

DECEMBER, 1962

Ninety-Nine News

Season's

Greetings



Ninety-Nine News



DECEMBER, 1962

Official Publication of
The Ninety-Nines, Inc.

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Will Rogers Field

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DEADLINE FOR NEWS
The 20th of Each Month

Coming Events

International Convention
July 17-20

Oklahoma City, Okla.

North Central Fall Sectional
Sept. 13-15

Cedar Rapids, Iowa



To All Ninety Nines — Greetings, Peace and Happy Landings — Louise and Herman Smith.

President's Column

December, 1962

Thanks for the many compliments and expressions of approval of the Ninety-Nine News—delighted that it has been so well received. Full credit goes to Mary Lester, Oklahoma City Chapter for the idea, and to Marion Lopez, Greater New York Chapter, for the cover design. I would like to take this opportunity to clarify an item in the October Issue concerning the Project 'More Airports'. Mr. C. C. Thompson is the editor of the Airport Section for A.O.P.A., and is no relation of our MAP Chairman, Virginia Thompson. Mr. Thompson highly commends the Ninety Nines' proposal of highway-related small airports. Also, in the October Issue, we neglected to name the committee chairman, Page Shamburger and Lindy Boyles, who respectively submitted articles on Flying Activities and Publicity Release Hints.

Barbara Evans, chairman of the committee for Revision of the Constitution, will welcome any constructive suggestions for the re-writing of the Constitution. Barbara plans to start work after the holidays.

Alice Hammond, permanent Trustee of the Amelia Earheart Scholarship Fund, and past chairman, has consented to serve again as chairman of the committee. What could we do without Alice? Perhaps, we should all set our goal to be—the loyal, the zealous, the vivacious, the enthusiastic member that Alice has always been in the Ninety Nines. Alice, we 'preciate you, and thank you! Best wishes for the coming new year, and keep flying!

Louise M. Smith

OKC in '63

OKLAHOMA CITY has been selected as the site for the 1963 International Convention of the Ninety-Nines, Inc., to be held July 18, 19 and 20. Members of the Oklahoma Chapter, South Central Section, carried on a vigorous campaign in their bid for this important meeting and are happy to have been successful.

A special women's Air Race will open the activities on July 17, one day prior to convention registration. This handicap event is being conducted to encourage a large fly-in attendance and the 500-mile (or less) round-robin competition is expected to attract many 99's who are unable to enter the AWTAR because of time involved or other reasons. The committee promises generous cash awards and handsome trophies, so mark your calendar now! Details will be announced as plans are finalized.

In addition to genuine southwestern hospitality, the agenda will include tours of the reknown FAA Aeronautical Center, the new Civil Aeromedical Research Institute, and Aero Commander airplane factory; fashion shows, a visit to Frontier City USA, and final highlight of the convention, asumptuous banquet on the evening of July 20, in the Persian Room, Skirvin Tower Hotel. Attendance for the gala evening affair is expected to be about 500 because of the notable guests and entertainment. More of this later!

A Message

From all of the Staff of The Ninety-Nine News
To each Ninety-Nine, where e'er she may choose
To make her abode, we send Yuletide Greetings
And wish for you all — success with your meetings,
May your weather be fair and your logbooks expand
As you fill them with time that is not spent on land.
May new ratings be yours as you earnestly seek
To bring your efficiency up to its peak.
Forty nine and a halfers we also would mention
For sometimes they feel that they don't get attention.
Now—ring out the old year, and ring in the new
May '63 see all your wishes come true!

Herb & Bea Moring (Star Publishing Company)
Carol Craig (Headquarters)
Mary Lester & Deedo Heise (Editors)

Pilot's Briefing

Amelia Earhart Scholarship award applications must be in the hands of your Section Amelia Earhart Committee by January 15.

It is not too soon to start considering possible nominees for the 1963 Ballot.

Check Notams for stricter regulations on flights in vicinity of AF and Navy Bases in several sections of U.S. and all of southern Florida.

New, clearer language CARs soon to be issued by FAA. Best to read them and update your memory.

SEND NEWS ITEMS BEFORE THE 20TH OF EACH MONTH.

Dear Santa:

I'm sure you've heard what good little girls we've been this year, and hope that AWTAR is still on your list. Our 1962 race was a big success—even Mr. Weatherman helped make it the BEST AWTAR EVER!

Right now we're planning ahead for the 1964 AWTAR and, as usual, need money. Regular green money will do nicely, and checks of any color (except rubber) will be accepted. Please make them payable to the All-Woman Transcontinental Air Race, Inc. and drop them down my chimney when you go by.

Gratefully yours,
Dr. Anne Roethke, Chairman
AWTAR Ways and Means
3219-A S. 40th St.
Milwaukee 15, Wisconsin



HISTORICAL AVIATION PHOTOS, first exhibit donated to the Ninety-Nines Museum, were presented to **MISS JEANNE SPIELBERG**, right, Jersey Section of the Ninety-Nines, Inc., international woman pilots organization, by **MRS. WALTER S. TAYLOR**. The photographs include views of Glenn Curtiss at the controls of several of his earliest airplanes, other early experimental models, and a photo of the first scheduled flight made by Curtiss in 1908 at Hammondsport, New York. They will be exhibited in the Ninety-Nines wing of the Air Museum to be built adjacent to Suffolk County Air Force Base by the Long Island, N.Y., Early Flyers Club. The photographs are a gift of Mr. and Mrs. Taylor in behalf of The Taylor Wine Company which is located in Hammondsport, America's "Cradle of Aviation." Mrs. Taylor, who recently earned her Private pilot license, and her husband, operator their own Piper Cherokee 180. The plane will be based on their farm, Bully Hill, Hammondsport, where a 2,000-foot airstrip is now under construction. Presentation of the Curtiss photographs was made during the October meeting of the NY/NJ Ninety-Nines, following installation ceremonies for new officers. Acceptance of the gift by Miss Spielberg was her first official act after assuming office.

FROM: The Ninety-Nines, Inc.
New York/New Jersey
Section
790 Grand Concourse
New York 51, New York

Let's Fly

INCORPORATED

Oct. 13, 1962

Gander to Shannon

Greetings — to all 99ers from mid-Atlantic on this, my 99th Atlantic flight. I dedicate this one to you. May you have blue skies always as I have today. May your troubles be only little white clouds, here and there, as I see below me. May you have helping winds forever as my wind is now — 280 degrees / 35. And may your devotion to aviation be as vast, and deep, and constant as the Endless Sea around me.

Let's Fly,
Max Conrad.

LOG OF MAX CONRAD'S FLIGHT TRANS OCEANIC NO. 99

Oct. 13, 1962, Trip No. 99—"dedicated to 99ers"
Off Gander 10:52 Z ceiling 300 Viz 7 mi. on top 1700'
Wesleville 7000', on top 11:10 Clear skies temp -5°C
Ind speed 150/mi/hr No turbulence
12:00 change to cabin tank 34 minutes on each wing tank
12:07 Z 50N50W 7000' clear above broken deck at
position O.K. No turbulence 2000' below
Contact Navy 124
13:35 Z 51N 45W 7000' Clear Temp -10°C No turbulence
Position report O.K. no turbulence
Contact Clipper 71
14:45 51°30'N 40W 7000' temp -2°C Clear
Contact Charlie 1500—20/30 minutes early, no turbulence
15:20 Z abeam Ocean Station Charlie 7000' 0°C
Request 9000' cloud building up ahead—½ hour ahead eta
1540 on instruments temp +1°C light rain no turbulence
must remain at 7000' OK Pan Am 119. In the clear again
at 1100 but big build up ahead Temp +4°C
1625 Heavy snow but temp +1°C light hail also
SHAMROCK:
1640 53N30W 7000' Going through cold front
snow, rain, hail Temp -1°C turbulent no. 4 much static
1715 through front. Heavy rain temp +2°C and rising, clearing ahead
Parststan 1800 53N25W on instruments in and out 7000'
temp +8°C Wind 210/30
1835 sunset—instruments—in contact with Julia
1920Z 53N 20W 7000' in the clear
again 1 hr ahead of eta. O.K.
1940Z Harvest moon big and golden out of the sea
2020Z 52°40'N 15'W 7000' clear no clouds below. 1 hr. 40 min.
ahead of eta. About best trip ever. Can see 3 S Ships.
Contact Shannon on 120.9 at 2033Z. Have Shannon Omni 113.3 at 2040.
Weather at Shannon Clear, viz 2 mi wind calm
400 mi without a cloud.
On the ground 21:20Z

Trip 99 Oct. 1962
Let's Fly
Max Conrad

Amelia Earhart Scholarship Fund Contributions

Ruth Rueckert, Trustee

Mrs. Amy Otis Earhart, Amelia's Mother, passed away, at age 95, on Monday, October 29th, 1962. Because she was, on more than one occasion, such a delightful guest of the Bay Cities Chapter, S. W. Section, 99's, the Chapter has pledged at least \$1.00 per chapter member to the Amelia Earhart Memorial Scholarship, as it's 1962-1963 contribution, in memory of Mrs. Earhart.

Could not each and every member of the 99's, through your chapter, contribute to the A.E.S. Fund this year, in memory of Amelia's mother? Some Chapters are so consistently generous they off-set the Chapters which have never made a contribution to this Fund, Long Beach Chapter, S. W. Section is one, and has already contributed for 1962-63, with a generous check.

With our membership of 1679, the 1962-63 contributions of at least \$1.00 per member, would result in the largest sum ever given to the Fund.

In memory of a very dear person, Mrs. Earhart, please send your contributions to Broneta Davis Evans, Treasurer, A. E. S., Box 38, Minco, Oklahoma. Broneta has been requested to send a memorial card to Amelia's sister, Mrs. Albert Morrissey, Medford, Mass.

And, Chapter Chairmen—please remember that the completed applications of all candidates for the 1963 award from your Chapter—with your letter of recommendation on the back page—must be in the hands of your Section Scholarship Chairman by 15 January, 1963.

ALICE H. HAMMOND, Chairman
Amelia Earhart Memorial
Scholarship Trustees

Editor's Mail Box

I am writing especially to you at your request that any item of news about our members is important. I don't know whether my news will make your paper scintillate but I lived the experience I hereby relate and I scintillated, believe me, at the controls of the Russian built Czechoslovakian airliner, the Ilyushin 18, a four blade prop—Turbo prop plane over the airline in Turkey to Sophia, Bulgaria. I CHALLENGE ANY OTHER BONEFIDE 99 TO STATE SHE IS FIRST TO FLY CO-PILOT ON A RUSSIAN PLANE AS OF THIS DATE! I'll step down if they can



Kyung O Kim, Ninety-Nine and member of the South Korean Air Force, says "Thank You" to all 99s and other generous people who made it possible for her to have a plane to train the women of her country as pilots.

prove it. I have pictures to prove my experience.

My flight was routine as a leg of the homeward journey I had carefully prepared for five years. Each contract end (my husband is executive pilot for an Italian engineering firm, flying an American certificated plane. I stripped my luggage and purse of all identification that I am a member of Aviation Space Writers Assoc. on a special trip to attend a conference in SF, USA in May, this year). My husband and I go to the USA on home leave. I traveled to Moscow and spent several days staring at points of science engineering including the astronauts capsules in a special building at the Industrial Development five hundred acre permanent display outside the city. The display exceeds the science display of the USSR I attended at the World's Fair in Brussels, in 1958.

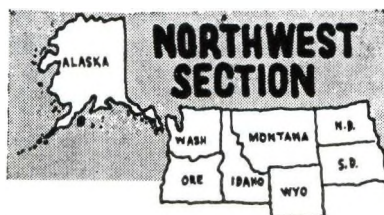
I studied Russian for three years under Tartar refugees tutelage and graduated with a Chinese accent! This—because by sister team had all of their schooling in Harbin, China in Russian school.

