

FEBRUARY, 1963

Ninety-Nine News



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The Ninety-Nines, Inc.
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DEADLINE FOR NEWS

The 20th of Each Month

Correction: The article headed Membership in the January issue slipped in accidentally at the printers. Lygie Hagan is our Domestic Membership Chairman. As all good Ninety-Nines know it is now several months too late to renew membership but it is NEVER too late to reinstate a former Ninety-Nine.

1963 Powder Puff Derby

The 17th Powder Puff Derby will feature one of the most exciting routes yet. If you can spare the time, these are among the National Parks and Monuments between Bakersfield and LaJunta, Colorado. The route lies over the south edge of Death Valley, the north edge of Lake Mead, only a bit to the north of Grand Canyon, slightly south of Rainbow Bridge, directly over the only point in the U.S. common to four state corners, over Mesa Verde and the Aztec Ruins, and along the south edge of the Great Sand Dunes. Here is the 1963 route: Bakersfield, California (Meadows Field); Las Vegas, Nevada; Glen Canyon Airport, Page, Arizona; Farmington Municipal Airport, Farmington, N. M.; LaJunta Mun. Airport, LaJunta, Colorado; Great Bend Mun. Airport, Great Bend, Kansas; Fairfax Mun. Airport, Kansas City, Kansas; Capitol Airport, Springfield, Ill.; James M. Cox Dayton Municipal Airport, Dayton, Ohio; Cumberland Mun. Airport, Cumberland, Md.; and a Waterfront Finish at Atlantic City, N. J. (land at NAFEC). There will be NO must stops.

Please send 30c to AWTAR Hq. to cover 1st class postage for complete information kit.

We would like to have YOU as an entrant. However, if this is not possible but you would like to help along the way, please contact Chapter Chairman of the stop at which you can help.

Deadline March 1, 1963

Nomination for International Officers for the fiscal year 1963-64 are hereby requested, and MUST be postmarked not later than **March 1, 1963**.

Submit one name for each office in compliance with these rules:

1. Candidate MUST be an ACTIVE member with current physical.
2. Candidate's written consent to serve if elected MUST accompany her nomination, or known acceptance given to another Chapter.
3. Candidate's aviation and Ninety-Nine history MUST accompany each nomination — not over 40 words.
4. Nominating Committee members are not eligible as candidates for 1963-64.
5. Incumbents shall be listed as eligible, but not asked to commit themselves to a second term —

procedure to be same as all candidates.

6. No member is to accept nomination for more than one office.

President Louise Smith is not eligible for renomination.

Vice-President Barbara Kiernan is not eligible for renomination.

Secretary Martha Ann Reading is eligible for renomination.

Treasurer Alice Roberts is not eligible for renomination.

Nominating Committee: Only one name from each Section will appear on the ballot as candidate for the Nominating Committee.

Please submit one name for each office listed below, giving her Chapter, Section and address:

President	Secretary
Vice-President	Treasurer

Nominating Committee

These names, together with the written consent and aviation and Ninety-Nine background, must be mailed to the Chairman, 7 Stonewall Lane, Greenville, S. C., postmarked **NOT LATER THAN MARCH 1, 1963**.

International Nominating Committee
Sylvia Roth, Chairman, Chicago Area Chapter, North Central Section.

Marion E. Jepsen, San Diego Chapter, Southwest Section.

Mary M. Lester, Oklahoma Chapter, South Central Section.

Virginia Thompson, Washington, D. C. Chapter, Middle East Section.

Marion Lopez, Gtr. New York Chapter, N.Y.-N.J. Section.

Bits of News

gathered from hither and thither:

AUSTRALIA

Belated, but none-the-less heartiest congratulations to Helen Blackburn, the winner of the 1962 Australian Women Pilot's Association Air Reliability Trial.

Best wishes for success with her book, "An Australian Story 1837-1907" to authoress Maie Casey.

GUADELOUPE,

FRENCH WEST INDIES

Ninety - Nine Nicole Petrelluzzi, operator of Air Antilles at Pointe-A-Pitre writes that she is "trving very hard to make the Race this year."

JAPAN

Best wishes for 1963 from Yae Nozoki (former 99) Director Japan Women's Association of Aeronautics.

GOOD NEWS: President Louise Smith has authorized more than two pictures per Chapter if they are of general interest and of a quality that will reproduce satisfactorily.

President's Column

AN AMELIA EARHART COMMEMORATIVE STAMP WILL BE ISSUED THIS YEAR!

It is to be released July 24th, and will be, appropriately an eight-cent airmail stamp. The first letter requesting such a stamp was sent to the Postmaster General by Congressman William H. Avery of Kansas in February 1956. The Ninety Nines voted to support this request in April, 1956. And now, after six years—SUCCESS. Jean Ross Howard extends her thanks to the chapters who appointed stamp chairmen and apologize for the unanswered letters. She had good reason — the stamp was in the works, and Jean had been asked to keep it quiet.

The Executive Committee plans to hold a spring meeting the first of April in Oklahoma City. At this meeting the agenda for the International Convention will be considered, so let us hear from chapters before April 1st. Any new ideas — or problems? Last call!! All nominations must be in by March 1st, and all suggested changes in policy or amendments to the constitution must be in by March 15th.

At the Annual Convention last July, the delegates authorized the Executive Committee to investigate the possibilities of restoration of the Amelia Earhart Scrap books, and to do whatever was necessary for their preservation. We have found that Mr. W. J. Barrow, State Library, Richmond, Virginia, has perfected a method of restoration approved and utilized by such institutions as the Hall of Records, the Library of Congress, and many others the world over. We hope to have the scrapbook in tip-top condition for inspection and handling at the 1963 Convention in Oklahoma City, and still be in good condition for our great, great, great grandchildren of the Ninety-Nines.

Want to have some fun and a gratifying experience? Invite some overseas visitors for an evening. Lyung Chu Kim student at Guilford College and brother of our Kim, brought a friend, Dave Hving for supper at our cabin. An open fire pop-corn, steaks — and stimulating company all made for a winter evening. In fact, son Randy, sixteen, had so much fun that he invited Kim and Dave for a return visit the next week-end for fishing and hunting.

Washington D. C. writes that Blanche Noyes spent the Christmas holidays in the hospital. Blanche, may I express the concern from all

OKC IN '63

ONE FOR THE MONEY

The course is set for the "OKC FUN FLYING SPREE!" Strictly for fun, money and prizes. Pilot must be an active member of The Ninety-Nines. Few restrictions on aircraft — almost any model, any make, any year, from a Curtiss Pusher to a X-15?

Bring your 49½er to Oklahoma City. While you race, he can pace, for only females may participate. But share the fun and enter your plane with every seat occupied.

We repeat — guaranteed purse to date: \$250.00 first prize, \$150.00 second prize, \$100.00 third prize — plus other goodies and awards!

TWO FOR THE SHOW

And the show will be the convention activities. Among other things, you won't want to miss visiting the fabulous FFA Aeronautical Center included the famed CARI (Civil Aero-medical Research Institute) building.

THREE TO MAKE READY

Formulate those plans to attend the convention and to fly the fun race.

AND FOUR TO GO

GO, GO, GO, to Oklahoma City in '63!

of us for you, glad that you are home again, and hope that you are feeling fine by now.

At this moment, for a change—the weather in North Carolina is VFR, and I have been on a few flying trips. Sorry to read and hear about the terrific cold weather in most of the country, but spring is not very far away.

Keep Flying!

Louise M. Smith

Coming Events

1963 Powder Puff Derby
July 13 - 17

International Convention
July 17 - 20
Oklahoma City, Oklahoma

North Central Spring Sectional
Muncie, Indiana
May 3-4-5

Northwest Fall Sectional
September (date not set)
Anchorage, Alaska
(all 99's invited)

South Central Spring Sectional
May 10, 11, 12th
Houston, Texas

Attention, Please!

In accordance with the Constitution of the Ninety-Nines, Inc., which requires that any proposed amendment to the Constitution and By-Laws be submitted in writing to all Sections and Chapters thirty days before the International Meeting, the Resolutions Committee requests that you send in such proposed amendments, postmarked **NOT LATER THAN March 15, 1963**, to Mary Wenzholz, Chairman, Resolutions Committee, 26600 Menominee Place, Palos Verdes Estates, Calif., with copies to committee members, Frances Warner, 2826 Eaton Street Denver 14 Colo., and Mary Lowry, 10 Camelia Avenue, Cambridge 39, Mass.

Send in all proposed amendments or suggestions as to change in the policy or practices of the Ninety-Nines. Each suggestion or proposed amendment must be accompanied by explanation and reasons for the change, not to exceed 200 words.

TEN WEATHER TIPS FOR AVIATORS

1. For VFR flights under cloud ceilings, calculate clearance over obstructions from sea level heights, not from reported ceilings.

WHY? Most weather reporting stations are at airports which are usually built on level areas considerably below surrounding terrain and obstruction crests.

2. "On top" flights in aircraft not equipped for high altitudes should not be planned where rain and/or sleet is forecast en route.

WHY? The cloud layers are thin and tops normally low when there is no precipitation falling. Where snow flurries or drizzle is occurring tops may be below 12,000 feet. When rain and sleet are forecast you can normally expect tops to average above 12,000 feet. (With rain and sleet the cloud tops reach up into the crystal zone, above the freezing level.

3. Consider winds and allow for 25 per cent stronger winds than forecast in computing fuel requirements to destination and to alternate.

WHY? The 25 per cent leeway is to allow for forecast error and for a possible zigzag course resulting from wind variations en route.

