AFB, Municipal. They put our plane in the hangar BEFORE the hailstorm and tornado warnings made evacuation of the control tower necessary. Other places enjoyed were in Tulsa (Municipal); St. Charles Airport; Civic Memorial, Alton, Ill.; Dayton, Zanesville, Morgantown and Fairmont, West Virginia. We also landed at Speedway Airport in Indianapolis area to wait out weather, but found leaving there a bit regrettable as the hospitality was just plain wonderful, hangar flying and all. This 4500 mile trip across the great USA took 42 hours and frankly, you'll never get us in a car again to travel across country. Even our 140 (1st trip XC) was faster and more leisurely than previous trips by auto. I cannot think of a better ending than this for the Newsletter. 73.—(Best regards in "Ham" radio talk)

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