I shall be at home in Milano, Italy to any Ninety-Nines who visit that country. As a 99 I shall endeavor to promote good relations with other women pilots and I am looking forward to meeting several who are as

yet just names to me. My experience and policy of projecting friendly overtures through the auspices of Kay Brick with a letter of introduction to the world's first and only living woman combat military pilot, Sabiha Gokcen, is one I shall cherish all my life. Sabiha is the first president of Turkey's adopted daughter. She is the woman of Turkey's symbol that he intended should help emancipate by example of her outstanding contribution to aviation which was strictly a man's field in Turkey up to her time. I brought a wonderful girl into the 99 fold while a resident, a Miss Madelet Reyal. I hope to meet more aviation enthusiasts in Italy.

I fly co-pilot with my husband many hours through many countries.

Sincerely,
Dorothy M. Banzhaf



FAR WEST CHAPTER

By Margaret Layton

Here I go, my first news letter for a brand new chapter. This has been a grand opportunity for those of us who fly to share our mutual interest, and to interest others in flying.

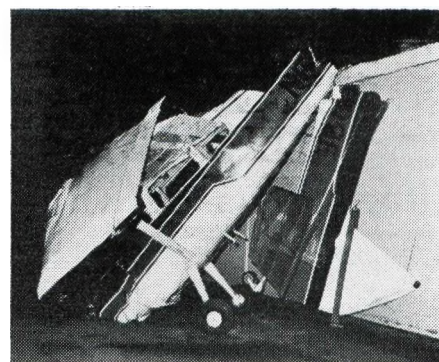
Those attending the fall sectional in Portland were: Mary and Dave Kochanek, Barbara and Evan LaRue, and Lynne Malhberg. Mary was presented the charter.

Our first meeting was held at Port Angeles, with Barbara as our hostess. Mary had the charter framed and it was presented to the chapter for display. I was the hostess for the second meeting which was held at the Port Townsend airport, we were pleased that Barbara and Mary flew in from Port Angeles.

Other bits of interest, Lynne and Dick Mahlberg flew back and forth to Port Blakely to work, later the whole family flew up to Chilco Lake in British Columbia for a weeks vacation.

Lynn will be the hostess for the November 21st meeting in Bellingham. Our meetings will be on the third Wednesday of each month (rain date) 4th Wednesday.

We would like to express our thanks and deep appreciation to Terry Kellog, and Van Adderson for all the help they gave us in organizing our chapter.



Example of the damage caused by Portland "Hurricane" in which several 99s suffered complete loss of their aircraft.

OREGON CHAPTER

By Betty Johnson

What's happening to Oregon's weather? We don't have the answers but within a few short hours an October 12, Oregon was caught in Hurricane-force winds which left a trail of death and destruction that's never been matched in recorded history. Oregon's losses came to an estimated cost of not 50 million, not 100 million, but the staggering sum of \$170,000,000. Damage to aircraft and hangars came to \$1,600,000. The aftermath of the storm left Oregonians walking around in stunned silence surveying the unbelievable damage. The losses varied but everyone suffered some. We all learned what it is to live without electricity. Many were inconvenienced for only a few hours but the majority didn't have electricity for several days.

Many of our 99's didn't have a scratch on their new planes, but some who had planes safely tucked away in hangars, and not tied down, suffered the greatest loss when the hurricane-force winds blew down the Hangars.

Dr. Virginia Gilliland lost her Bonanza which she had just purchased a few weeks before. Capt. Margaret McFarlin's Taylorcraft was a total loss which fared no better than the hangar in which it huddled. Bobby Haye's Cessna 140 is "Gone With the Wind!"

Notice we have been calling it "hurricane-force winds!" We're not supposed to call it a hurricane because by rights Oregon just doesn't have hurricanes... or typhoons... or cyclones... or tornadoes. But when wind gusts reach up to 116 MPH and smash all the weather bureau measuring equipment, then this reporter thinks we should call it a "hurricane."

During the hurricane, Ruth Wikander, winner of the 1962 Amelia Earhart award had the most hair-raising experience of her life. Advance wind

forecasts were only half the velocity that actually struck. Ruth was caught in the full fury of the storm in her little Aero-Car (half plane . . . half car). Ruth's Company is hired to fly over the metropolitan area twice daily to report the rush-hour traffic jams directly from the Aero-Car over a local radio station. Ironically, the station was off the air at the time because of the storm.

For one hour Ruth fought the 110 mile-an-hour gusts . . . sometimes plummeting straight down, then up, then backwards. . . constantly fighting to stay right side up. Her troubles multiplied rapidly when darkness fell: the plane had no lights, and her tanks were running low. When the forces of nature brought her over the top of the airport she saw what was left of her buildings, hangars, and airplanes. With 10 minutes of flying time left, Ruth decided to land, though she was sure it would be her last. As it turned out she made a nice landing considering the circumstances. With the help of four men hanging onto the wings after touchdown only minor damage was caused to the tail section which was probably better than the Aero-Car would have fared had it been on the ground.

Again we ask . . . "What's happening to Oregon weather?" Maybe you can tell us, but first we just want to mention we also had an earth quake this month . . . but we won't go into that! Anyone for locusts?

The November meeting of the 99'ers was held at the Corvallis airport. We had a good turnout despite the fact that Oregon had strong winds in Portland with poor visibility in the Willamette Valley which kept a few 99's on the ground. One who managed to stay on the ground and still get to the meeting was our youngest member, Jeanette Chapman from Oregon State University who rode her bike four miles from the campus to the airport to get to the meeting. Our next meeting is to be held in Salem, Thursday, December 6.

MONTANA CHAPTER

By Winifred Lovelace

A shining mark in our Chapter's eight year history is our sponsorship of the first Montana all-woman air race, The big Sky Race, flown Saturday, September 29th. It was a rousing success although IFR weather west and south of Bozeman, the start, prevented seven planes from arriving for impound the day before the race.

Of the twenty-two planes entered in the race, fourteen started and eleven finished. Two out-of-state planes arrived in time on Friday from Williston, North Dakota and Portland, Ore-



Winners in MONTANA'S First All-Woman Air Race, The Big Sky Race. Left to Right: Betty Herrin, Mary Jo Janey, Bobby Kramer, Vivienne Schrank, Pud Lovelace, Norma Wingfield, Phyllis Sammons.

gon.

Not until 11 P.M. the night before the race was there any assurance from the USWB at Great Falls and Helena that we could fly the VFR speed race. One pilot, who shall be nameless, was so discouraged with the rain and gales that, convinced there would be no race, almost overslept to the point where she barely got to the weather briefing at 5:30 A.M.

The fourteen starting planes, carrying twenty-two women, twenty of them pilots and 99s, and two passengers who could help as co-pilots, started taking off at 7:30 A.M., right on schedule. The race course of 315 miles was as challenging as a roller coaster, with constant winds and some turbulences near the mountain ridges. It was a head wind to Helena, tail wind to Harlowton, where we changed to leading with the right wing north to Lewistown. A strong quartering tail wind put everyone into Billings in fast time, after taking off from Lewistown in any direction that could be managed, so high were winds there. Of the eleven planes finishing the race, old and young hands alike distinguished themselves in well-controlled landings with gusts to 40k occasionally, and a cross wind at that. There were men-pilots among the audience at Logan Field who were known to have noted the wind, shaken their heads and said "they'll have to cancel the race."

Winners were: first place, Winifred Lovelace in a Cessna 175; second place, Bobby Kramer and Vivienne

Schrank in a Cessna 172. Third place, Norma Wingfield flying a Bonanza P in which she had checked out only three days before. Leg prizes went to Winifred Lovelace—Bozeman to Helena; Mary Jo Janey and Betty Herrin—Helena to Lewistown and Bobby Kramer and Vivienne Schrank—Lewistown to Billings. The race scores over par speed were first place: 19.5 second, 16.9; third, 16.3. The "End" award went to Phyllis Sammons and Treva Torgerson.

A beautiful awards banquet with 100 aviation fans attending was held Saturday evening at the Beacon Club, Billings. Dick Monroe of the Montana Aeronautics Commission was MC and a clever one, talking about how the wind blew away all the time sheets he had picked up after the various stops were made and generally keeping us in suspense. Charles Lynch, Director of MAC announced the winners and the Honorable Tim Babcock, Governor of Montana and private pilot himself, presented the trophies and congratulated each pilot.

The Montana Pilots Association furnished the winner's trophy, a handsome column of hard wood and metal, topped by wood carved in the shape of Montana, the Big Sky State. Montana Chapter of 99s gave the leg cups. Bobby Kramer won \$35.00 and Norma Wingfield several days skiing and free lodging at Grizzly Peak, Red Lodge, Montana.

The chapter feels there is nothing like a race to bring members to-

gether. The planning, work and problems were demanding, especially for our race Chairman, Mary Jo Janey, but we were all rewarded with lots of fun, too. The benefits are obviously in the fact that we all learned more about flying; many brushed up on CARs, gained more intimate knowledge of their planes and insight into Montana's autumn storms. The thorough briefing Friday night was good medicine for all, the experienced pilots gaining by it as well as the gals with 100 hours. The race created interest and understanding of women in aviation in some areas of the state where there had been none at all. The publicity on radio, TV, in newspapers and talks to service clubs was positive and complimentary. We know we never could have had a race if much backing and help had not been given unstintingly by husbands, MAC, timers, FAA, USWB, airport managers, sponsors, local Hangars of Montana Pilots Association and patient flight operators.

Those finishing the race besides the first three to place were:

- | | |
|---------------------|------------|
| 4. MARY JO JANEY | Cessna |
| Helena, Mont. | Skylane |
| BITY HERRIN | |
| Helena, Mont. | |
| 5. HELEN DUNLOP | Stinson |
| Helena, Mont. | |
| ELSIE CHILDS | |
| Helena, Mont. | |
| 6. LUELLA NELSON | Ercoupe E |
| Great Falls | |
| AILEEN GRAY | |
| Great Falls | |
| 7. BETTY NUNN | Cessna 180 |
| Great Falls | |
| 8. PEARL MAGILL | Cessna |
| Glasgow, Mont. | Skyhawk |
| JEAN STEVENSON | |
| Missoula, Mont. | |
| 9. ELSIE HARTLEY | Cessna 182 |
| Missoula | |
| JIMMIE KUHN | |
| Missoula | |
| 10. MARTHA GAUNCE | Cessna 150 |
| Williston, N. D. | |
| 11. PHYLLIS SAMMONS | Cessna 180 |
| Cut Bank, Mont. | |
| TREVA TORGERSON | |
| Ethridge, Mont. | |

The race committee, besides Chairman Mary Jo, was: Elsie Hartley, Elsie Childs, Helen Dunlop, Marjorie Rolle, Norma Wingfield, Selma Fastje, Pud Lovelace, Laulette Hansen, and Vivienne Schrank.

Those entered in the race but not able to reach BZN for impound or dropping out after the start because of high winds were:

Lyge Hagan and Millie Shinn, Spokane; Laulette Hansen; Fort Benton; Bobbie Hays, Veronia, Wash;



Eastern Washington 99's Airmarking Warden Roof. In background, newsmen talking to Minnie Boyd and husband, Carl. In foreground Lygie Hagan, Millie Shinn, Phyllis Franz, co-chairman with Minnie for project.

Margaret Tuxill, Rexford; Ilovene Potter, Seattle; Glenda Purdy, Missoula; Gini Richardson, Yakima; Virginia Olsen, Lewistown; Lucy Drucker, Astoria, Ore.; Virginia Huidekoper, Wilson, Wyo.; Charlotte Dodson and Juanita Ellingson, Portland.

EASTERN WASHINGTON CHAPTER

By Helen R. Crum

Warden is airmarked. The picture is proof. Thanks to the valiant efforts of the girls and two husbands the project is finished in spite of months of postponement, fog and rain. Weather cancelled the scheduled October work meeting at Warden. According to Lygie Hagan the girls in the Spokane area decided "to drive, fly, or crawl" there the following week. Minnie Boyd, her husband and Marie Reynolds flew up with the paint. Lygie, Phyllis, Phyllis Franz, Millie Shinn and her husband had to drive. They blocked out the letters and put on the prime coat the first day. Minnie and Marie were grounded the next day in Moses Lake but were picked up by Lygie and Millie. After the roof dried the girls applied the second coat, were lifted down in pea boxes and left for home feeling it was "worth while" in Lygie's words.