4. Choose alternate airports that are on the lee side of nearby terrain where practical.

WHY? Downslope winds tend to evaporate clouds and reduce precipitation. Results: more favorable ceilings and visibility.

5. Do not file VFR under clouds

where rain and/or sleet is occurring (or forecast to occur) if surface weather stations en route are reporting dew points below 32 degrees F.

WHY? Severe clear icing may occur quickly.

6. When snow is falling or forecast at destination, select an alternate where snow is definitely not expected. Proceed to it without delay if destination goes below minimums in snow.

WHY? Snow reduces visibility. Radarscopes are blurred by snow, reducing their capability (especially wet snow). Ceilings are lowered by obscuration. Icing may be encountered. Snow interferes with radio reception. Snow intensity is difficult to forecast and heavy snow may persist for long intervals.

7. Cancel flights where destination has ice-coated runways and temperatures are near freezing and/or freezing rain is falling. Cancel flights if fresh wet snow is on the destination runway or forecast to be on the runway.

WHY? Ice and snow on runways are dangerous for landings and take-offs. Snow is particularly slippery when temperatures are near freezing. Wet snow on the runway offers little friction. Ice is always slick. When wet with rain, it offers practically no friction.

8. In the winter when destination is reported below minimums, proceed to alternate without delay.

WHY? The sun has far less heating ability in the wintertime. On winter days the weather may deteriorate or poor conditions may persist throughout the day.

9. At night when the runway lights appear fuzzy and visibility is reported below minimums in ground fog, proceed to an alternate. Do not attempt to land on the assumption that visibility must be better than reported or is improving.

WHY? While lights may be vertically visible through ground fog, on landing horizontal visibility may be suddenly obscured. Patches of ground fog can form or drift across the runway unknown to the controller or tower operator.

10. When you suspect icing during takeoff climb, descent, or landing, maintain a safe margin of airspeed. Retract gear and flaps ASAP; delay lowering them until absolutely essential.

WHY? Ice accumulation reduces lift and increases stalling speed. Extra exposed surfaces not retracted immediately after takeoff, or let down too soon on approach, add to the amount of ice accumulation.

NEVER NEVER SECTION

GREATER PODUNK CHAPTER

By Mal d'Aire

Greetin's, sister Ninety - Niners, from Greater Podunk! We may be the newest chapter but we're active as all-get-out, and I shall describe said activities below. Hold onto your hats!

The most exciting day of our chapter's young life was Feb. 31, when we received our charter from the hands of our gracious Governor. The poor thing looked rather seedy that day but who wouldn't after flying all the way from Mudville in her Pawnee with an air sick St. Bernard on her lap.

Anyhow, the festivities were held at Hermione Slobb's "new" home in Suburban Podunk because she's the chairman and insisted on having it there. Even though it is on the wrong side of the tracks, "Hermie" has done a superbly mediocre job of redecorating it, considering her complete lack of taste. And Harry's being out of a job since Thanksgiving hasn't helped!

Her luncheon, consisting of completely unrecognizable dishes, was rather tasteless as expected, because "Hermie" is the world's worst cook, but imagine our surprise when we all got Ptomaine and had to go to the hospital and have our stomachs pumped! Harry, that Livin' Doll, arranged for us all to be in the same ward, and did we have a ball!

Conspicuously absent at the meeting was Violet Acciprone, our newest member. Poor Vi! Driving home from the airport after passing the flight test for her private ticket, she pushed hard right rudder for that right turn off the Airport Road. The doctors say her face will heal without too many scars after all. 97 stitches is a lot of catgut but is George ever mad about the windshield!

Seen on the runway (at the airport, I mean): Guess Who, flying you-know-what, with good old What's His Name in the right seat every Sunday afternoon at Swampsite Airport.

We're happy to report that the Podunk Chapter has a prospective member, aged two weeks, and the daughter of our own Jean Ecolog. After all those months of uncertainty, Jean finally delivered the goods — a real baby and a girl at that. I'm sure Roger can hardly wait to see her — only three more months and he'll be out of solitary.

Well, girls, keep flying, and when

Flying Activities PAGE SHAMBURGER

Did you know that the President has signed an amendment to the Federal Communications Act placing fines as a law for misuse of radio facilities? This could effect all of us for falling under violation are: operating a radio station without an appropriate license or permit (this means UNICOM at the a'port OR your transmitter); failing to identify the station at the times and in the correct manner prescribed; transmitting any false call contrary to FCC rules; operating on an unauthorized frequency; transmitting unauthorized communications; operating with unauthorized transmitting equipment; failing to respond to official communications from FCC, and other violations. Know your rules and regulations for your radio and stick to them. Be sure your licenses, both your operator's permit and your plane's radio licenses, are current. The FCC has every reason to crack down on violators, and now it can be expensive.

On radio, FFA officials state low frequency Range Stations with continuous weather broadcasts will have a three letter identifier. LF Stations without continuous weather broadcasts have two letter identifiers.

Fuel quick drain valves, correctly located, can save expensive repair bills from engine failures. Nobody's plane runs on water! It's smart to have a quick drain, and they're simple to use; however, one make quick drain has a failure potential. A recent accident investigation disclosed a spring loaded stem was missing from a valve and this could result in a loss of part or ALL of the fuel supply. According to the FFA this particular valve could be installed on almost any type plane or could be used as a replacement part. If you have a doubtful quick drain valve, check with one of FFA's aircraft maintenance men for the questionable parts name and number.

Long a promoter of an airstrip in every town, William T. Piper of Piper Aircraft Corp. has firmed up his ideas. The W. T. Piper Aircraft Development Program now has full-time workers encouraging communities without airports to join in and make a "50,000 community airstrip" total. You can help. Watch for the Program in your area.

the weather's zero-zero, remember things could be worse. You could be out here in Podunk!



49½ Joe Magill, Ruth Magill, Dorothy Kelsey, Jaunda Bigelow, 49½ Carl and children Ira, Elizabeth and Bruce with the Cessna 172, one of the planes they flew while Island hopping.



BAY CITIES CHAPTER

By Doris Purdy

The photograph shows 49½ Joe Magill, Ruth Magill, Dorothy Kelsey (one of our Honolulu members), Jaunda Bigelow, 49½ Carl and children, Ira, Elizabeth and Bruce with 172 at Honolulu airport at Christmastime. Ruth, Jaunda and Dorothy took turns flying this 172 and a 182 between Honolulu and Maui. Jaunda had to slow fly while her 49½ took photographs. Ruth Magill and Jaunda Bigelow had lunch with member Elsie Kiyoko Miyasato while over there.

Janet Ferguson was our cordial hostess in January at a delicious buffet supper. The joys of flying are exceeded only by her charming mother's cooking—especially the British desert called Trifles. Also present at the meeting were Juanda Bigelow, Miriam Brugh, Debbie Byram, Marjorie Fauth, Mary Fields, Fran Grant, Rita Hart, Helen Kelton, Hazel Miles, Ruth Rueckert, Jean Tinsley, Eleanor Wilson, Ruth Magill, Juno-Ann Carke and Doris Purdy. Mary MacArthur was a guest. We welcome Ethel Shaffer and Ellie Jones, who just got her private license, as new members.

Ruth Rueckert heard Mr. Halaby

speak at the Helicopter Convention at Palo Alto on January 13th. Was pleased to see Jean Ross Howard and Loretta Foy of the 99's and Whirly Girls present.

Helen Kelton flew two hours this month in a J-3 cub. Fran Grant flew in a jet to Hawaii over the holidays. Lindy Boyles is in Mexico.

Ethel Shaffer took Debbie Byram for a ride in T-34 before Christmas. They planned to go to Las Vegas but the fog stopped them. It also stopped Doris Purdy from flying to Los Angeles so she drove, but car broke down in Santa Barbara. Spent Christmas Eve in the new Santa Barbara tower where FAA was most kind. Flew back on UAL.

LONG BEACH CHAPTER

By Claire Walters

Prospective members Ruth Jackson and Gloria Comstock were welcomed at the Jan. 9th meeting held at Mary Pinkney's Palos Verdes home. Attending were Ruth Nitzen, Barbara London, Ruth Gay, Judy Wagner, Jan Vawter, Emma McGuire, Norma Gunderson, Norma Craig, Martha Krueger, Dudley Greer, Mary Pinkney, Pat Weaver, Lee Title, (with a nice new nose), Margaret Calloway (hope she stays out here now), Frances Bera, Betty Faux, Claire Walters.

A lively discussion was held involving new legislation to be brought up at the next sectional meeting to be held in April. Also discussed was Santa Monica's desire for the start

of the air race in the near future, and Long Beach possibly getting the terminus the year of the world's fair. We were all very excited about the possibilities. Final business was discussed on the Christmas party (mucho fun and successful) held at the Long Beach Yacht Club. It was the greatest. Fifty-eight members and guests were present.

Judy Wagner is working on her instrument rating; Margaret Ross, her commercial; Claire and Betty their helicopter ratings. Fran has been doing a lot of Aero Commander flying. The meeting also served to discover several other important things: like Emma McGuire is the ping-pong champion, and that a few of us looked good in Mary Pinkney's wig, and also Edna Bower's sister, Fran Bera (local aviatrix), likes yummy desserts. As one might have guessed by now, we all had a very good time at the meeting.

Iris Critchell and husband Howard's Pomona project is going quite well. However, we are sorry to report that Iris was injured when her car turned over after being sideswiped by another car on the San Bernardino Freeway. She suffered a badly wrenched shoulder, cuts and bruises. We are looking forward to seeing Iris at one of our meetings.