The annual pot luck get together for the November meeting was held the 11th at Minnie's home. Jean Carbon, who has spent much time this year flying back and forth to Canada,

brought a prospective member, Virginia Harper of Spokane. Minnie's daughter and family were also guests. Marie and her husband, the Thistedes and their children were there. Weather forced Lygie to drive. She had just returned from several days in Las Vegas where she flew with her 49½er for a medical convention. The Wikstroms brought Kathleen Hitchcock and me in their Aztec. Those not present missed a good time.

Marie announced next year's officers are: Marie, Chairman; Ethel, vice chairman; Lygie, secretary; Millie, treasurer; Phyllis, scrapbook; Betty Jane Seavey, Xmas courtesy letters; Gini Richardson, chairman of the section's 99's achievement awards. Anyone may get application forms from her of Marie.

Our chapter will sponsor a Wing Scout group in Spokane, for whom the Spokane girls will be responsible in an advisory capacity. Twenty-five dollars was given for the chapter for the sectional convention fund.

Kathleen described the Hitchcock lumber mill venture 800 miles south of Santiago, Chili, where they have been working against great odds for four years to pioneer in this field. Her daughter will have her private pilot's license soon. Kathleen is studying for her commercial.

Gini and her husband are enjoying

a trip to the Orient. Joan Rorke now has her commercial license. Congratulations! Lygie and Millie had to cancel plans for the Montana air race at the last minute due to Spokane weather. Marie has been involved in politics, among other things. Visiting hunters kept Bonnie Henson from attending the meeting. Her daughter, Carolee, has a position with Time, Inc., in New York. Ethel and I flew 2600 miles through the southwest in October for some practice.

Our December meeting will be the 8th in Spokane for lunch.

ALASKA CHAPTER

By Lavelle Betz

Our October meeting was a big success. It was held at Ruth O'Buck's new home and we decided to make it a combination housewarming and 99 meeting. Several of us had told Ruth we were going to give her some of our "junk" that was just taking up space around the house. As each guest came in with their "gift" and Ruth saw they were used items, she began to believe us. Before her face fell too far, we brought in two nicely wrapped packages. She was surprised and pleased to see they contained a beautiful pink and copper cannister and paper towel set she had been drooling over several days before.

We had an enjoyable evening visiting with guests Agnes Estrada, from Koggiung and Marion Dee Young from Anchorage.

At our September meeting we voted to collect a twenty-five cent fine from each member who forgot their Ninety-Nine pin. Who should get caught first but yours truly along with Ruth O'Buck, Pat McGee, Pat Gillespie and Pat Moore! It's a nice way to build up our treasury as well as to remind our members to wear their pins.

Recently, Pat Gilda and 49½, Dan, purchased a 140 A Cessna. As soon as Dan arrived at Merrill Field after ferrying the plane from Fairbanks, Pat was there to look it over and then went to work with her polishing cloth. If you see a plane fly by that sparkles so much it almost blinds you, you will know that is Pat with her new Cessna!

Pat McGee who for awhile was not actively flying, felt a need to know more about the inner workings of an airplane. Being mechanically inclined, she decided to sign up for the aircraft and engine course offered at the Anchorage Community College. Pat is currently spending two nights a week absorbing vital information as to what makes a plane fly and thoroughly enjoying it, too.

Pat Moore called the other day to

tell me of her trip to Fairbanks in a Tri-Pacer. She was excited and pleased to have the trip turn out so perfectly. Her check points and ETA's were right on the money. As she left Anchorage and headed north, she flew over the broad Susitna Valley until she passed over Talkeetna. Continuing northward, she entered the mountains where she began to encounter turbulence. This did not prevent her from drinking in the majestic beauty of Mt. McKinley and Mt. Foraker which loomed rugged and snow clad off to her left. As Pat flew through Windy Pass the turbulence became more severe and kept her on her toes until she was on the other side. Although there was snow on the mountain peaks, there was surprisingly, a lack of it on the ground. This is quite unusual for this time of year.

Arriving at Fairbanks, Pat reported the sun out bright and warm—in the mid 50's—this too is very unusual for this time of year, as Fairbanks usually has about 15 or 20 below zero. Her return trip home was just as enjoyable and Pat decided that this is only the beginning! She hopes to make more trips of this nature in the near future as her work and weather permit.

That's all for now—see you next time!



SOUTHWEST SECTION

BAY CITIES CHAPTER

Juanda Bigelow and Mary Fields were joint hostesses for our November meeting. Also present were Deby Byram, Margaret Gerhardt, Gail Lane, Dorothy Garliepp, Ruth Rueckert, Janet Ferguson, Helen Kelton, Hazel Miles, Miriam Brugh, Lindy Boyes and Doris Purdy. Guests were Hialeah Reilich of the Sacramento Valley Chapter, Elly Jones and Ruth Magill of the Hayward Flying Club and Ethel Shaffer of the Hamilton Air Force Flying Club, who, incidentally, learned to fly from Janet Ferguson in England.

Lindy Boyes new book, Pilot's Weather Guide has just been published and is described as "a fuzzy subject made clear in few words and lots of illustrations. Fronts and air masses, cloud and wind sequences; isobars, dew points, lapse rates; how to read teletype sequences and weather maps; treat the subject with an unusual knack that reduces the complex to its simplest terms."

Juanda Bigelow gave a speech re-

cently to the spellbound fifth grade class at Fairview School in Hayward on "Famous Women in Aviation"—principally Amelia Earhart. Then she taught them how to do reciprocals.

Mary Fields and her 49½er have bought a mobile home in order to be near the Hayward Airport and their Swift. Flew to Yuba County and Sacramento recently. Some night flying, too.

SAN GABRIEL VALLEY CHAPTER

By Sally Matson

Jane Haag and 49½er Roy picked up Geri Hill and Mary Ann Kaslov and headed for Modesto. In spite of the worst take off Jane has ever made, they had a lovely trip arriving in time for the "Horseless Carriage Caravan" to the buffet. The highlight of the week-end was the guest speaker, Max Conrad, one of the most sincere and inspirational speakers our group has been privileged to hear. Our Norma Wilcox and Penny Swope, and Trixie Schubert of San Fernando flew to the convention in Norma's Tri-Pacer and returned with the same report of an enjoyable week-end.

Our October meeting was held at the home of Rose Ann Ford where Harryette Barker reported she soloed her Cessna 140 to Kansas City in September. Most of her twelve days were spent enroute with visits to Ham radio friends in Albuquerque, Amarillo, Harper, Dallas, Carlsbad and Tucson. She lost a tachometer and had lots of bad weather enroute.

Last month Jane and Roy Haag were guests of the International Duchess, Polly Stoeck, at the flying Farmers Convention at Desert Air Park. They were the overnight guests of Zaddie Bunker at her home in Palm Springs. The next morning she flew them back to Desert Air Park in her Navion. They thoroughly enjoyed getting to know such a marvelous person better.

Norma Wilcox and Penny Swope had a delightful flight in the 172 to Phoenix where Penny's sister lives. On the return trip Banning Pass weather was the roughest Norma ever encountered so they spent the night at Desert Air Park and came home the next morning.

Shirley and Carl Gilmore, flying wing with Dorothy and Merlin Geddes in their respective Skylanes, made the delightful flight to Miami to attend the AOPA Plantation Party. Following a fabulous week at Miami Beach, they parted company, with the Geddes flying to Philadelphia and the Gilmores island hopping in the Bahamas. The route home was via Cypress Gardens, Dallas and Phoe-

nix with CAVU all the way—well practically.

Our November meeting was held at the home of June Denney where we were treated to beautiful slides of cloud formations with excellent explanations by ex-weatherman John Denney. June and John flew to Oakland and Monterey the week-end of the Monterey Jazz Festival. A good time was had with fine weather.

SACRAMENTO VALLEY CHAPTER **By Darlene Marsh**

Who says you can't mix business with pleasure? Not our chapter girls for Joyce Evans and husband, Hugh, have been winging their way in that blue and white Navion around Northern California taking care of business in connection with Hugh's law practice . . . and Florence Breen and daughter, Joyce Narushko (visiting from Lincoln, Nebraska, and a licensed pilot too), flew Florence's Tri-Pacer from Sacramento to Hayward to pick up Jack Breen, who had been there on business . . . and Edith Brewer in her Cessna 172 keeps flying Brewer Company personnel to various cities servicing their equipment and with hubby to Lake Tahoe.

Our November meeting was held at picturesque Nut Tree Restaurant in Vacaville. There was a mixture of autos and planes as early-morning fog discouraged several from flying, but there were the optimistic souls who took off when visibility permitted and enjoyed a nice flight. It was good to see Helen Mace, who arrived in her "Flutterbug" . . . June Devine's Bonanza brought Chairman Florence Breen, and student pilot Carol Sutliff. . . Marianne McDonald took off from Sacramento Muni with guest Jean Kay McCellan in the C-172, but decided it was just too soupy so she landed and drove over; and Edith Brewer was at the controls of her C-172 with Elaine Lancaster on their flight to the meeting. Others in attendance who flew low (on the highway) were Gerry Michelsen, Betty Boyd, Ruth Lummis, Darlene Marsh, Genevieve Conlin, Carol Hammond, Ruth Wagner, Barbara Grabar, and guest Barbara Lincoln.

We're happy to report that Barbara Grabar didn't suffer a scratch in her recent accident, only to limp into the meeting with a fractured right foot and five-stitches in her left knee as the result of falling on a darkened street while escorting her four small children around on trick-or-treat night. Some treat!!

Genevieve Hall Conlin has been flying around in the clouds since October 12. No—she didn't get her instrument rating, but something more

wonderful—she's now Mrs. Tom Conlin.

The Southwestern Sectional in Modesto had a good representation from our Chapter in the form of Hialeah Reilich; Gerry Michelson, who piloted her Bellanca there; and Genevieve Conlin.

We're not sure which of our 99'ers like to do most—eat or fly—but we suspect both, as some flying trips recently seem to concentrate on landing near popular restaurants. Carol Hammond (in the left seat of her C-182), Darlene Marsh, and two guests of Carol's flew to Oroville for lunch one day and another day Carol and Darlene flew to Napa's airport restaurant. Another luncheon group favoring Oroville's Prospector Village included Ester Phepps, Cleo Merrill, and Carol Hammond in Ester's Debonair; and Edith Brewer and Elaine Lancaster in Elaine's C-182.

Claire Raley holds the record this month for the longest trip when she flew her Tri-Pacer (with hitch-hiker D. Marsh) from Sacramento to Palm Springs. Claire stayed a full week, but Darlene returned the same day via commercial airlines.

ORANGE COUNTY CHAPTER **By Doris Ann Johnson**

The October meeting was held at the home of your reporter. Members present were Norma Ojstedt, Edna Stennett, Betty "B. J." Farrell, Hilda Reafsnider, Ruth Phillips, Dorothy McDonald, Madine Parsel and Mary "Tig" Pennock. The following guests were introduced:—Jill Shepherd of Corona Del Mar, Betty Sherry of Whittier, Jane Sparks and Evelyn Sherwood, both from Newport Beach, Vee Walensky from So. Laguna Beach and Margaret Winchell of Anaheim.

"Bitsy" Rettew and 49½'er, Gil, returned recently from the AOPA Plantation party in Florida — What was your average ground speed in that nice new Cessna 175 "Bitsy"?

Joyce Lyon and 49½'er Lou "sky-laned" it back east for a brief vacation with relatives.

A pause here for an acknowledgement—Although the "apron strings" have been "severed" from our "parent" chapter, Long Beach, we cannot help but feel that they still may regard us with some degree of "maternal protectiveness" as it were. Recently, we were pleasantly surprised to find our "Piggy Bank" enriched with a generous contribution of \$25.00. This gift, for our budding treasury was a splendid gesture indeed on the part of the Long Beach Chapter and all of us in Orange County Chapter wish to express our gratitude at this time.

Guest speaker for the October meet-

ing was Captain O. R. Russell of the newly activated Santa Ana Sqdn. of the CAP, who explained in detail, the purpose of the organization and a new program just started, called the Owner-Pilot Specialist Service.

NOVEMBER MEETING—The meeting of November 14, 1962 was held at Norma Ojstedts home in Fullerton, California. The nine members attending were Norma Ojstedt, Joyce Lyon, Ruth Phillips, "Bitsy" Rettew, Edna Stennett, Margaret Winchell, Jane Sparks, Dorothy MacDonald and Joanne Kloefer. We were very pleased to have three more prospective members—Betty Sherry, Evelyn Gunning and Evelyn Sherwood. A guest in attendance was Ellen Gilmore.

Following the business meeting, Norma introduced our guest speaker, Miss Jan Wood, of the San Fernando Valley Chapter, whom we felt very privileged to have with us. Jan held our complete attention as she related the details of her 1936 flight throughout Europe and Asia in her Cessna 170B. She told us how the idea came to be, of the many preparations she made, how the airplane was dismantled and flown abroad in a cargo plane, how it was reassembled and subsequently test hopped by Jan (at this point come one of the most humorous anecdotes when she described some unstable flying characteristics of her Cessna 170 due to improper rigging when it was reassembled.) Eventually these unsatisfactory characteristics were corrected and Jan embarked on her tour. The discussion was accompanied by some very beautiful color films, many of which were taken from the air. We certainly enjoyed Jan's presentation and would like her to return at a future date.

EL CAJON VALLEY CHAPTER **By Boo Christensen**

Happy Holidays and fulfilled Flight Time from the ECV Chapter. May we introduce Dottie Sanders (Chairman): Lucky 13 assiduous years in 99's; Rose to all offices in the SD Chapter and is again leading ECV in addition to being Vice Governor of the Southwest Section; Her silver, bright '36 Charlie knows many airports and participates in Coast Guard activities; Home is Sander's Ranch-Aero at the west end of runway 27 at Gillespie Field. Isabelle McCrae (Vice Chairman) is the Jet Flying CAP member, attends school and younglings as a School Nurse. Barbara Hill (secretary): An active 99 since a student pilot, is a PTA secretary and shares flight wings with water wings in a new pool. Doris Ritchey (Treasurer): Another Jet Flying CAP member shares Nursey

School Parent Participation with Stephen College Alumni action.

Harriet Allen (Flying Activities Chairman) includes PTA, secretary of SV Welfare and a constant fervor for knowledge.

Ann Bledsoe: Joins Dotty with the equal number of years in 99's and recently ferried a land bound vehicle called an automobile, coast to coast.

Dotty Davis spending time in Instrument Class tries to keep current on planes 49½er trades and gains.

Lea Hanlon returns from an overseas trip to be a 172 parent.

Mac Huntington (Airmarking): Flight Instructor and Charter flights, leave time only for AWTAR and Chapter Chairmanship.

Lu Lewis (Historian and Scrapbook) is shy even to admitting to pleasant vacation trips. Lea Liersch (Amelia Earhart) in the Flight Service at Sandy Ago, appreciates the stimulating, interesting work.

Aileen Saunders: A fall laid this gal low for a while; is pilot in command of the Flying Samaritans.

Ern Stanley: Hobbies include grandchildren and practical nursing.

Jacqueline Trenfil (Membership): A Major in CAP—Squadron Commander of Squadron 99 is President of American Association Teachers of German and also leads the Joint Language Council; finds time for firing it up as a radio ham.

Barbara Tucker (Nominating): A CAP member, golfs, has numismatic tendencies. Those also afflicted are encouraged to contact her.

Boo Christensen (Publicity): Enjoying the response of first-flighters.

Here we are, 16 in number, hoping to meet more Ninety-Nines.

PHOENIX CHAPTER

By Melba Beard

Early arrivals at the October meeting hosted by Bev. Periman at her foothills home south of Sky Harbor, had a good preview of her "control tower" view of air traffic, augmented with binoculars and radios. Our new officers presided, under the leadership of Chairman Pat Lambart, who had the business dispensed with in record time. Attending, besides Pat and Bev, were Betty Condon the new secretary, Alice Roberts, June Kaiser, Dorothy McLeod, Juanita Newell, Betty Slater, Trudy Murphy, Melba Beard, Marjy Crowl, Wilma Bland, Jean Black and her guest, Lauretta Whiles of Winslow, prospective member Mary Vial, and Alice's daughter, Barbara Pine, enroute from Okinawa to Florida.

It was good to see our two long absent members, Dorothy McLeod, after a year in Germany, and June

Kaiser. The Kaiser's had been in South America several years until that fateful day when Richard and his plane was never again to return. June settled in Tempe and the girls the in school. She is doing substitute teaching and will soon start work on her Master's degree. Welcome back, girls. It was our largest meeting in years and Bev had prepared a lovely cake, suitably inscribed for the occasion.

The month's flight was a week-end to Sedona, and it seemed like everyone went. Betty and Leonard Sharman invited all to the Doodlebug Ranch on Oak Creek for a Saturday cocktail party, and put up as many as could be tucked into the house. The rest bunked down in campers or at Sedona motels, with those on the week-end flight of private planes from Claire Walter's flight school in Santa Monica, which had been greeted by the Sharman's and toted to the cocktail party.

The November meeting will be an inspection tour of the FAA facilities at Sky Harbor Airport, and December's Christmas party will be a pot luck at the home of Alice Roberts on the 13th, with plans again made for assisting a family. It was also decided to repeat the successful spring luncheon meeting for all women pilots in the area.

Dorothy McLeod is so happy to be back in the 172, has flown to El Paso, and to Burbank. She has just been named Commander of the 197th Aero Medical Evacuation Squadron. Pat Lambart flew to the SW Sectional meeting at Modesto, stopped enroute at Palm Springs to visit with Zaddie Bunker, and in Long Beach to visit our member, Doris Rowe, now living there, and on the trip home brought back the son of Max Conrad, who goes to school here. Alice flew to Modesto also, with stops at San Diego, and then a trip to Florida with daughter Babbs. Alice and Pat also flew their planes to the So. Central Section meeting at Albuquerque, were weathered in a couple of days but reported a good time anyhow, and hope everyone else got home OK too. Betty Condon made a trip to Florida, as did Jean Black. Jean's trip was to help in the delivery of a new plane, and had the excitement of returning all by herself, including returning to Winslow over the mountains of Colorado after visiting relatives.

TUCSON CHAPTER

By Frances Francis

So much has happened in our chapter in the last two months one hardly knows where to begin. I hate to start with sadness, but that is unavoidable.

On the weekend of Nov. 11th, our chapter, and Arizona, lost their patron Saint in aviation. Mr. R. W. F. "Bob" Schmidt. If there were more like him, how well off general aviation would be. He was Mr. Tucson Airport Authority, and filling his shoes will be a hard task for anyone. His aids to us, and everyone, are too numerous to list. But, as an example. . . . He picked up the gasoline tab for any of our Chapter flying any Woman's Air Race, or tour, and for the third year running, bought the gas for our Penny-a-Pound airlift. We know Tucson will place a good and capable man in his place, but will long mourn his death.

Now a happy note . . . Laura Bohanan is back, and are we glad. All of us missed her so much! Welcome home, Laura. Our chapter is but a small one, and we really need a person with such talents as yours. And also a big welcome to our two newest members . . . Rosemary Gallon and Elsie MacKay. This brings us up to seventeen members!

Back in October we were most honored to have Dr. Evan Evans, Executive Director of the National Aerospace Education Council, make a special stopover in Tucson to meet with Shirley Marshall, our Air Education Chairman. She arranged special talk sessions at the University of Arizona and District One Education Center so that he could meet with teachers whose fields are related to aviation or aerospace. He honored us by attending our monthly meeting while here and made a tremendous impression. I was in the hospital at the time and missed meeting him. (What an introduction of double talk that would have been!)

We are very proud that our 5th annual penny-a-pound was such a wallowing success. We were aiming to top the previous goal of 100,000 pounds . . . and did! Sunday, November 4th, saw us hit the mark of 122,260 lbs of airlifted humanity. (Profits are used in our Air Age Education program in the Tucson school system.) It started at 8 a.m. and was supposed to stop at 4 p.m., but we had such a turnout, had to keep selling tickets until 5 and turned some away even then. During our peak period there were 18 aircraft flying, all donated to our use for the day by local aircraft dealers and private owners. We had twenty-six commercial pilots donating their time to fly, three of whom were our own members, Dorothy Jenkins, Lorraine Chandler and Shirley Marshall. All, and our many, many friends, worked very hard all day long and a few even managed to have enough energy left

to make it out to Pat Nolen's later that evening for a re-hash of the day. Pat and Truly are very kindly letting us use their casa for our "thank you" party to all those who helped, which will be on Dec. 1.

Were happy to have two very nice visiting 99's with us the first part of November. Helen Murphy from Minnesota, and Mary Jo Janey from Montana, who has a very interesting job, she flies for the state and works with their Air Age Education program.

The NPA's annual convention, held here in Tucson, was exciting and fun. Several of our 99's helped to officially greet and register those attending. There were many interesting speakers at the convention, among whom were Mr. Najeab Hallaby and Captain Bob Buck. Robert Cummings also put in an appearance. From all reports, everyone had a great time, and, as usual—the stars shone bright—deep in the heart of Arizona. . .

Hope everyone had a nice Thanksgiving, and we wish all a very happy holiday season.

SAN DIEGO CHAPTER **By Thelma Bishop**

Our October meeting was at Ruby Keaveny's delightful home. "Happy Hour" was from 7 to 8 in the evening at which time Ruby served us delicious cocktails, Hors d' Oeuvres, sweets, coffee or what have you. After getting the chit-chat out of our systems we settled down to our business meeting with 18 members and 3 guests. Guests Judy Kiezling and and Jamie Swanson are local prospective 99's and Betty Adams from Vancouver, B. C. is a prospective 99 member at large.

We are sorry to lose our Wing Scout "Aggie" Wingo to El Paso, Tex. We have been affiliated with Aggie since 1958. Her place will be taken by Judy Kiezling who not only has had experience in Scout leadership but also will soon have her private license.

San Diego and El Cajon Valley Chapters are jointly sponsoring a jointly sponsored flight scholarship for a female Civil Air Patrol Cadet. Each Chapter is contributing \$50.00. Bids were obtained from operators at Gillespie Field. El Cajon Flying Service is contributing substantial aid to the scholarship so that the winner will be able to obtain 13 hours flying plus a ground school course. Applicants must be 16 years or older and must have completed Phases I, II and parts of III dealing with weather and radio. Betty Lambert and Barbara Tucker are co-ordinators and the CAP Cadet will be selected by a committee of 99's from both chapters.

Joanne Alford gave a talk to the staff of the Doctors Hospital on the subject of the selection and training of astronauts. She also spoke at the Educational Society meeting about diverse subjects including flying.

Betty Gillies was at the NPA annual meeting in Tucson. Reports it was well attended and very interesting. Mr. Halaby, Bob Ruch and all the top aviation "Big Bugs" were there.

Betty Lambert instructed a CAP class in VOR and ADF recently.

Briefs: Jerry Vickers is flying at El Cajon Flying Service reactivating her "rusty" Instructors Certificate. Helen Dick is still soaring. Stella Hardin's flying from the National City Airport is temporarily halted because of the persistence of morning fog. Betty Gillies is thrilled over the news of the arrival of her 5th grandchild. Daughter Pat gave birth to a baby girl in Rome, Italy. A switch for Betty Lambert—she returned from Canada with her 3 sons via "Greyhound" stopping over at the Worlds Fair. The boys first trip across the continent other than by air.

Martha Mullen and 49½ flew via Cessna 182 to Calaveras Co. Airport for deer hunting. They impatiently waited out northern California's big storm. Finally they were able to get into the woods via rented jeep. Don't worry Martha, that deer that got away would have over weighted your plane anyway. However, Martha reports a wonderful trip and has 4 roles of color movie film to prove it.

A successful deer tale is told by Maxine Smith, whose 49½er Gordon, bagged a picture Buck near Blanding, Utah. They have the venison to prove it.

Ruth Propsner also flew north at the time of the "big storm". Stayed overnight at Modesto where a taxi driver related his experiences as a member of the Madel A Ford Club transporting 99's at the recent sectional. Trying again in the morning to reach Buchanan Field she ended up landing at Lind's Field near Lodi, and from there north, left the flying to the Greyhound Bus. Her return trip by way of Paso Robles, Santa Barbara and Torrance was blessed with Cavu weather.