SANTA BARBARA CHAPTER

By Doris Phillips

Santa Barbara Airport dedicated its new FAA Control Tower on December 8, 1962. On hand for this event and assisting officially in dedication ceremonies were Sandy Killion, Joan Steinberger, Alice Richardson, Doris Phillips and Chairman Anna Reitz of the Santa Barbara Chapter of the Ninety-Nines. It was truly a "red letter day" for Anna Reitz who made her first "instructor free" (bona fide) ILS approach at SB with her new dust free instrument rating ticket in her possession. This reporter had the privilege of occupying the co-pilot seat.

Our new member from Santa Paula, Alice Richardson, has passed her one hundred hour mark and continues to keep the family Cessna 140 riding high.

Del and Bob Abernathy have recently enjoyed XC flights in their 172 to Hesperia and Mariposa.

Add to your list of worthwhile books, "As the Pro Flies" by John Hoyt; its' informative as well as entertaining.

Santa Barbara Chapter meeting date is the third Sunday of each month, call a member and meet with us if you are "in range".

PHOENIX CHAPTER

By Melba Beard

Our November meeting may have missed the news, and it was to be important to not retell. The chapter was invited to inspect the local Flight Service Center at Sky Harbor Airport in Phoenix, where Nell O'Conner gave members a most interesting account of services offered, unusual experiences encountered, and a genuine feeling for what the folks behind the microphones are doing. One is, to have memorized every landmark that a lost pilot might sight in an effort to locate him. Refreshments were enjoyed after, and we talked into the wee hours, it was so fascinating.

The January meeting at Thelma Biegerts covered a multitude of subjects, too lengthy to list here. Anyhow, the Jan. flight will be to Flagstaff where Marian Wang, who is on the Ski Patrol, has arranged a day of snow sports at the Snow Bowl. And in late February the Phoenix Chapter is sponsoring a luncheon for all women pilots, including student pilots, at Sky Harbor. All 99's and those who fly are invited to come and join in the fun and conversation. We look forward to this event every year, a wonderful opportunity to meet old friends and new friends. Juanita reported on the Christmas family, and a job well done. Members also presented a gift of a portable food mixer to Melba's daughter, now Mrs. Gene Hintz of Colorado. We welcome new members Lois Tucker and Louise Hyde.

Our deepest sympathy is extended to Wilma Bland, whose husband, Bill, passed away in January after a long illness.

ORANGE COUNTY CHAPTER

By Doris Johnson

Hilda Reafsnnyder was our hostess for the first meeting of the New Year. Those members attending were Ruth Phillips, Hazel "Bitsy" Rettew, Joyce Lyon, Emilie Smyth, Madine Parsel, Ilene Winchell, Tawn Abbott and Doris Johnson. Guests included Chris Hoffman, a prospective member and Jackie Sepulveda from the Long Beach Chapter. This was strictly a business meeting. We voted and selected Plane Tales for our Orange County Chapter Bulletin. We also talked about sponsoring a Wing Scout Group. We felt it to be a very effective business meeting with many things accomplished.

Norma Ojstedt enjoyed a very wonderful Christmas trip to Mexico with Dee Thurmond and Betty Hicks. They

flew in Dee's new Sky Hawk. Their first stop was Mazatlan where they each caught a Marlin. Norma said hers weighed almost 180 pounds. From there they flew to Guadalajara where a wonderful time was had by all. On their return trip home they had planned to come up the Eastern shoreline of Mexico. However, because of weather, they were forced to practically retrace the flight path they had followed on the way south. It proved to be a very adventurous and wonderful trip.

SAN FERNANDO VALLEY CHAPTER

By Trixie-Ann Schubert

We've launched another 99 from our "pad" at Skytrails, Van Nuys airport; Janet Hardin is the latest to be pinned. Ex-Wasp, Dolores Reed of Woodland Hills, now interested in a helicopter rating, was guest at the meeting. Highlighting the January session, Ray Parker, holder of the three diamonds, highest possible rating in the Soaring Society, and with two thousand eight hundred hours in glider time, showed us his mountain air flow soaring films, and talked about some sheer terror moments aloft. His own sailplane was one he built himself over a period of six years . . . has a glide ratio of 38 feet to one, how about that!

Many of our 99s come from considerable distances to attend the Valley sessions. Jean Rose flew in from her own flight school in Hawthorne. Kay Meade comes from Long Beach.

The Christmas Hangar party was success beyond success. We made money, we had fun, we packed the hangar dance floor till the twist was whittled down to a sort of twinge. And some of us joined the Los Angeles chapter the following week for their dinner meet with that great guy. Granddaddy Max Conrad.

A sad note sounded the post-holidays for our chapter chairman, Lois Miles, who lost her father.

Three of our gals, in Lancaster, come in for meetings when they can, but they are outdistanced now by member Irene Leverton, whose Christmas letter to me I'd like to quote here in full.

"Reading the newsletter is real fun; have been too busy to even drop a card. Have my own Flight Service in Bishop, California. It has taken many months of day and night to keep it going but the flying here is terrific. I've been here eight months.

"Have been flying about 100 hours a month, mostly charter. Have an In-

strument approval on the Apache I use in my Certified Air Taxi Service, also have an Air Agency Certificate (Approved School). Am a charter member of the Eastern Sierra Sport Parachute Club and am nuts about the sport. We have 23 jumping members. Also ski at Mammoth during the week.

"I have completed the physiological training course which included several altitude chamber tests and rapid decompression test, F100 ejection seat school, and water survival school at Edwards AFB. Looking forward to more tests now. Desert survival is scheduled next. Saw the X-15 and B-25 also in preparation for one of the flights. Great!

"So I've been kept hopping lately. Also for the many gal pilots who knew my mom, especially from the TAR, she passed away a short time ago. Can't think of anything else except happy holidays to you and all the 99s.

"P.S. Also just started flying a TG-2 sailplane that belongs to a club here. Irene Leverton."

As most 99s are aware, Irene is one of the women picked for astronaut training. We expect some of our out-of-the-city members to join us for the January 23rd fly-in at Palm Desert Airport.

SAN GABRIEL VALLEY CHAPTER

By Sally Matson

Our January meeting was held at the home of Norma Wilcox. We were very interested in the results of the AWTAR Opinion Poll conducted by the Southwest Section throughout its area. Out of 375 questionnaires sent, about 135 were returned. The results were read at the Sectional Meeting in Bakersfield in April.

Our Chapter feels, as we did at that time, that entries should be limited, but by other means than raising the pilot and co-pilot requirements.

Rose Ann Ford finally made the long over the water trip to Catalina, trying to fly wing-tip with the Gilmore Skylane, but the 172 just couldn't keep up—even with Shirley slow-flying.

The change in weather brought the planes of Southern California out of mothballs for the new year. Pleasure hops for Shirley and Carl Gilmore included Catalina, Salton Sea, Grand Canyon and Palm Desert, plus several night flights enjoying the lights in the Los Angeles Basin. Shirley and Ginny Graham took the Skylane to Solvang for lunch and shopping.

The Wilcoxes have been back flying just short hops to San Diego, Santa

Barbara, Santa Paula and around. Some visitors from Oregon came out to find out about getting licenses and a plane. Emly Dapayrea took over the controls for a short time. Looks like a new pilot! She wants to know if there are any 99's in Grants Pass.

Roy and Jane Haag are enjoying the beautiful flying weather lately. Recently Jane had the privilege of taking several of her fellow-workers up for their first "small plane" flight. The weather was CAVU and everyone had a lovely time. A trip to Ocean-side on New Year's Day was the extent of distance, but much local flying has substituted for distance.

Norma Wilcox has taken time out from organizing committees for the Spring Sectional to be held here at Pomona, to do quite a bit of flying in preparation for entering next summers air race. This Wednesday, January 22, she has invited me to fly with her to San Fernando Valley Chapter's Fly-In-Lunch at Desert Air Park. This will be great for me. I've flown in that area many times and couldn't find it!

REDWOOD EMPIRE CHAPTER **By Myrtle A. Wright**

Another Month and Another Year! Isn't it nice to be able to start fresh once in awhile? Be it a fresh start in the morning or a fresh start on a Cross-Country flight over terrain that is just a little different from that with which you are familiar.

The Redwood Empire Chapter held their meeting for January, at the Napa County Airport on January 13th. Several members bought slide and motion pictures pertaining to the Powder Puff Derby and other interesting flying trips. We have had a few days of beautiful flying weather here in the San Francisco Bay Area and these pictures sure gave this writer itchy (wings?) feet. After the pictures we had a short business discussion and are preparing to get some air marking done.

June O'Donnell, Gladys Haney, Hilda Casey, Pat Stouffer, Hazel Bertagna, Fran ReHaan, Phyllis Cantrell, Anita Conley, Bette Smith and Myrtle Wright were members in attendance. Guests were the twin daughters of Phyllis Cantrell, Mary Perry of Petaluma and Didi DeGolia, a student pilot and prospective member of the Redwood Empire Chapter.

Anita Conly read a letter of invitation to the Redwood Empire Chapter to be guests of the Santa Rosa Zonta Club gives a scholarship each year to some deserving girl to further

her aeronautical education. Myrtle Wright has been asked to be guest speaker for the occasion.

Pat Stouffer, Hilda Casey, Bette Smith and Myrtle Wright were guests of the Sheriff's Air Squadron for their Fly-in breakfast at the New Oakland Airport Sunday morning. We four 99's had to leave right after breakfast (more like brunch) to make our own meeting at Napa. The Sheriff's squadron stayed to take in the Control Tower and Radar Room Tour. We flew back in Myrtle's new (to her) Skyhawk that she took delivery of the day before. It was like giving up a part of her to turn over the key to Cessna 4616C. The faithful little 170B had carried her safely across the United States in three Powder Puff Derby's. But this is the way of Progress. Lots of happy hours in the Air in 1963.

SACRAMENTO VALLEY CHAPTER **By Darlene Marsh**

The busy holiday and foggy weather failed to dampen the spirits of our Chapter girls and scheduled meetings and flying activities continued in spite of the adverse conditions.

Clare Raley was responsible for a well-planned dinner-and-gift-exchanging-meeting at the Coral Reef in Sacramento, December 18. An excellent turnout resulted from her efforts and any of the twenty girls who attended will attest to that.

Carol Hammond (Al and son Russell) drove to Palm Springs for a week following Christmas (fog didn't allow them to fly from Sacramento), but the clear weather in P. S. enabled them to lease a C-172 and they conducted their own scenic flight over the area. Russell pointed out the ice skating at Big Lake as they passed over it at 9,500 in the warm sunshine.

Joyce and Hugh Evans (and sons) couldn't resist flying to Carmel at Christmas and New Year's in their Navion for a few days visit.

The neighborhood children of Helen Mace are still talking about their recent flight with Helen in her Flutterbug as they take turns riding with her while she keeps "current."

Our "Leader," Chairman Florence Breen, revived Christmas once again at our January meeting in her home when she presented each of the members in attendance with a name badge. The badges, distributed by the San Francisco Valley Chapter as a fund-raising project and purchased by Florence as gifts for her group, were well-received with "ohs" and "ahs."

Our "far-north" member, Mary McFarland of Klamath Falls, Oregon,

dropped us a newsy letter recently and reported they are thoroughly enjoying flying about the country in the Bonanza they purchased. Mary is also keeping busy flying charters for the local Piper dealer and is building up time in the Comanche.

Elaine Lancaster and Marianne McDonald recently completed their instrument ground school course and have started their dual flight instruction for their instrument rating.

Clare Raley again holds the record for the longest - trip - of - the - month when she and Tom departed (via commercial airlines — Clare didn't think her Tri-Pacer could make it) for the Hawaiian Islands. They attended the opening of a hotel on the island of Maui, in which Tom has more than just a passing interest. Looks like we have another ideal meeting place if we can just figure out how to stretch the gasoline supply!

Boise, Idaho, was the destination one recent week-end for Florence Breen and husband Jack in "his" twin Beech. They left "her" Tri-Pacer in the warm hangar for that particular trip. The Breens also enjoyed their commercial airline flight to Omaha to visit daughter Joyce and family during the holidays.

Our January meeting was well-attended, with six student pilots in attendance in addition to regular members. We enjoyed meeting Donna Bell, Dorothy Huntley, Dorothy Lambert, and Emily Sederholm, as well as seeing once again Carol Sutliff and Sally Hopkins. An omni - navigation film shown by Marianne McDonald held the interest of the group that same evening.



CAROLINAS CHAPTER **By Gale East**

The Carolinas Chapter held their January meeting in the Guilford County Pilots Association club house situated at the Greensboro-High Point airport. This was through special invitation from Murray White, the association's president and spurred on by Louise Smith, who is a member of the organization. Attendance was fair despite the uncertain weather conditions. Emily and Stan Kelley, Estelle and Carl Bradshaw drove from their respective points while Jeanne

Harley, Bebe Ragaz and the three Easts preferred to fly. Louise and Herman Smith, Louise Thaden and Murray White were there to greet us upon arrival. After a short business meeting in the club house we were driven to the airport restaurant for lunch, then went back to the club house to be shown the Sanderson Audio-visual film on instrument flying. This medium of ground school training seems to be sweeping the country now and is proving very effective with 92% passing on the first go around after completing the course. This seems almost too good to be true after all the "flunking" that's been going on in past years.

At our business meeting it was decided that each member pledge \$1.00 to the Amelia Earhart Scholarship fund in accordance with the trustees' suggestion to honor Mrs. Amy Otis Earhart—Amelia's mother. This is in addition to our usual contribution.

The members present were unanimous in their approval of Bebe Ragaz as a member. At our December meeting in Charlotte it was learned that Bunny Hembel, pretty daughter of Caroline and Les Hembel and a member of the Carolinas Chapter was married to Lt. Steven Conner Walker on November 17, 1962 in Germany.

MEMPHIS CHAPTER **By Marilyn Morrison**

Hello from Memphis. I missed the deadline for last month's issue of the Newsletter, and will report for two now.

The December meeting was held in my home with three guests present. It was a very formal meeting—everyone sat in the kitchen drinking coffee the entire afternoon. The main point of interest was the diamond on the 3rd finger, left hand of Chairman, Bonnie Whiteleather. The wedding will be in February to another pilot, of course.

On December 15th, we held our first annual Christmas party—a cocktail-dinner party at Grissanti's Restaurant. Our two local aviation reporters, Olivia Browne of the Commercial Appeal and Bill Burke of the Press-Scimitar were special guests. Perhaps you have read some of their works in AOPA Pilot, Flying, etc. Our very special guest was Mrs. Phoebe Omlie, 99 Chapter Member. Also, we welcomed a new member, Mrs. Margaret Meador at this time.

In January, with the Cuban crisis over, we were back to meeting at the 702nd briefing room at the Air Base. After a short meeting, Capt. Vaughn Roberts of the Air Force Reserve

conducted a tour through a C-123. Had the weather been warmer, I'm sure we would have absorbed much more information, but half an hour on a runway in 15°—15K weather, the mind dulls (not to mention the feet). We did learn a good bit about capacity, de-icing equipment, etc., and we had many, many questions about the heating system.

June Edwards, our only helicopter pilot and A.E. Scholarship candidate, has been regularly flying to the Dominican Republic and Florida with duster-pilot husband, Wayne. In this weather it sounds like a fine place to be.

That's about all the news from Memphis. Remember, our meetings are the 1st Sunday at the Air Base side of Municipal Airport, and we would love to have you drop in for coffee.



LAST FLIGHT

Alma H. Harwood
January 24, 1963

WESTERN NEW YORK CHAPTER **By Lois Le May Rinck**

Our thanks and a very Happy New Year to Herb Fisher of the New York State Port Authority for the beautiful Christmas cards.

We are all extremely proud of our own Ethel Fedders, newly installed Vice Governor of the New York-New Jersey Section of the Ninety-Nines and wish her much success in her new office.

On Tuesday, January 8, we were invited to attend the Amelia Earhart Day luncheon of the Zonta Club of Buffalo. Our chairman, Peg Wahl, was the guest speaker and the title of her talk was "Fifty-Sky-Blue Years. Amelia Earhart was a member of the Zonta Club and scholarships to help train women in the field of aviation are given annually by the Zonta's as well as our own Ninety-Nines.

Terri Pirrung, our most energetic and enthusiastic member is busily working with the Wing Scouts and hopes to check out in an Aeronca with skis this winter.

Sue Hoffman is basking in the fullest delights of summer on her cur-

rent assignment in Florida while winter wends its way across the North . . . What a shame to miss our pre-holiday 5 below zero.

On Saturday, January 26, the Ninety-Nines were invited to the third annual Banquet And Award night of the Rochester Soaring Club, Inc. at the Treadway Inn at Batavia, N.Y. We always have such an enjoyable evening and feel greatly honored to share their experiences. We would like to take this opportunity to thank them for including us, also our special thanks to President Edgar D. Seymour for sending us their newsletter, "The Dope", which is circulated and enjoyed by our members.

We are sorry to learn of our neighboring Canadian Ninety-Nine, Jean Brooke's skiing mishap and hope her leg heals properly and speedily.



HOUSTON CHAPTER **By Sue Collins**

Now that the hectic but wonderful holidays have passed, we plan to make good our New Year's resolutions . . . like Alice Seaborn, who promises to get busy on her Blue Seal this Spring; and Ginny Anderson, after their Belanca gets fibre-glassed. The 4-band monitor radio Ginny gave Ed for Christmas has been running strong since then . . . let's hope it tempts them each into an instrument rating!

Last November Mary Coale, in her J35 Bonanza flew to Palo Alto to visit her mother, son and family for a week. On the way out she got in 2½ hours of instruments, deliberately, she said. Her non-pilot friend-passenger kept tract of their position on the WAC chart, VFR, and was ideally quiet when Mary got busy, IFR. "I'd take her anywhere," beamed Mary.

The December meeting was occupied with last minute details for the Petticoat Pilot dance the following week. It was a huge success! With Petticoat Pilots and Ninety-nines co-sponsoring it, we had more people than ever before, and the NCO Club at Ellington AFB really pampered us. Certainly hope we'll be able to outdo ourselves next year.

Marilyn Stoneberg had that silly grin on her face just before Christ-

mas when she and Chuck traded their Bonanza for a '57 model 310 and leisurely (in a saucy 310?) flew to Punta Gorda, Florida for Christmas week to visit Chuck's parents. It made up for the time, a month before, when she stoically repressed an urge to shout "Come back! I've changed my mind!" when she soloed her first student in a 120. He did a beautiful job, she admitted, later. Marilyn's working hard, using her instructor's rating, so at the January meeting she was nominated for the Amelia Earhart Scholarship. Altho she's a Pharmacist by profession, and a wife by choice, she's fast becoming a darned good, experienced flight instructor, By George!

Plans are being finalized this week for hostessing the Spring Sectional, May 10, 11, and 12th in Galveston. Our order for beautiful weather still stands . . . he should be good to us after the last two week-ends of sub-freezing temperatures. This part of the country really suffers! But, "you'll get used to it", so they say!