Lois Barling and 49½ have returned from their flight east. While various Weather Bureau Stations were reporting clear with good visibility over their route, it just wasn't so. In fact, it rained so hard that it washed paint off the nose of their plane. They had no sight of the ground through a num-ber of States and had to have radar

vector them around the city of Shreveport, La.

Ruby Keaveny and 49½ have a different weather story. On their flight to Seattle, visibility was so perfect that they could see Mt. Shasta from Sacramento.

Edna Penners and 49½ "jetted" to Chicago, Montreal and Providence, R. I. Drove home with friends. Edna was much impressed by the aspen and golden foilage as seen from the ground. However, she was impressed moreso when, at a turn off in the Rockies, a wild goat jumped into the back seat of the car with her.

SANTA CLARA VALLEY CHAPTER **By Natalie Bossio**

On Friday evening, September 14, 14 members and guests got together at the Kioti Club in Fremont where we enjoyed a delicious dinner, then drove out to the FAA Oakland Center at Fremont for a tour of that facility. The party was divided into two groups and the tour proved to be most enlightening and interesting.

The weekend of the 29th of September, six members of our chapter and one guest, attended our Southwestern Fall Sectional at Modesto. Patti Sherwood, Marg Standish and Vivian Esler flew with Pat Gladney, and your reporter and Alice Taylor flew with Mayetta Behringer. We were blessed with beautiful weather the entire weekend and the gals in Modesto deserve a pat on the back for a job well done. We came home loaded down with wonderful fruit and canned goods. The weather was so nice that we flew home via Monterey. We did some sightseeing around the Peninsula there and stopped at the airport for lunch.

Jackie and Lloyd Petty were gone the month of September on vacation. They flew their 170 and visited with friends in Los Angeles and Coroa del Mar the first part of the month. The rest of the time was devoted to the outdoors—hunting and fishing.

Marg Standish has her order in for a new F-85 Olds, I understand. Mighty fancy! We're eager to see it and get a ride, we hope.

Last week your reporter and the FAA came to a sad parting after these many years. Due to a consolidation of the Oakland and Palo Alto Offices, the personnel and equipment at Palo Alto were all physically transferred to the Oakland Airport this week. I feel very fortunate, though, in getting located as a secretary in the Life Sciences Division of Ames Research Center (NASA) at Moffett Field. The work is terribly interesting and the people are very nice. I reported for duty Monday, October 15th.

SAN FERNANDO VALLEY CHAPTER

By Trixie-Ann Schubert

Since our last newsletter, two months ago, the flyingest chapter, by trophy count, in the section has taken these flights: Lola Ricci to Yuma, and Lone Pine; Jeannine Ceccio to Pismo Beach, Big Bear, Santa Paula, and Santa Barbara; Audrey Schutte on an instrument flight in a 150 from Vegas, Santa Paula. She's also attending instrument ground school.

Jan Wood flew to Spokane where she played in a golf tourney; Marge Cunningham, pinned by our chapter this month, flew to Nogales; Shirley Stevenson and Janet Hardin to the Torrance fly in, and Janet additionally flew to Ventura, Big Bear, and took helicopter flight; Zona Siggins with her new 99 pin climbed in to the Cherokee for a flight to Bakersfield; Mary Kemper, another newly pinned 99, to Bakersfield in a new 210 and to the Seattle Fair; Florence Dittmar to Canada north of Victoria and to Columbia Ice Fields, to Baja, California and Durango. Very recently she flew to Wichita to pick a new 205, then a weekend flight to Wickenburg, Arizona.

Shirley Robinson took a Thunderbird to Vegas, and flew a new Comanche 250. Her hand still radiates outer space after the handshake in L.A. with astronaut John Glenn. Shirley Thom went deer hunting and brought back a Christmas tree—well, it's in season anyway.

But the flvingest gal of all in our chapter is helicopter pilot and instructor, Lauretta Foy, who averages 130 hours per month. Kay Meade has something of a record for staying aloft 98 hours in nine days this month. She took a commercial flight to the Congo in Africa to be with her husband who is a pilot for the United Nations.

Ellen Trindle flew to Wonder Valley and Tehachapi. Maternal confidence was in evidence again when Janet Hardin's mother took her first airplane ride with Janet three days after Janet got the coveted ticket.

Kudos to our chapter chairman Lois Miles who got her instructor's rating; now there's time off from that desk job at Valley Pilots, Van Nuys, to instruct.

Last month's luncheon fly-in to Santa Paula brought these pals winging in: Lola Ricci, Minnie Morgan, Jeannine Ceccio, Audrey Schutte, Ann Fielding, and Trixie Schubert. Lola, Audrey, Lois Miles, and Trixie attended the really superb sectional hosted by the San Joaquin Valley chapter at Modesto. The modest and

humble manner, plus great accomplishments, of banquet speaker Max Conrad set us tingling with a new reverence for aviation and this man who defines it with 17 Pacific Ocean crossings and 98 Atlantic Ocean crossings in small planes.

If he follows through on Mary Ann Kaslow's suggestion, Max Conrad will dedicate his 99th crossing to the Ninety Nines. His wife, Betty, will accompany him, but there won't be room in the small plane for the 10 children. Mary Ann, who is Los Angeles chapter chairman, was a guest at our October meeting. The November meeting brought out several new and prospective 99's, such as Rose Gerlach who is getting her private license, Lois Mauer who already has hers, student Jan Stillman, and Lavonne Muter, Dorothy Henderson. The piece de resistance at the November meet was Van Nuys chief control tower operator Carl Swansen who outlined the CAR do's and don'ts for us in his own inimitable style.

REDWOOD EMPIRE CHAPTER

By Myrtle A. Wright

Due to circumstances beyond our control, the Redwood Empire Chapter held their October meeting the third Sunday instead of the second one. Chairman, June O'Donnell, read a letter written by Mr. Hitchcock of the Sonoma County Airport. It was a very nice letter of thanks to the Ninety Nines for their cooperation during the celebration of the Sonoma County Tower dedication.

Hilda Casey was present at this meeting as a full fledged 99. She has always been a very faithful "Little Sister," and now she has grown up. Welcome Aboard, Hilda! We had two new "Little Sisters" today. Phyllis Cantrell brought two of her students from Santa Rosa. They were June Woodworth and Becky Lightfoot. We hope they will be 99's real soon too. Betty Shunn, Pat Stouffer, June O'Donnell, Gladys Haney, Anita Conley, Myrtle Wright and her guest Ingrid Hov were the others in attendance. Project MAP was discussed and in the very near future we hope to really get going on this. Myrtle Wright was made chairman to talk with the powers that be in our local FAA.

SANTA BARBARA CHAPTER

By Doris Phillips

Presently the Santa Barbara Chapter is making a renewed "pitch" for new members. Chapter membership for actives is a growing proposition with us and flying interest is sky high or literally "space high."

Chapter representation at the Fall Sectional Meeting in Modesto was ex-

cellent. Dell Abernathy, June Warren and Doris Phillips enjoyed the flight to Modesto with Anna Reitz in her Cessna 182.

October activities included a Ninety Nines cocktail party at the home of Doris and Douglas Phillips at the Pacific Missile Range Headquarters Point Mugu and dinner at the Officers Club. Early in the day visiting Ninety Nines from south of the Ventura County border, namely Los Angeles, Long Beach and San Fernando Valley Chapters viewed the Space Fair exhibits which included the Atlas Missile and the Pregnant Guppy. That's right, not a misprint. The pregnant Guppy is the Largest Airplane in the World.

Now hear this! Anna and Henry Reitz plus their 182 flew to Miami, Florida for the Flying Dentist Association National Convention the last week in October. Despite the Cuban crisis received clearance to fly from Miami to the Bahamas, with touch-downs including Nassau and other interesting side trips in that vacation paradise.

Dell and Bob Abernathy have sold their Swift and have joined the ranks of Cessna 172 owners. Sandra Killion, 49½er Ken and daughter Deidre flew their Bonanza to Alisal Ranch near Solvang for the Santa Barbara Chapter fly-in Nov. 10-11. Sandy was in charge of arrangements for this event and received only praise for having directed everyone to such a choice spot on the San Francisco Sectional Chart. Ninety Nines and 49½ers enjoying the excellent food and accommodations of Alisal Ranch were: Elsie and Norman Smith (both 99's); Sandra, Ken and Deidre Killion; Dell and Bob Abernathy in their 172; Joan and Norman Steinberger; Blanche Parker and Tillie Clements, Doris and Doug Phillips with Anna and Henry Reitz in their Cessna 182.

Doris Phillips has joined the Point Mugu Aero Club and is currently taking check time in the T34B Beech Mentor.

The Santa Barbara Chapter wishes to extend SEASONS GREETINGS to all Ninety- Nines.

BAKERSFIELD CHAPTER

By Alice Pemberton

Greetings Bakersfield Ninety-Nines:

Our New Year certainly is starting off with a good tail wind. We have so many irons in the fire that it may take more than one fire.

We are having many extra meetings this year hoping to make it possible for every one to attend one time or another, although the third Sunday of each month is still our official meeting date.

The Sunday, September 16, pot luck at Priscilla's brought out ten, including four 49½'er's, one of them (Warren Thompson) winning the draw prize which was pink champagne. We were invited to swim but we had so much planning to do that the swimming was left to the youngsters. The mountain of fried chicken Irmyl brought all the way from Porterville and the delicious home-made fresh peach ice cream brought by Florence brought forth exclamations of pleasure from all.

The Luncheon at Clark's Broiler on September 20 was well-attended. Nine members gathered, plus JoAnn's 99 prospect, and Bobbie Blackwood, guest of Beverly's. They flew down from Visalia in Bev's 172. Hone to see you again soon, Bobbie, and with that membership application blank not so blank.

The very successful Southwest Section meeting in Modesto September 28, 29, and 30 you must hear a bit about. Ten of our eighteen members and several husbands attended. We were entitled to five delegates and five proxies. Some of our girls flew up on Friday, and others flew or drove up Saturday. Those attending were Bert, Laurine, Rhoda, Achsa, Penny, Beverly, Eleanor Priscilla, Edna, and myself.

Our chapter really received recognition—Edna was acting Parliamentarian, Rhoda served as sentinel at the business meeting, and she also gave the report of her year as Chapter chairman which made them sit up and take notice of the many activities of such a small group. Bert presented the \$10.00 attendance award to the San Gabriel Valley Chapter who won by having a 77% average attendance for the year. Achsa, Rhoda, Laurine, and Priscilla all took home very nice food packs given as door prizes, and Rhoda was handed a \$50.00 check from Section to ease the expenses of the 1962 spring meeting we hostessed last April. Also at the Modesto meeting it was voted to give our Chapter \$100.00 to be used toward expenditures of the 1963 AWTAR starting from here, all of which makes us extremely happy.

And last but not least we gained a new member that week end! She is Dorothy Kent, 15760 Arthur Avenue, Fresno 5, Calif. Dorothy is a Natural for us as she was reared in Bakersfield and Delano, and has many friends in both. Welcome aboard, Dorothy.

San Joaquin Valley Chapter certainly gave us a fine week end. All the wonderful table decorations of the Saturday luncheon we were given to

take home plus the extra supply of goodies which included pomegranates, grapes, peaches (fresh and canned), olive oil, etc. The Saturday Night Banquet was excellent, and guest speaker Max Conrad highly entertained us.

Our hangar party plans have been abandoned for the present. Instead we will have pot luck dinner and social hour similar to the one at Rhoda's home last spring. After many pros and cons the date finally settled down to Saturday, October 20 — my home, 3109 Ashby Drive, Bakersfield; the "Happy Hour" will begin at 6:00 or 6:30 P.M. (or when the first arrival appears), and dinner can follow any time. All members shall bring a hot dish and a salad or desert and as this seems to be a pleasant way to add to our slim treasury, a nominal fee will be charged for drinks and dinner—same system as before, table service will be furnished. Eleanor and Le Wall asked members to contact them on the number of persons planning to attend.