MISSOURI VALLEY CHAPTER

By Evelyn Sedivy

Greetings . . . certainly hope everyone had as nice Christmas season as we did. Our chapter had a weekend event with a Christmas party on the evening of December 9th and our regular meeting the next morning. Everyone gathered in Omaha at the home of our Chairman, Verdayne Menze, for a social hour before the party. We had a wonderful visit getting each other caught up on the news. Dinner was then held in the West Room of the Sheraton-Fontelle Hotel with the following in attendance: Catherine Marsh; Laura Russell; Jan Munkres and 49½'er; Belle Hetzel; Mildred Barrett; Marge Colton and 49½'er; Leah Snart and 49½'er; Evelyn Sedivy; Edna Cummings and 49½'er; Verdayne Menze and 49½'er; Anita Thomas; Helen Nestle; and Kathryn White and 49½'er. The Omaha and Council Bluffs gals were hostesses for those staying overnight for the meeting on December 10th. Our thanks—it was appreciated, and great fun as well.

Our meeting was held in the Forum Room of the Sheraton-Fontelle Hotel. We had a very successful sale of the shoulder patches and plan to order more. Plans and ideas were exchanged for obtaining more and better publicity for the Ninety-Nines. The January meeting will be in Grand Island. Let's keep our fingers crossed that the New Year will start with the right

foot and give us plenty of VFR weather.

Everyone has been so busy getting ready for the coming holidays. Laura Russell reports she has had her nose to the grindstone but hopes to take a trip in February. Belle Hetzel has been seeing the country and visiting old friends, clipping right along in her new '62 Pontiac Tempest. We were all thrilled to see that Leah Snart made the front cover of PIREPS, a monthly publication of the State Aeronautics Department (Nebraska). Wendy Blanchard flew to Hawaii to be with her husband who is in the Army and stationed in Korea. Verdayne is anxiously looking forward to having her Navy son home for the holidays from the Naval Air Station, Brunswick, Maine. Edna Cummings, District Manager for Avon Products, attended a conference in Kansas City the first of the month. She hopes to bring us a new member next month, Ona Dean of Fremont, who is also a District Manager for Avon. Let's keep those members coming! See you all next meeting.

COLORADO CHAPTER

By Grace Longbrook

It's been c-o-l-d in Colorado lately but the welcome is warm as ever. Our January meeting was postponed a week due to the snow and cold but the next Friday didn't prove to be much better. The meeting was well supported in spite of the "frozen sunshine" and much business was accomplished. Helen Maxson hostessed and Helen Choun was her "co". For our February meeting we expect Linden Blue as guest speaker. Mr. Blue, as you may remember, toured Mexico in a Piper Tri-Pacer complete with pictures in Life magazine. But he is probably better known for his ordeal with Cuba's Castro when his Twin was forced to land in Havana. His plantation equipment was confiscated and his plane impounded. This should prove to be most interesting.

We are just so tickled with our new member from Chicago, Doris Langher. Doris is beginning Instrument Ground School instruction for any 99's in February at a nominal fee. We've all taking advantage of this! Of course, Margaret Dwelle and Fredda Turrill are one jump ahead of us having already passed their instrument written. Fredda, the lucky duck, has been promised a ride in a T33 for her work in CAP. Speaking of CAP, Marion Tankersly works with the CAP, too, and has been participating in several searches recently. Francie War-

ner and her two girls spent Christmas week in Aspen skiing with all the VIP's from Washington's Capital Hill. Grace Longbrook was guest speaker at the Prowers County Zonta dinner meeting recently. They were commemerating Amelia Earhart, their founder and Grace spoke on women in flying and gave much info about the Ninety-Nines.

We were honored with a visit from Deedo Heise recently and also Dot and Paul Young who were guests of Donna and Johnnie Myers.

OKLAHOMA CHAPTER

By Ruth Craig Jones

If you are bored by your "too quiet chapter" best come to Oklahoma! Even if your chapter is jumping too, we expect you all for the 1963 convention in July.

Our January meeting was a charming (and delicious) luncheon in the home of Jean and Chuck Thomas who entertained so well in the Hexagon Club of the Plaza Tower Hotel. Members present were: Jane Abbott, Ida Carter, Rita Eaves, Sharon Fisher, Ruth Craig Jones, Broneta Evans, Mary Lester, Dorothy Morgan, Nema Masonhall, Regina Pannell, Susie Sewell, Beth Smith, Jean Thomas, Arlene Walkup, Velma Woodward and Suzette, and Dottie Young. Our guests were Helen Burke, Ex-Wasp, and Jan Mauritson who flew over from Tulsa in a 195 to visit and offer their co-operation for the "big" July convention. We had two prospective members present: Jo Petropoloy who is a student at OSU and Joan Power of Lawton, Oklahoma.

The only males present were Jean Thomas' 49½'er Chuck, their handsome son, Chuck, Jr., and their cat "Kittie"? Almost forgot, Pete Pannell, 49½'er of Regina, came in as we broke up.

Sharon Fisher, our youngest member is making plans excitedly to attend Monticello College next year. She has been a delegate of Girl's State this year.

Velma Woodward reports from her extended trip to the Orient that "Oklahoma is the ONLY place to live." She is one of our "picture-happy" grandmothers showing those of Neal III—the others are Dorothy Morgan who has lots to say about Ben, and Beth Smith who is fairly calm concerning Robbin Beth since she broke in with C. B. III (Trey to friends).

Chuck Thomas showed beautiful slides of the trip, via 195, to Nassau that he, Jean, Chuck, Jr., and Jean's

parents enjoyed. Jean, Chuck and Chuck, Jr., also flew to Colorado in October for an elk hunting trip (no elk!)—flew up to Colorado again during Christmas for a week with Chuck's family (in Montrose) and Jean's family (in Denver). Their heater didn't work and they all arrived slightly stiff — from cold, of course.

Dottie Young, our Whirly-girl, delivered five Santas by helicopter to make the holidays exciting — one special on to the University of Oklahoma Chapter of Pi Lambda Phi fraternity for Christmas party for underprivileged children. She's busy now planning for the local air race during the convention — sounds like fun, won't even tell us the course.

Broneta Evans is anxiously waiting for some flying weather so she can get on with that instrument rating.

Arlene Walkup and 49½'er Hoyt ferried a 150 to Vera Cruz, Mexico over Christmas — got weathered in and didn't make it back until 26 December. Arlene and Carol Waddell and their 49½'ers are off to Las Vegas 24 January for a Veterinarian's convention.

See you all in July? You'll be sorry if you miss it.

KANSAS CHAPTER

By Gene Nora Stumbough

The January meeting found the Kansas 99's, if not snowed in, at least pretty well frozen in. We weren't too surprised that none of the out-of-town girls braved the elements and we did have a good turn out of the Wichita girls. We met at Mildred Early's home for coffee and a short business meeting. Those members present were Garnett Hastings, Pat McEwen, Joyce Case, Gene Nora Stumbough, Marilyn Copeland, and Sandra Callaway. We were pleased to have Sandra's sister, Margo, with us as a guest. She had just arrived (with the weather) from the long drive from Mexico City. We were happy to have also our newest member, Mary Lou (Mrs. Wm.) Owen. Mary Lou is a new private pilot, the mother of three, who learned to fly in a Bonanza. Congratulations Mary Lou!

We all had lunch together and "initiated" Mary Lou formally into the 99's. We asked her to tell us of her first solo and any succeeding "war stories". Some of the girls had planned on visiting RAPCON at McConnell AFB after lunch, but naturally radar was shut down for maintenance.

The gals have been keeping quiet about their flying lately. I do know

that Pat Owen McEwen are in Denver right now via Travel Air for a horse show. I recently had a trip to New Orleans via Baron, airlines, and Debonair — don't want to get in a rut! Marilyn Copeland has been riding shotgun while husband John sweats the gages. Pat is spending many hours under the hood working on that fog rating. Joyce Case is particularly flying high. She's sporting a beautiful new diamond on the left hand. We're all thrilled about her engagement to Jack Funsch.

Mildred has received word that the TAR will stop this year in Great Bend, Kansas. So gals circle your calendar to man the stop. The race starts July 13. It will be exciting to be able to participate in the race this way. Then we'll all pack our bags for the short trip down to Oklahoma City the 17th for convention. So save July!

DON'T FORGET THE RUMMAGE SALE IN MARCH.

DALLAS CHAPTER

By Elinor Johnson

Our December meeting was held at Romona Upfield's new home. There was much flying talk and a good time had by all. Sue Andrews and her husband, George, had flown to Florida in their recently acquired Cessna 170 for the Christmas holidays, barely VFR. Time to return and no VFR weather to be had, so they flew back commercial. Sue was anxiously looking for a ride back "in something faster than a 170" to bring their plane home. We had a guest and prospective member, Ruth Stults, at the meeting. Ruth and I struggled through private ground school together a couple of years ago.

Two of our members have acquired new ratings recently. Pat Jetton decided to get her instrument rating after an especially harrowing trip that would have been easy IFR. She received her rating last month, after instruction by Chuck Warren. We are very proud of her. Annie Laurie Surratt received her Mrs. on January 5th at her wedding to George Drews. George and Annie Laurie have returned from their flying honeymoon to Falcon Lake, a fishing resort with its own strip, on the Rio Grande south of Laredo. George is a photographer, and we expect the combination of airplane and camera to result in some good flying pictures.