And how are your luggage tickets selling? Hope you all need more. Laurine has done an outstanding job on this project which she had no intentions of being chairman for, but is, and a very good one. You have to see our three pieces of matched luggage to really appreciate it. It is beautiful, and we can hardly wait for the drawing date, December 14, and the lucky winner doesn't have to be present but we hope she or he will be. Incidentally, your chapter chairman is giving a prize to the gal who sells the most tickets. Let's go!!!!

New Item: Ruth Cloud of the San Diego Chapter flew in to Meadows Field in her Cessna 182 last October 10. She asked about several of you and wished to be remembered to you. P.S. She bought a Sacramento chart from me but it was her 99 pin that started our 99 conversation. It does pay to advertise, doesn't it?



COLORADO CHAPTER **By Grace Longbrook**

With no newsletter in November, Colorado has lots to report. Hope I can cram it all in! To the South Central Sectional in Albuquerque went twelve members from Colorado. This was real great, we think, and we were tremendously proud of our Gov-

ernor, Donna Myers, who is a member of our chapter! October 27 saw 16 gals fly from Denver to Greeley for a wonderful luncheon arranged at the new American Legion building by Gwen Craven and Pat Moss. I'd sure like to know who ordered those 40 knot winds we had to land in! I found out a few little chewy morsals about some of our gals at this one: Ethyl Frieze got airsick for the first time in her life looping a T34—this she will never live down. Grace Mayfield is wondering if United Air Lines is enjoying her wall to wall carpeting. You see, her father, who is 91 years young, became very all and Grace had to jet back to New York. So there went her wall to wall carpeting. Now if anyone can figure out this schedule that Pat Moss keeps, would you please send me the solution? Here goes: she works 8 hours a day in a doctor's office, works 6-6 at the hospital as an X-ray technician, takes 10 hours classes at the college, teaches two first aid classes, makes Christmas gifts in her spare time! Jo Dennis is working on her Commercial so she can work for her husband's company. To get into our November meeting, I felt a little sorry for our hostess, Mary Robb, who, after teaching school all day, had to rush home to get ready for us fly-gals hoping all the time we'd all be a little late. You know it never works that way, that's the time we're early. Sure enough, poor Mary was caught still cleaning the bathroom! But we love her, and she and her co did a marvelous job. Doris Langher reported on her experiences in Air Rally held in Kansas City. We're all enthusiastic now about having one in our chapter. Peg Odell bought into a 150 and is forming a corp. for plane rentals. Now how about that! Margaret Dwelle sure missed a dilly at this meeting when she had to stay home to have wall to wall carpeting installed. (At least United didn't get hers.) The reason being that Ruth Mugele walked in with one of those hideous wig ski hats on, and to quote Ruth, looking like she had "stepped out of the witch's pot!" Now if you've ever met Ruth you know she is a gorgeous blonde and I just almost swallowed my teeth! That was the turning point of the meeting, from then on it was a ball, masquerade ball! Poor little chairman, Helen Choun, had trouble getting business accomplished after that. November 17 was our fly-in to Colorado Springs where we had lunch at the NCO club arranged for by Ethyl Frieze and Pauline Meighen. This was at the Ent Air Force Base where NORAD Center is located and Col.

Harold E. Young addressed us and showed us how prepared our country is against attack. With this Cuban situation still so unsettled, we all came away feeling that Uncle Sam really is prepared for our protection. Our better halves were invited and we were glad to see such a good turnout. Bob and Mary Wenholz were among us too, all the way from California! The first snow of the season in Denver turned this into a drive-in instead of a fly-in, but then, in the words of somebody, "Discretion is the better part of valor," in other words, chickenhood!

DALLAS CHAPTER

By Elinor Johnson

In September we had a dinner meeting at Redbird Airport's new restaurant. For once Annie Laurie Surratt had a legitimate excuse to fly someplace at night, so we arrived in style in her Ercoupe. We are very pleased to welcome two new members, Sally Brown, and Sue Andrews into our chapter.

Our October meeting was a tour of the Bell Helicopter plant near Fort Worth. Dora Dougherty of the Fort Worth chapter arranged for and conducted our tour between trips to New York. Dora gave a talk about the history of Bell, how helicopters fly, and their need for instruments of their own, such as altimeters that are correct to inches, and airspeeds that register to zero. We toured the plant and watched helicopters in the making, then to Dora's department which is human factors, with its wall of computers and flight simulator. The meeting literally broke up with a reading of the duck and cat method of instrument flight. A most fascinating, educational and fun evening was had by all.

Pat Jetton, Marge Barr and Joan Huckleba went to the Fall sectional in Albuquerque in Pat's Comanche. Martha Reading and daughter were there, too, fitting it in on their trip by car through the southwest. Doris Weller, Jo Allison, Sue Andrews, Pat Jetton and Kathy Long went on various parts of the Texas Air Tour. They all had a wonderful time and the rest of us enjoyed hearing about it.

Annie Laurie Surratt entered the Midland High Sky Derby in her Ercoupe and took me along as co-pilot. The Midland girls were all so nice and friendly we had a wonderful time, in spite of getting lost and ending up with the Tail End Tony. Ruth Deerman had hoped to be in the race, but weather closed the pass until too late for the start, so she flew up to Marfa to see the middle of it anyway. With her kind and sympathetic advice we

found our way back to Midland with no trouble. All I can say is there's an awful lot of west Texas with nothing in it and we saw a lot more of it than was strictly necessary.

Merry Christmas everyone!

TULSA CHAPTER

By Gay McCauley

Tulsa Chapter was busy at its October meeting installing new officers—Jan Mauritson, Chairman; Mary Krutsch, Vice-Chairman; Gay McCauley, Secretary; and Mary Shaddock, Treasurer — and reporting on the Albuquerque Sectional meeting. Members Jan Mauritson, Mary Krutsch, Jean Williams, Gay McCauley, Jean Engler, and Freda Guild, and 49½'er's John Engler and Dr. Carl Guild attended the Sectional and wish to take this opportunity to thank the Albuquerque gals for the tremendous job they did and the wonderful time had by all.

The October meeting is our annual guest night and "fly-out" (by auto) to Gay McCauley's home in Okmulgee. Eleven members attended and four guests—Vikki Rands, Gay Knapp, Dorothy Johnson, and Fay Sullenger, a former 99. Oklahoma Chapter lost two good members when Jean Williams and Sarah Johnson presented their transfer papers to Tulsa Chapter.

Our November meeting was graciously hosted by Mary Shaddock and 49½'er Jimmie. Aerobat Champion Don Pittman, as guest speaker, gave us some hot tips on aerobatics and showed some terrific movies. A special guest was Mrs. Lee Baker who is currently taking dual in the family twin Aztec in Tulsa.

Aside from our record sectional attendance, most of our members have been active in the air the last several months. John and Jean Engler flew to Ft. Smith for the Thunderbird Show and are currently being kidded about the two-hour stay they made in Tucumcari, New Mexico. Mary Krutsch is in dual for commercial license and currently on the night flight section. Agnes and Paul Hellman flew their 180 to Miami Beach for the AOPA Convention and on to West End Bahamas. Daughter Judy Hellman (and 99) flew with the Flying Aggies to Kalamazoo, Michigan, for their regional inter-collegiate meet and again to Fairview Fly-in November 11, reporting some weather experiences both trips. Lois Martin "ground-looped" on her kitchen floor and is sporting a broken-arm cast. Colleen White and family flew to Disneyland and she again flew to Ft. Worth to visit her mother. Jan and Don Mauritson, with another couple, flew to Milwaukee. Bad weather sent

the fellows back commercial, leaving the girls to bring the plane home. Jean and Cliff Rands attended the state OX-5 annual Dinner in Oklahoma City. Cliff is State President.

Wishing you all a Happy Holiday Season from Tulsa Chapter.

KANSAS CHAPTER

By Gene Nora Stumbough

As a brand new newsletter reporter and also a new transferee to the Kansas Chapter, I'm all fired up with the many activities of the Kansas girls. We had a wonderful October meeting at Phila Knitig's ranch out in western Kansas. Since the eastern part of the state never did quite go VFR, only two planes full got airborne to take advantage of Phila's own strip and marvelous cooking. Those present were: Marilyn Coneland, Mildred Early, Sandra Callaway, Gene Nora Stumbough, Phila and Fritz Knitig, Helen and Roy Simmons, and guests Penny and Don White.

Penny is a brand new pilot who earned her private in August. She and her husband are now building up time in their own airplane. I most especially want to mention our newest member, Garnett Hastings. Since Garnett has been working for Beech Aircraft for seventeen years, this association gave her special incentive to learn to fly, which she did through the Beech Flying Club. Incidentally, Garnett's first passengers included her two grandsons. Congratulations Garnett!

I can't help but mention a little flying that Joyce Case and I have been doing recently. We have just completed a 90-day, 40,000 mile tour of 48 states introducing the new Beech Musketeer. Joyce and I each flew an airplane and "let" a fellow fly one (we called him our blue leader), and were billed, logically enough, the "Three Musketeers."

The trip was basically three months of one night stands; we put over 350 hours on each airplane, made over 650 landings per plane, carried a total of 3,300 people, and never once missed an itinerary stop due to weather. Naturally I could go on and on about all the wonderful 99's we met, and the "war stories," but I'll quit and urge you all to see our 30 minute sound movie coming out about the trip.

Other Kansas girls are travelling too. It's hard to keep up with Pat McEwen who is constantly flitting off to Denver, Dallas, Kansas City, Oklahoma City and asunder points in her Travel Air. Pat even logged a little Lodestar co-pilot time while working on that fog rating. Helen and Roy Simmons report a highly successful and enjoyable Texas Air Tour. What

fun it must be to travel with such a large group of fun-type pilots. Marilyn and John Copeland decided to correlate their trip to Miami Beach with the Cuban crisis. They were attending the American Dental Association meeting being held there. Instead of participating in the fray however, they logged beach and relaxing time. Mildred Early recently enjoyed a trip to Colorado Springs to visit her number-one son. She's also keeping busy sponsoring and chauffeuring her church youth group.

We are sorry to learn that Betty Parks is leaving us. Her husband is leaving Boeing and taking an engineering job in Columbus, Ohio—Ohio Chapter take note. We'll miss you Betty, as will all your Wing Scouts.

The November 18 meeting turned out to be another IFR day, and, incidentally, Kansas' first snow of the season. Edna Calbeck hosted a sad turnout—with reporters on hand at the Pratt airport to greet the gals too. We do want to welcome though Grace Brown who joined our chapter that day. Grace has been flying for two years and is flying grandmother. Grace's husband Joe is a dentist in Wichita and they have two sons. Welcome aboard Grace!

MISSOURI VALLEY CHAPTER

By Evelyn Sedivy

Our September meeting was held at the Council Bluffs, Iowa, airport on the 9th. Anita Thomas and Virginia Johnson were hostesses for the delicious brunch served in the Thomas' hangar. The meeting was well attended in spite of the bad weather. Members present were Beverly Giles, Anita Thomas, Marge Colton and her 49½er, Belle Hetzel, Laura Russell, Helen Nestle, Helene Nelson, Millie Barrett, Evelyn Sedivy, Florence Boring, Janice Heins, Kathryn White, Wendy Blanchard, Verdayne Menze, and Catherine Marsh, new member.

Officers elected for the new year were: Chairman, Verdayne Menze; Vice Chairman, Marge Colton; Secretary, Florence Boring; Correspondence Secretary, Edna Cuming; Treasurer, Mildred Barnett; News Reporter, Evelyn Sedivy; and Membership Chairman, Helen Nestle.

Other highlights of the meeting included an interesting re-run of the race events. Mildred Barrett and Evelyn Sedivy, Nebraska's only entry, told of their experiences and showed both movies and slides. Other films brought by members were of the Grand Island stop and past meetings. This was the first race for both Mildred and Evelyn but not the last. If all plans materialize as we are hop-

ing, it looks like Nebraska will have several entries for the 1963 TAR.

Evelyn Sedivy, Florence Boring and Marge Colton have passed their commercial written and are now working toward their rating.