Jo Allison and Martha Ann Reading went for a trip to the Big Bend country during the Christmas holidays in Jo's camper, taking Jo's granddaughter and Martha Ann's daughter.

ter. Martha Ann is a rock hound and had a field day gathering rock specimens. The rocks on the other side of the river looked prettier, so she persuaded some little Mexican children across the border to throw some over. They hiked and took pictures and have promised to show the pictures at our next meeting.

TULSA CHAPTER

By Gay McCauley

Our newest member, Sarah Johnson (an Oklahoma Chapter transfer) was excused from our monthly meeting last Wednesday in order to present husband Lawrence a future 99'er, a baby girl. We're naming her "24 ¾". Congratulations Sarah and Lawrence!

Our 49½'ers were our guest at our annual Christmas party on December 14 in the lovely home of Jan and Don Mauritson. Refreshments, both liquid and solid, were carried in and a fine time had by all. A highlight was the playing of the record "The First Family". Our parties are popular—we had almost 100% attendance.

Mary Krutsch, who by the way has just passed her commercial written, arranged an extremely interesting and instructive ground school meeting for January 9, with the cooperation and gratis service of Ross Aviation and its training personnel. Meeting at Riverside Airport were Mary Shaddock, Agnes Hellman, Lois Martin, Colleen White, Dorothy Rice, Freda Guild, Mary Burke, Jan Mauritson, Mary Krutsch, and Gay McCauley. We each were given ten minutes instruction under the hood in simulators. George Elliott presented an hour's lecture on interpretation of weather maps and weather systems. And to cap off the evening, the beautiful color movie, "Wings Over South Africa," was shown. Prepared by Piper Aircraft Company, the film details the 12,000 mile flight of a twin Aztec from Lock Haven, Pennsylvania, to Praetoria, South America. We recommend it to all program chairmen.

On January 13 Jan Mauritson piloted her 175 with Mary Burke over to Oklahoma City to the home of former Tulsa Chapter member (we never quite give them up) Jean Thomas, who was hostessing the Oklahoma Chapter, for a nice visit and a report on the OC in '63 Convention plans, which are really shaping up.

Between the cold weather and the holiday rush, we here in Tulsa, have been limited to hangar flying, but are promising ourselves lots more in the air flying for '63.

SHREVEPORT CHAPTER

By Dot Wilson

Well I must say December was a month of mixed blessings for the Shreveport Chapter.

First our Treasurer, Hazle Nealy, had to undergo major surgery. She's recuperating now and feels that it won't be too much longer before she'll be able to fly again.

Next, Dottie Ports had some trouble with the engine of her new plane on a landing near El Dorado, Arkansas. Praise be that neither Dottie nor her passenger were seriously injured! The plane was a total loss which was a terrible blow to both Dottie and her husband.

Our spirits were a little dampened for our Christmas party. But then with dinner and dancing, one's spirits can't stay too low.

With the excitement of the Holidays in the past we're looking forward to another year of fun. We're starting out our New Year with that in mind. Our January meeting is a scrapbook session with plenty of food and Hangar Flying.

As you can gather one of our New Year's Resolutions is to "Keep the fun in Flying." Best wishes to you all.



EASTERN PENNSYLVANIA CHAPTER

By Irene N. Wirtschatter

To Alberta Barringer goes the deepest sympathy of all of her friends. Her 49½er, D. Moreau Barringer, passed away on December 28. We shall miss seeing him at our 99 events.

Elsie McBride got a trip from Santa she didn't expect — a trip down the stairs accompanied by a sprained ankle — just before Christmas. Her means of locomotion around her office were resourceful, although not as effective as the crutches she discarded after three weeks.

As a last comment on the Christmas party — the most wonderful part of a happenstance is to be able to share it afterwards. Ann Shields' well-told stories at the party kept the groups gathered around her enthralled. Ann was recently awarded the "Fancy Flyer" certificate for her peerless recording performance for the WPTF's "Flying's My Fancy" program during the Sectional meeting at Southern Pines.

Louise Sacchi didn't take long to

get back into action again after her recent illness. All that seemed to do was to help her rest up for her solo flight over the Atlantic in an Apache. Ten days after her return home, she took off again — this time for Belgium in a Bonanza, accompanied by Jacqueline Cousin (our 99 from Belgium) the plane's owner.

Alice and Ray Meisenheimer flew their Navion to Palm Beach over the New Year. Alice's current project is to work on her commercial rating.

The Christmas holidays were gay ones for Alice and John Hammond. Their son, John, visited from California; Betsy from College; and Barbara from Washington. Jean Pearson also visited in the midst of a very busy assignment in Philadelphia. Alice then started the new year spreading 99 goodwill. On January 8, she was the guest speaker for the Philadelphia Zonta at their Amelia Earhart dinner. Then, on January 15, she gave an illustrated talk on the Powder Puff Derby to the Navy Officer's Wives at the Philadelphia Naval Base.

Beth Sturtevant told all about the 99's and about flying on January 14 to a group of Christian Business Women of Gloucester County, New Jersey. Beth was also the chairman of the Amelia Earhart dinner of the Camden Zonta on January 23. Ann Shields and Louise Sacchi were the guest speakers. They drew a number of interested listeners from this chapter.

Betty Tracy is now the proud sole owner of an Aeronca Champ. This news she broke just after saying that nothing real exciting had happened. Such a droll humor!

Mary Myers flew a CD mission with the CAP in December. She also gave indoctrination flights to some of the CAP cadets. She has been one of the fortunate ones lately who has found time for a great deal of everyday type flying too.

Kate Macario planned our very enjoyable January meeting. She gathered quite a turn out — 30 members and friends met and lunched at the Adelphia Hotel just before seeing "A Shot in the Dark" at the Forrest Theatre on January 19. We were pleased to have Doris White and her 49½, Kenneth, join us. Guests also included Mrs. Reed Zimmerman and Kitty King, a former, and now a prospective 99. Kitty was a WASP during World War II and saw much service as ferry pilot.

WASHINGTON, D. C. CHAPTER

By Jean Ross Howard
and Virginia Thompson

To say that the Southeast Sectional could not have been nicer is the highest compliment that we can give for a very memorable weekend. Louise Smith, Page Shamburger, and their committees showed us real southern hospitality. Those flying in from the Washington, D. C. Chapter were: Laura Zerener, Doris White, "Mitzie" and Gil Keller, Bea Wilder, Ellen Bateman, Dorothy Mitchell, and Virginia Thompson. Events began with a nice welcome upon arrival at the airport. One of the highlights was hearing Louise Thaden relate some of her fascinating, early flying experiences.

The Proficiency Flight Contest to Pinehurst, N. C., was under the direction of Bea Wilder, Chr., Velta Benn, and Laura Zerener from our chapter; Maxine Walker, Carolinas Chapter, and Page Shamburger of N. C. After many computations, calculations, point counting, etc. of comparing actual against estimated time for trip and fuel consumption, Laura and Maxine came up with the winners of the contest.

1st—Janet Green from Mississippi—803 miles in a Cessna Skylane—Prize: Golden Toaster.

2nd — Beth Marquardt from Alabama — 540 miles in a Trip-Pacer — Prize: Golden Toaster.

3rd — Elsie McBride from Pennsylvania — 407 miles in a Cessna "172"—Prize: Golden Iron.

"Tail End Charlie Crying Towel"—"Mitzie" Keller from Washington, D. C. — The prizes really looked much to pretty to use. All agreed that the contest had been a lot of fun.

During the business meeting, Elsie McBride, outgoing Governor for the Middle-East Section was presented an Amelia Earhart Medal in appreciation for her untiring efforts in behalf of our section.

With many happy memories and a number of big bags of pine cones, all reluctantly said, "good-bye".

Blanche Noyes was presented the OX-5 Club's Tiny Broderick award for 1962 for "her activities in the promotion and development of aviation and encouragement to women throughout the world to participate in aeronautics." Congratulations, Blanche, we're all proud of you and this well deserved recognition.

Blanche underwent surgery the week before Christmas — is now back home and back at work. A little thing like an operation can't slow her down!

In November the Chapter had a

truly interesting and worthwhile dinner meeting. Ralph Nelson, chairman in charge of the APOPO's famous 360 degree course was the guest speaker. We're particularly fortunate that our Chapter Chairman Velta Benn is a qualified 360 degree instructor. Velta was one of two girl instructors at the OAPA Plantation Party in October when 250 planes were used in flight training.

In November, the Chapter by special invitation toured the Martin Aircraft Plant in Baltimore and were given a real look in on the work being done there in the Space Program. Our sincere thanks to the Martin company for a memorable day.

Once again, it was Christmas time at Mitzi and Gil Keller's — and once again it was a lovely buffet party in their beautiful home, complete with holiday decorations and this year — complete with two grandchildren. Chapter members brought food or toys which were distributed by the Salvation Army.

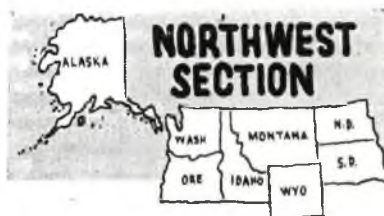
The 99's were well represented at the Wright Memorial Dinner on December 17 by Frances Nolde, Laura Zerener, Mitzi and Gil Keller, Ellen Bateman, Jean Howard and Miss Cochran.

Now it can be announced — a commemorative Amelia Earhart 8c air mail stamp will be issued on July 26, 1963—her birthday. Time and place not yet decided. As chairman of our stamp committee, I do want to thank all the chapters who assigned a member to assist on the project. Fortunately, by the time we were organized, the work was done—but I wasn't permitted to announce it. So, all credit goes to our first stamp chairman, Louise Smith who started working for the Stamp 8 years ago and to subsequent chairman, to the Zontas and Stamp Clubs around the country who kept the issue alive.

On Saturday, January 26, the Chapter will hold its annual Valentine Party at Betty Fisher's apartment. As before, the members will make tray favors for use at the DC General Hospital, along with "Hangar Talk."

I'm just back from the Helicopter Association of America's convention in Palo Alto, California. Had the fun of meeting again with Ruth and Fred Ruckert (San Francisco 99) and Lauretta Fov (Long Beach 99 and Whirlly-Girl) and Tony Page (Ft. Worth 99).

99 member Ilovene Potter of the Western Washington Chapter is now Whirlly-Girl No. 50. Ilovene got her helicopter rating December 19, 1962.



ALASKA CHAPTER

By Lavelle Betz

Our Christmas Party which took the place of our regular business meeting was held at the Westward's Chart Room. It was a gay and festive affair. Those attending were Doll Booth, Pat Gilda, Pat Gillespie, Marlene Hardesty, Gwen Jones, Pat McGee, Pat Moore, Ruth O'Buck, Marilyn Walsh, Lois Knapp, Lavelle Betz, and guests, Liz Krakow and Ruth Anderson.

Pat Gilda, who is artistically talented, presented each one of us with rosy-cheeked Santa Claus cookies for our children—that is those of us who have children. For me, it was one of the highlights of the party to be able to take home a bit of old-fashioned Christmas and hang on my tree. Pat had spent three days making and decorating these cookies for her friends and family.

Marion Zaegel missed the party due to leaving for California and Florida the day before. After spending about four months vacationing, she will return in time for the float season about May.

A potluck dinner took the place of our regular January meeting with 49½ers attending. It was held at Pat McGee's home. Those attending were Doll Booth, Pat Gilda, Marlene Hardesty, Gwen and Ken Jones, Pat McGee, Marilyn Walsh, Pat and John O'Buck, Lois Knapp, Lavelle and Dick Betz, and guest Liz Krakow. A lot of hangar flying was done with plans being made for "when the days get longer". (Our shortest day is about five hours and 28 minutes which occurs about the 21st of December.) By the end of January the daylight hours have increased enough that people drive to and from work with no lights. The ski flying gets into full swing again with the coming of February and March.

Ruth O'Buck is currently operating Barton Air Service until the owner returns from a two month vacation stateside.

WESTERN WASHINGTON CHAPTER

By Maxine Fancher

Our worst news this month is fog,

fog, fog. The best is that it can't last much longer.

In spite of needing instrument ratings to get around in cars, most of us found our way to another enjoyable pot-luck Christmas party at Ilovene Potter's home. The 49½ers received replacements for their dog-eared wallet cards that acclaim to the world their wives are distinctive among the throng of members of that exalted organization known as the "Ninety-Nines." Food was delicious, the company fun, and the entertainment turned out to be unexpected. Most of us took a lesson, then played accompaniments on Dr. Bob Morton's nice big bass viol which he had purchased on the way to the party. Dr. Morton was the teacher, he having been taught one lesson by an accomplished lovely lately employed at the Worlds Fair. Marian Morton at the organ admittedly made the renditions recognizable, and at times the crowd was inspired to join in vocally. A fine time was had by all.

Our hostess, Ilovene, has just gotten one half a helicopter rating. She now proudly announces the balance of her check ride is over and we think hers is the only active helicopter rating held by a woman in Washington. We are elated with her at this accomplishment. She reports helicopter flying even more fun than fixed wing flight. She likes the "nothing-under-you" feeling though she admits a whirly-bird is no place to get the latest gossip, it being right noisy.

Our hanger dance party, scheduled for next March, can hardly be anything but a whale of a success with farmer-gal Louise Meime having her barn cleared of hay and critters by that time and Dr. Bob having a bit more chance to attain perfection of the bass fiddle. Surely all we need is a roof and some music and that we shall have.

Governor Terry Kellogg plans a trip to Anchorage after the holidays, to tell the plans for the sectional there next September, the second weekend. We keep investigating transportation possibilities and will keep you all informed. Chances are we'll easily fill a plane if all 99's who have indicated their interest are able to go. Surely would be a lark for everyone. Terry will look in on her daughter and family as long as she is in Anchorage. Funny how these baby grandchildren can pull at your heart strings. She and Dave "flew" their Volvo P1800 all over California at vacation time in early December.

FAR WEST CHAPTER

By Margaret Layton

So far we haven't had a no fly-in meeting month because of weather. As a matter of fact, we became a little confused and had two in November.

The fog has been pretty thick lately. When it does clear for a day or two, it's like the birth of a new world. Each time it clears the snow line on the mountains is lower and the air is so crystal clear. It really is a beautiful time of the year to fly.

Our November, December and January meetings have been at Bellingham. Lynne Malhberg works in the mornings and doesn't leave the office until 12:30. The days are so short this time of year that by the rest of us flying to Bellingham we can have an earlier meeting. Poor Lynne. Next month she'll be able to fly someplace.

We've been trying to line up some kind of a project that we can handle with a measure of success. Our membership is still quite small and we are scattered.



CAPE GIRARDEAU AREA CHAPTER

By Millie Limbaugh

A luncheon meeting of the Cape Girardeau Chapter was held in the Skyway Restaurant at the Cape Girardeau Municipal Airport with seven members present. They were Easy Elrod, Nadyne Heuer, Edna Ransan, Alice Godwin, Mary Elders, Mary Evans and yours truly.

We are proud to welcome another new member, Susie Tribble.

Wednesday was a beautiful flying day and Mary Elders flew in from Cuba, Missouri, in her Skyhawk.

Much to her dislike, Mary Evans had to drive in from Eldon, Missouri. Cape Central Airways' Shop has her Skyhawk torn down to replace some cylinders.

Mary Evans literally bumped into a fellow ninety-nine the other day. Mary said she bumped a lady's car with her car. They both got out to check on the damage and, after talking for a few minutes, Mary noticed her "99" pin. She was Marjorie Farrell from Kansas City. They had coffee

together and a bad incident turned out to be a pleasurable one.

Alice and family flew their Cessna 205 to Portageville to visit friends. She and her 49½'er spent the weekend in Hot Springs, Arkansas. They flew down with the Cape Girardeau Local Aircraft Owners and Pilots Club group.

Virginia and Ott Raeber have announced the arrival of their new co-pilot, a little girl, 6 lbs., 13 ozs. Congratulations and much happiness.

Last week I flew our brand new Skylane. I practiced landings and take-offs. Alice got the fever too, and came down and joined me in her '63 Skyhawk.

After our meeting, six members were treated to a forty-five minute flight in a new 1963 Cessna 205 by Cape Central Airways, the local Cessna dealer. Quite an airplane!

MICHIGAN CHAPTER

By Alyce Lodge

Falling snow caused some delays but did not prevent a good attendance at our Christmas party at the home of Eric and Margaret Windfuhr in Lansing. A sumptuous dinner followed by excellent travel movies made and presented by our host and hostess left us all with a feeling of warmth in our hearts and good will to all.

We have another commercial pilot—congratulations to Jackie Markham. Eloise Smith reported she has six new women students since September 1. Our ranks are growing.

The "Some-People-Have-All-The-Luck" award goes to Babe Ruth, who recently flew a Cessna 175 Drummond Island for a deer hunting trip, first time since 1957 and Kim Carol's birth in 1958. Two days after their island arrival Kim broke out with the Chicken pox.

We hope Elizabeth Schucker and Marietta Simpson will soon change their status from "prospective" to "new" members.

Severe cold weather was blamed for the fact that no one flew in to our January meeting at Pontiac. After our usual lively meeting and a bunch of fried chicken, we were entertained and educated by a Sander-son film on computers presented by Bernice Steadman. Time ran out before we finished the last film so she promised to bring it to the next meeting along with a test.

Two of our members are guest speakers this month. Bernice Stead-

man spoke on the subject "Space for Women" at a luncheon at the annual convention of MASA (Michigan Association of School Administrators) in Grand Rapids on January 10th. Helen Wetherill will substitute for Loma May as guest speaker on Amelia Earhart for the January meeting of the Zontas in Windsor, Ontario.

Ann Phillips spent Christmas on the Beach of Waikiki and Alyce Lodge enjoyed New Years in Nassau.

It was a pleasure having Suzanne Hickman, a former Michigan member with us. She has been in California for the past two years, and was back for a visit.

GREATER KANSAS CITY CHAPTER

By Sarah Gorelick

Greater Kansas City Chapter's January meeting was held at the Joe Gilbert Restaurant on Municipal Airport. Those in attendance included Mary Ann Noah, Stella Lehmann, guest Carol Poole (who is busily working toward her license), Bill and Elaine Morris, Ruth and Sheldon Stafford, Sarah Gorelick, Marjorie Farrell, Dick and Shirley Ray, Jimmie and Marilyn Dickson, and guest Bill and Betty McCann. Sporting a beautiful tan was Mary Ann Noah who flew south for New Years. After eating we adjourned to Baker's Flying Service where Dick and Shirley Ray showed slides of their European Trip. Fond memories were recalled by many.

Our Fly-out the following Sunday was more or less "froze" out. With the mercury hovering near the zero mark, engines could only be started with thirty of pre starting activity. Among our hearty members who ventured out were Kathleen Bonnell, Sarah Gorelick, Mary Ann Noah and Joan Cayot. Sarah was the only one who left the warm snug nest for an aerial tour of the city.