Enthusiasm and interest in promoting aviation further is very high as is shown by the increasing number of memberships. This year has the markings of being quite a busy one. The new officers met later in the month for the purpose of formulating plans to further general aviation and to raise funds for the local chapter. These ideas will be presented at the next meeting for discussion.

Happy landings till next month.

TIP-OF-TEXAS

By Sandra White

A delicious dinner at the home of Pauline Glasson was enjoyed by the 15 members attending the Oct. 24 meeting. Since this was our tenth birthday celebration, Pauline made a special tomato soup cake with cheese icing decorated with a number 99 runway. (I realize what it sounds like, but it tasted wonderful.) Ardath McCreery and Lucille VanTyne flew from the Valley to the meeting. Besides the Valley girls, those attending included Veda Tennant, Margaret Weaver, Jean Beck, Louise Clarkson, Hildred Roberts, Merle Dunnam, Patty Bird, Shirley Pagan, Lena Jackson, Rookie Bean and Loanna Haley. Patty Bird acted as Chairman since our elected Chairman was absent. By the way, congratulations to Loanna and her husband who have adopted a 12 day old boy.

The details were worked out for our rummage sale to be held on Sat., Nov. 10, in Corpus Christi.

Many thanks to all our friends across the country who sent us birthday greetings.

MIDLAND CHAPTER

By Velma Copeland

I promised Pat Barbee that I would send in this last bit of news until we can elect our new officers, so here goes. All members not attending the Fall Sectional in Albuquerque were the losers! Approximately 60 women attended. Those who wished enjoyed the exhibits, races and rodeo of the New Mexico State Fair. The business meeting was held at Diamond Jim's Restaurant after a wonderful luncheon and style show. The banquet was held at La Placita in Old Town, Saturday night. E. S. Leach of the local Federal Aviation Agency was guest speaker. I thank each member of the Albuquerque chapter for such a lovely time. It was so delightful to have so many of the International and Sectional Officers present. Let's all try

to make the 1963 International Convention to be held the third week-end of July in Oklahoma City, Oklahoma, and the 1963 sectional meeting to be held in Galveston in the spring. Support your organization by being present at the business meetings.

On September 29, Midland held its annual High Sky Derby from Midland to Marfa and return to Midland. The race allowed male co-pilots (as an experiment), introduced a new revolving trophy (donated by the Marfa Aviation Association), and I suppose the biggest change was the change from an "efficiency race" to a "proficiency race." Bettering the handicap was not the objective, but to make your handicap, so it cannot be called an efficiency race." We like this method much better. The speed handicaps were developed by the All Women Transcontinental Air Race, Inc., and used with the permission of the AWTAR Board of Directors. The proficiency handicaps were developed by the Michigan SMALL Race, and used with permission of the SMALL Race Board. Their method is the product of years of planning and experimenting and we certainly agree that they have a very fine proficiency event.

Race Winners are:

First Place — Nancy Brumlow of Kermit and Catherine Bailey of Midland.

Second Place — Jane Shurley and Jane Stover of Marfa.

Third Place — Johnnie Robertson and Fred McMichael of Del Rio.

Fourth Place — Priscilla Duncan and husband of Silver City, New Mexico.

Tail End Tony & Crying Towel — Annie Laurie Surrat and Elinor Johnson of Dallas.

Awards were presented during the "Blue Angels Banquet" held in the Caravan Motor Hotel. Ninety guests attended the banquet. The awards were made by Lt. Comdr. Kenneth Wallace, leader of the Navy Blue Angels, who were special guests at the banquet, and featured the next day at the annual Midland Jaycee Air Show. All members of the precision flying team were presented to the guests. Participating on the banquet program were Erle Taylor, Midland aviation director; Lt. Comdr. J. C. Box, Dallas; Lt. Don Jonkers, Webb Air Force Base, Big Spring; Bill Malone, president of the Midland Jaycees; Tom Talbert and Jim Rector, Chairmen of Jaycees Air Show and Capt. Jack Barron, Randolph Air Force Base, San Antonio. Captain Barron, who was in Midland for the Jaycees' Air Show, presented Jay-

cee President, Bill Malone with a model of a Gruman Fighter. Vice President Lyndon B. Johnson flew in Sunday to speak at the Air Show. We enjoyed meeting each one of these interesting people who made our week-end a long remembered one.

We enjoy holding air races and think it is a good way in which to create interest in aviation besides making contestants more proficient in the art of flying. As anyone knows who has ever helped with air races, there is endless detail work and there is always some problem that arises that you hadn't planned on—but we carry on learning from experience and determined to make the next one bigger and better.

Our new pilot-in-command is the very capable Pat Barbee of Ozona and her equally as capable co-pilot Hettie Currey of Midland; our very dependable Mildred Goodson of Ozona is our new Secretary-Treasurer; our member with the good ideas, Betty Henry of Odessa, will be sending in our newsletter this year (P.S. members please send her a card anytime you have something newsworthy); membership chairman is Velma Copeland.

See you in Galveston in the spring!



ST. LOUIS CHAPTER

By Rosamond Joly

IN MEMORIAM — It is with great regret that I must report the death of one of our favorite and most active 49½ers, Mike Rumsey who was stricken with a fatal heart attack on October 19th. Mike was a familiar figure at many and varied outdoor sporting events. Our deepest sympathy, Dorothy. Mike will be very much missed by all of us.

MEETINGS & EVENTS — A very informative meeting was held for October at Sylvia Bloom's home where Fran Henke of St. Charles Airport presented their Sanderson ground school training film. This sound film is just one of a series of films used by the airport for student pilots and covers all subjects necessary for passing FAA examination. It may be purchased and anyone interested should contact St. Charles Airport.

On November 4th a Jefferson City fly-in, which ended up a drive-in for all but one instrument rated 49½er, was arranged at Amy Summers beautiful home. The luncheon was de-

licious, the conversation stimulating — all justifying the dangerous and lengthy mode of travel necessary to attend.

Our regular November meeting was held at June Evers home. The evening was spent discussing business, past, present and future. June's home



NOVEMBER 4, 1962 — Jefferson City fly-in at Amy Summers home. Left to right standing, Dorothy Wheeler and Jane Noyes. Left to right, seated back row, Del Scharr, Edith Olovitch, Ruth Lake, Sylvia Bloom, Dorothy Haupt, Tmy Summers. Front row, L. to R., Viale Matovich (guest), Rosemond Joly, Irene Rawlings, future 99er Amy Kay Summers.

was temporarily upset with the unexpected halting of work on a 3-room addition due to a labor strike. Our thanks to June for having us; you missed the boat, you should have handed out tools as we arrived.

Our most active meeting attender, Loretta Slavick, attended the NPA meeting in Phoenix during October and the MPA ground school at U. of Missouri in mid-November. This normally popular ground school seminar was poorly attended this year due to instrument flying weather. Several other 99ers had planned to attend and cancelled rather than drive.

Our December meeting has all the expectations of being exciting since it will be in the form of a Christmas party at Dorothy Haupts complete with husbands and 50c gifts.

TID BITS — Laura Sellinger, via train and plane, invaded the southwest — destination Santa Fe. Lucky Laura. Also invading the southwest and west coast were Virginia Den're and husband and two other males (like that combination). Spots hit included Dallas, Phoenix, Palm Springs, Las Vegas, San Diego and San Francisco — all this in 10 days yet. And headed north were Sylvia Bloom and daughter and son in their 172 for Rochester, Minn. Bad weather extended their trip in Rochester a few extra days. An approximate 190° head-

ing takes Marion Kurtz and husband to Diamond Bay, Lake Norfolk, Ark. every other weekend for an eating, sleeping, fishing, twisting, etc., etc., spree. Pears as if their time is running out weather-wise and they will have to hit the homestead hearth. Complaints were expressed by Betty Swalley, our newest 99er and newly licensed private pilot, concerning the necessity of flying commercial with husband and son to sunny Florida for the American Dental Assistant Association Meeting held last week in October. Cuban crisis and grounding of small aircraft on east coast caused this change of flying plans. Our Hilda and Bill Hemmersmeier, who each own their own motorcycle, have just recently purchased a bicycle built for two. Loretta Slavick has finally come to roost after spending (on and off with the interrupted periods of meetings, etc.) four weeks working in Topeka, Kansas. Welcome back, Loretta, your phone will finally be answered.

ALL-OHIO CHAPTER

By Marge Gorman

NOW IS THE TIME to start working on next years achievement award Contest!

Take it from this years winner it is a great thrill and feeling of accomplishment. Other chapters might like to start this award and we would be more than happy to give away our secrets. Just ask us!

Our annual Achievement banquet was held at the Holiday Inn, Akron, Ohio, October 20th and 21st. 47 members and guest were present for the awards dinner under the direction of Marilyn Collette and committee. Deedo Heise was "alternate" for guest speaker Mike Murphy. She added so very much to our evening and the film "Flighty Lady" was quite appropriate.

During the year a total of 1,683 hours were reported flown by those applying for the award. Instruments ratings went to: Marge Gorman, Marion Betzler, Jean Hixson, Clair Phillips. A Commercial rating to Janet Griffin and a HELICOPTER rating to Beverly Mather. The awards winners were: 1. Marge Gorman, 2. Authrie Lehr, 3. Joan Hrubec, 4. Edy Maxim, 5. Marion Betzler.

Lee Miller of North American Columbus, Ohio was presented with the 49½ trophy for his contributions to the chapter during the year. Certainly was grand to have Lee and Bonnie.

The T. E. T. trophy (any coincidence to Tail End Tony is purely intentional) went to Mary Sheaffer with exactly 99 points. This was an-

ment Ground School and we hear Grace Harris out making approaches every Sunday.

The November meeting featured speaker Mr. Bill Sprague, Regional Civil Aviation Planning Officer with FAA, who spoke on Defense Readiness.

Attending the meeting were Mary Ann and Brooks Noah, Ruth and Sheldon Stafford, Betty Simpson, Marilyn Dickson, Shirley Ray, Sarah Gorelick, Betty Siggs, Elaine Morris and Joan Cayot. We all enjoyed the demonstration of various equipment used to detect level of radiation fallout.

For our November flyout we winged our way to Marshall. Attending were Ruth and Reggie Stafford in Apache, Mary Ann Noah in Cherokee, Sheldon and Randy Stafford in Tri-Pacer, Grace Harris, Kathleen Bonnell, and Ronnie Stafford in Cessna 310 and Sarah Gorelick and Elaine Morris in Comanche. Ruth had the sad experience of having her door pop open on take-off. All circled until everything was OK again. Talked to Don and Betty Simpson on our way to Marshall but couldn't convince them to come along and join us. They were tired, having just returned via Bonanza from St. Louis. Marilyn Dickson and daughter also started out to join us in Marilyn's new Cessna 170 but returned home because of a radio that decided to act up and bad weather reports. By the way, did anyone ever find that Cold Front?

Our most recent event was a Rumage Sale held November the 10th at the home of Betty Simpson. The sale was very successful even if Don wouldn't let us sell his Canoe with the hole in it. All participating in the event had a good time and the treasury was handsomely enriched.

A big question in our minds, however, is if Brooks Noah has anything left to wear.

CENTRAL ILLINOIS CHAPTER

By Jane L. Brantley

Marge Kelly and husband, Mr. and Mrs. Croom Beatty, operator of Coles County Airport, attended the dinner at Decatur on October 8 and were quite impressed on the talk given by Max Conrad, who was guest speaker.

Marilyn Jackson spent three months touring the country, both east and west, from June to September. While in the east she managed to attend the Sixth World Parachuting Competition at Orange, Massachusetts. This meet was very interesting, exciting and colorful.

Barbara Jenison was helping her husband campaign.



At Southeastern and Middle Eastern Section Meeting, Southern Pines, N. C., October 5-6-7th. Left to right: Louise Thaden, guest speaker; Bob Fairington, MC, WPTF Radio, Raleigh, N. C.; Louise Smith, Mr. Robert Tufts, Pinehurst, N. C.



CAROLINAS CHAPTER

By Page Shamburger

The Carolinas Chapter was the hostess for a joint annual meeting of the Middle East and Southeast Sections, October 5, 6, and 7, at Pine Needles Lodges and Country Club, Southern Pines, N. C. A majority of the 42 registered 99's and 49/crs entered the Efficiency Flight which was planned, promoted, and managed by the Washington Chapter's committee under chairmanship of Bea Wilder. Winners of the Flight were presented with GOLD-PLATED toasters and irons by Procter-Silex and are: 1st: Janet Green, who also came from the most distant point — Ocean Springs, Miss. 2nd: Beth Marquardt, Linden, Alabama and 3rd: Elsie McBride, Philadelphia.

After the flyers landed Friday, a poolside barbecue of chicken and lobster, interspersed with a fashion show, was the first item on the schedule. After the Saturday morning business

meetings, swimming, shopping, and a golf tournament filled the day. Golf tournament chairman, "Monk" Maxwell of Florence, S. C. announced winners: Jeanne Harley, Spartanburg, S. C. took home the custom made putter with an engraved brass head, presented by Mayor James Hobbs and known as "The Key to the City of Southern Pines." Ellen Bateman, who flew a 310 in from Washington, was awarded a golf driver ashtray and Irene Wirtschafter, Philadelphia, for the lowest number of putts, won three pastel golf balls. Irene, by-the-way, was the "bravest yankee" and by coming from the furthest point above the Mason-Dixon line, was awarded a Confederate Air Force pen set. Irene won by a margin of 10 miles! She came from North Philadelphia, and Elsie McBride with Anne Shields flew in from Philadelphia International.

Saturday night's banquet, cleverly planned and decorated by Burnette Spencer, featured Louise Thaden as guest speaker. Fascinating Louise entranced 99's with her stories of flying in the 29's. MC Bob Fairington, WPTF Radio Co., announced the Doncaster dress winner — Estelle Bradshaw of Pinehurst. Dancing in the lounge followed.

ALABAMA CHAPTER

By Beth Marquardt

The Alabama chapter of the 99's met on Sunday, November 4th at 10 a.m. at the Dobbs House in Birmingham. The seven members in attendance were Nancy Beelund and husband Jeff from Greenville, Minnie and Charlie Wade from Clanton, Bennie Peters and spouse from Marion, three members from Birmingham Grace Bailey, Betty Ferrell, and president Jan Warrick. But we were well represented in airplanes with a Bonanza, a Debonair, Cessna 172 and a 310.

We are planning to have a PENNY A POUND day sometime this coming spring. The proceeds from this we hope might give us a start on an annual air race for this section.

Our Christmas meeting and gift exchange will be December 2nd in Demopolis, Alabama. Everyone will be crossing their fingers for good weather.

MEMPHIS CHAPTER

By Marilyn Morrison

Hello to all of you from the Memphis Chapter. This is our first entry in the Newsletter, and we want all of you to know we're here and ask you to please say "hello" when you come thru Memphis.

Since we organized (April 6, 1962) we've been quite busy girls. It started with our chapter dinner on April 28th, at which we were very honored to have Pres. Louise Smith and two guests from the Carolinas Chapter, Burdette Spencer and Jeanne Harley, attend. Our guest speaker was Mr. Alf Waddell, aviation representative of Humble Oil in New Orleans, and we were most delighted to have a 99 charter member with us — Mrs. Phoebe Omlie.

Since our charter party, our members have participated in numerous aviation activities. Chairman Bonnie Whiteleather and Virginia Riley are our CAP members, Ginny being program chairman for their squadron. We've held joint meetings with the Ozark Chapter in Kennett, Mo., and the Mississippi Chapter in Greenville, and hope to have these girls join us in Memphis before long. During the summer we participated in several fly-away breakfasts to such places as Stuttgart, Ark., Dyersburg, Tenn., Reelfoot, Tenn., and others. Ginny, Bonnie, and Dr. Chris Brown helped serve breakfast at the dedication of DeSoto Air Park, just south of Memphis. Martha Tobey and I flew to Corinth, Miss. in a heavy rain to do a little recruiting, and this past week Polly Duncan, our flight instructor-member, and Ginny flew to Earle and

Jonesboro, Ark. for the same purpose. In August we flew to the home of Joe and Mary Stanley in Augusta, Ark. for a day of swimming, fishing, water skiing, and loafing. Lunch was served on the porch of the lodge overlooking the White River — a most luxurious setting. We do have some good pilots in our chapter, but I must admit some rare form was exhibited on the skis. I, of course, had more sense than to even try it, so all I suffered was chiggers from fishing off the bank.

Our meeting with the Ozark Chapter was held in Kennett, Mo. with Polly Freytag hostess. We had lovely flying weather both ways and enjoyed a fine luncheon at the country club. Geneva Butcher and Mary Morriset represented the Ozark Chapter and presented us with a check to help start off our treasury. Our only problem that day was how to load Ginny Riley, splendid in straight skirts and high heels, into a T-34 without a ladder. It took one pushing and one pulling. Just thought you'd like to know.

We had a lovely meeting in Greenville with the Mississippi Chapter at the beautiful home of Bess Sullivan. Polly and Art Freytag stopped by on their way from Kennett to pick up Bonnie and me, and even with three 99's along, Art insisted on doing the flying. I'm sure that if one of us had been PIC, we would have remembered to pay the gas ticket before we were 30 miles out of Greenville on the way home. Let that be a lesson to all 49½ers.

Besides being very active in the past months, we have many activities scheduled. Come spring we plan to do some airmarking, and there has been some discussion as to an instrument ground school for us and our 49½ers. Also, we hope to have a chapter contest going soon to encourage more activity and interest in flying.

We have our meetings scheduled for the first Sunday afternoon in the month, and welcome all guests. Some of our meetings are very unusual; for instance, I never did understand where Bonnie got the live snake in the jar at the Air Base. And before I close, I must say how proud we are of Bonnie, Chris and Ginny for winning the ground-hog award at Sectional in Pinehurst. They were the only ones to drive in on a perfect, beautiful VFR day. Maybe membership in the 99's will help us all.

GEORGIA CHAPTER

By Betty McNabb

Georgia 99s, with two Bettys, Cones and McNabb, as hostesses, flew into Albany for their November meeting.

They lunched at Davis Brothers' Suburban and went over to Betty McNabb's house to see her Bahamas-Haiti slides.

The meeting had been planned for a tour of MATS Photo Mapping, but . . . well, you read the papers too. So a military tour was out. Meeting bimonthly, the Georgians will fly into Expressway Airport at Jonesboro, Georgia, in January, and tour Air Traffic Control at Hampton, (International situation permitting).

Georgia will host the Southeastern section in the spring, and are busy devising ways to approach the success of the recent sectional held at Pinehurst this fall.

Chapter President Frances Peacock flew in with Jean Voyles who has a beautiful new Cessna 210. With them came Kip Craven, a former member on the west coast, now renewing in the Georgia group. Frances Nichols, a welcome newcomer from Valdosta, came in her Cessna 172. Frances works in the family construction company. Virginia Kleeb of Augusta brought her 49½er; and Carolyn Kennedy came down from Parrott in the Kennedy Comanche.

We missed Ruth Miller who was in Canada with son Greg who is in school up there.

EASTERN PENNSYLVANIA CHAPTER

By Irene N. Wirtschafter

What a fall! What a ball! It's wonderful when 99 meetings are consistently so much fun! First, the Southeastern Sectional, then the Penny-a-Pound at Wilmington, then the fly-in to State College, the November meeting at Walber's and, now, finally, plans for a gay Christmas party on December 15.

The Sectional meeting at Pinehurst couldn't have been better — thank you, Louise Smith, Page, and the rest of your committees. The two planes, piloted by Elsie McBride and by Irene Wirtschafter, able to leave this area were fortunately ready to go during the one hour on Friday that Philadelphia was VFR. But that condition didn't extend northward enough to let Alice Hammond out to the Michigan Small Race. Ann Shields was Elsie's co-pilot, and Walt Cannon, a plane partner, was a guest in the 182. This chapter captured our share of the honors! Elsie took third place in the proficiency race, and this reporter won the golf prize for the least number of putts, as well as having come from the furthest North of the Mason-Dixon line (North Philadelphia, as against Elsie's home base, International Airport). And because Elsie won the gold steam iron, she

is now committed to her co-pilot's ironing for an indefinite period. Congratulations go to Ann Shields, also, for obtaining her seaplane rating.

This reporter also reports that the Plantation Party was a good deal. In addition to obtaining the Blue Seal for the 360° rating course, the clinics and exhibits were most enlightening. Best of all was re-meeting friends from all over the United States.

The Penny-a-Pound Rides for Women at Wilmington to do our share in helping with Host Committee expense for the AWTAR couldn't have been more successful! We flew 17,313 pounds of women. The total number of rides given was 520.

Customers were already waiting in line at 10:00 a.m., some waiting as long as 4 hours for their rides! The best acclamations were the invitations to return next year from the public and from the tower!

It took gobs of confusion to finally get the fly-in to State College off the ground — the off again, on again on account of weather type — the 17 who made it had a tremendous time. Capt. Gaylord Durhan of the military science department of Penn State showed films on the "Dinosaur" guided missiles. Guests at the luncheon at the famed Nittany Lion Inn included Dorothy Lipp, Dean of Women, and new prospective members. Ruth Ord, Bernice Spangler, and Jean Cravs. Pat Houtz, the assistant Dean of Women was the hostess. Recently she attended the Flying Physicians Convention, from there flying on to Nassau.

Joyce Roggio provided us with a most delightful dinner meeting at Walmer's on the Delaware (the restaurant practically in the International Airport pattern).

The guest speaker, Hunter Rees of Vertol, provided movies and a discussion on the progress in the use of helicopters. Among the guests was another new prospective member, Ann Pfatteicher.

Tom (49½er) Macario has a new achievement! He has completed rebuilding and licensing a 1940 Luscombe called "L'il Kate" which Kate has very proudly soloed. In return for baby-sitting with the Macario's seven children for three days, Arlene Feldman (who has also soloed) has been given flying privileges.

Other chapter plane-trippers have been Judy and Bob Hopkins to the national Antiques Airplane show (Bob is the local chapter president), Alice Meisenheimer in a Navion to Nantucket, and I, to Boston. Did you

know that when Max Conrad took off on October 9 from Lock Haven for his 99th trip aboard, he dedicated that trip to the 99's?

To all of you who should or could be in the vicinity of the Embers, Route 38, Airport Circle (near Camden) New Jersey on December 15, we invite you to attend our Christmas party (Many of us have room for over-night guests, too.)

To all of the 99's from the Eastern Pennsylvania Chapter — A MERRY CHRISTMAS AND A HAPPY NEW YEAR.

EASTERN NEW ENGLAND CHAPTER

By Lois Auchterlonie

This chapter received its charter only last May, and operated with Chairman pro tem Lois Wartman until the fall election. Newly elected officers are: Chairman Mary Lowry, Secretary Frankie Sutton; Treasurer Fran Porter. Pat Tober has been appointed Membership Chairman with Chris Seaver working as Co-Chairman.

An October fly-in meeting at Windsor Locks, Connecticut, brought out two new members, Mildred Doremus and Julianne Steffens, and prospect Cynthia Kemper — welcome aboard. Members attending were Mary Lowry, Fran Porter, Chris Seaver, Barbara Kiernan, Isabel Blodget, Gerry Gardiner, Rae Tober, and Lois Auchterlonie. Off to a good start with lots of plans — mainly membership and money making.

Barbara Kiernan represented the Ninety-Nines at the first World Congress of American Women Leaders, sponsored by the National Federation of Business and professional Women's Clubs, held in Washington, D. C. in October. She reports a wonderful experience of meeting the leading members of all professions. Dr. Mary Bunting of Redcliffe was the guest speaker. Representatives included women engineers, press, doctors, scientists, secretaries, foreign service, lawyers, nurses, musicians . . . and pilots.

Lorraine Melican received the New England Air Race. She receives a traveling plaque and a disc for her charm bracelet. Heartly congrats to Lorraine who put in a mighty effort to make the race a success — a job well done.

Our favorite gal with the itchy feet, Usbeck Peterson, is now living in Vietnam in the midst of much excitement. Her mother advises that her mailing address would be Bangkok, Thailand.

99 Membership List

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