Welcome to Betty McCann, our newest member from Olathe, Kansas.

Hitting the books with renewed vigor are Ruth Stafford working toward an Instrument Rating, Jackie Rublee with the same objective, and Mary Ann Noah with the goal of an ATR in mind. Stella Lehmann is busily touring the country building up hours for her Commercial. Good luck to all and glad to hear that you are so ambitious.

CHICAGO AREA CHAPTER

By Nita Fineman

Good VFR pilots and navigators were rewarded with a delightful even-

ing when our January meeting took us to the Siemon's lovely home in the Fox Valley area. With a map in one hand and steering wheel in the other, we carefully found our way through the beautiful snow-covered country side. A delicious buffet supper that Bee and her very able hostess committee prepared was immensely enjoyed by many 99's, 49½ers, and guests. Mr. Moore of the FAA based at Du Page County Airport explained the recodification of Civil Air Regulations, told about features in the FAA news, and reviewed the various government examination study guides available and the Blue Seal program. He showed the excellent film entitled, "One Eye on the Instrument" which so clearly pointed out the value of instrument training for VFR pilots. A movie of Midway Airport starring our own Helen Budwash flying the mail in some mighty interesting looking aircraft, not to mention the fancy helmet and goggles, took us back to the year 1935. The program was enjoyed by all including a group of fine Explorer Scouts, Squadron 28, of Wayne, III.

It was good to see Lorraine Brucher again, and we want to welcome the 7th little Brucher, a beautiful daughter, who may just someday be a "99" like Mom.

OVER THE HOLIDAYS . . .

Alice Kudrna spoke to the Oak Park Zonta Society on "Women in Aviation." Next week, she will talk to a group of girls from Hotpoint—this time on "The Fun of Flying." A great deal of effort goes into preparing such presentations, and we certainly do appreciate publicizing flying on this level. Thanks, Alice. . . The art of skiing whisked Marge Raglin away to Telemark in Cable, Wis., and Indian Head in Bessemer, Mich. for an enjoyable few days on the slopes. Not so enjoyable, we are sad to say, was Dallas Sutton's experience when she, Don and children went to Michigan for skiing fun. Instead, Dallas had the misfortune of being struck by a beginner and twisting her knee so badly she needed surgery to untangle the tendons and muscles. She has suffered extreme pain and must be in a cast and walk with crutches for six weeks. We hope by this time, Dallas, you are your wonderful self again and will be resuming all activities. . . . New member Norma Frier, her husband and children flew the family Tri Pacer to

Benton Harbor, Mich., to visit Norma's parents.

. . . Elsie and Wally Wahrer and sons flew via Bonanza down to Naples, Fla. It was cool, but the heated motel pool afforded many hours of swimming. For the third year in a row, they wisely drove that last lap home due to severe icing conditions.

Glad to hear that Aracy Pilurs and Charlotte Boggs are submitting applications for the Amelia Earhart Scholarship. Charlotte has been doing a wonderful job for Aviation Training Enterprises as a link instructor. We wish them both the best of luck.

INDIANA CHAPTER

By Muriel Dykema

This January report will, of necessity, be brief. Our meeting in Muncie has been postponed a week and my main source of news has disappeared. Snow flurries, gusty winds and icy highways proved a little too much for us this month.

Our most famous 99er for January is Pat Patterson, who was named outstanding woman pilot of 1962 at a dinner meeting of the Indianapolis Aero Club. She was awarded the Dee Nicholas Traveling Trophy and was given a gold-embossed certificate proclaiming her to be "Deserving Woman Pilot of 1962". The trophy has been presented annually by the club since 1952 in honor of the late Deletha Hill Nicholas, widely known and holder of many ratings. It was presented by Helen Grahn, last year's winner. Pat began her flying career in 1959 at Sky Harbor Airport and flew the AWTAR in 1961. She is temporary secretary and Esther Berner treasurer of the Aero Club.

Helen Grahn just received her commercial ticket to go with her instrument rating. She is also new grandmother to Dean Matthew, born January 8 in South Bend. She is so proud over both these events she doesn't know which to mention first. Congratulations, Helen!

Rae Cawdell joined her sisters in Florida over New Years. They had been there for the month.

Mid and Don Cassidy flew their Baron to Clearwater for the Christmas holidays. Their home is on the bay and it's just a short block to the Gulf of Mexico. Sounds heavenly.

Received a note from Dorothea Hendricks saying she and her husband spent Christmas in Bowling Green,

Ky. with her mother. They even had snow down there.

No more for now. Will try to do better next month!

WISCONSIN CHAPTER

By C. Lembke

Below zero weather found fifteen hardy souls assembled at Milwaukee's Holiday Inn on Highway 100 for dinner and later the viewing of colored movies of the Michigan SMALL race. These spectacular movies were taken by the Michigan State Aeronautics Commission.

Helen Sailer of Chicago came especially to see the pictures and stayed as Dora Fritzke's house guest. Toney was happy to attend the meeting for a change. It was easy this time, it was long after sundown. Ramona Huebner, our little girl with the big multiengine rating, braved the weather to come. Ehren Fath comes regularly and so did not miss this event.

Anne Roethke, chairman of our chapter and Sectional Chairman of the Amelia Earhart Scholarship Committee, has purchased a plane new to her — a Comanche, 180. Do we need to add that she and we are pleased?

MINNESOTA CHAPTER

By Ginny Mayer

On Wednesday evening, January 16th, many members met for a business meeting, which was held (our many thanks) in the Wold Chamberlain Airport Manager's conference room. Plans for this year's forthcoming events were laid out. You may look forward to a "Pennies-per-Pound" and possibly a "Rummage" sale.

Mention was made of the North Central Section Spring Meeting to be at Muncie, Indiana, on May 3-4-5, and the 1963 All Woman International Air Race, which will be from Welland, Ontario, to Hollywood-by-the-Sea in Florida. Any members in our Chapter who would like to have further information on these activities should contact Chairman, Helen Masterson, for further information.

We welcome, and have voted into acceptance, two active new members: Ruby St. Onge, 2725 Humbalt St., No. 205 Minneapolis 8, and Bernice Johnson, 112 Peninsula Road, Minneapolis 27.

Greetings are passed to all from our member, Avis L. Larson, who is performing active duty overseas. Want to drop her a line? — C/O Administrator (or Matron), Chittagong

Medical College, Chittagong, East Pakistan.

The next meetings are planned to be held as follows: February 20th, Wednesday, at Joyce Johnston's — March 20th, Wednesday, at E. J. Reeves.

Please keep us posted on your flying activity and any interesting news to other members.

IOWA CHAPTER

By Helen Flaherty

Take the Sky Liner Restaurant, in Des Moines, on a fine Sunday noon in December, deck the halls with Boston Cholly, add some fog-covered punch, a roomful of 99s, 49s and 24s and you have got a gala Christmas party in full array, all having a very merry time.

Thus, was our December meeting, hosted by Irene Griffith and Lois Grange.

After dinner and a gift exchange, everyone went on a trip via Floyd Carley's film "Wings to Alaska", and no one even got cold or anything, it was just that wonderful.

A short business meeting decided that Bea Jobe would be our candidate for the Amelia Earhart Scholarship Award and Dinny Phipps of Cherokee was voted in as a new member. Lots of luck to Bea and a warm welcome to Dinny.

News of note: Bea Jobe flew to Kerville, Texas, and toured the Mooney factory. Hazel and Glen Sigafosse flew down to Fort Smith, Ark., and visited with the Model Airplane Magazine writer who mentioned them in the December issue. Kitty Hach flew to Chicago and visited a 99er friend and she also flew to California and landed at Riverside. News Letter Editor, Deedo Heise, visited over-night with Lois Grange in Des Moines.

The people present were Rick and Irene Griffith, Ray and Lois Grange and children James and Janet, Dolores Bogard, Berniece Malloy, Doctor and Helenjane Webster and children Sherri and Pam, Lyn Gibbs and son Tyler, all of Des Moines; Cliff and Kitty Hach and son Paul, Edith Foley, Dawn Miller, Guy and Joann Fortier, all of Ames; Glen and Hazel Sigafosse, Montezuma, Josephine Thorpe, Ankeny, Ward and Lenelle Hunt, Fairfield, Bea Jobe, Ottumwa, Nate and Jimmy Phipps, Cherokee, Edith Jensen, Webster City, and Ginny Koestner, Duncombe. Your reporter wasn't there but she had a couple of very fine spys who gave her the above scoop.

ST. LOUIS CHAPTER

By Rosamond Joly

The regular January meeting of the St. Louis Chapter made Virginia Duenke's beautiful new home seem more like morning rehearsals at the Bijou. Avid, amateur thespians polished up skits to be presented at the joint meeting of the St. Louis Chapter and the Aero Club of St. Louis on January 22. Special guest at the January meeting, Colonel Bob Smith of the Air National Guard extended an invitation to St. Louis 99's to participate in the 40th anniversary of the 110th Fighter Squadron. The celebration is scheduled for June 21, 22 and 23 and preliminary plans call for booths and exhibits, antique aircraft, record setting events, to be held at Lambert St. Louis Field and tentative arrangements for a dance and an air show at Alton Municipal Airport are also being considered.

The January 9th meeting also marked an important first for prospective 99, Promise Jenkins, who flew from Scott AFB to Arrowhead Airport on her initial night check ride.

"Petticoat Propwash", the skirts presented by 99's at the Jan. 22 joint meeting with the Aero Club, received a tremendous ovation from a large crowd who fought almost blizzard-like conditions to view this "scintillating, whimsical, comical musical variety revue". As part of the program the following 1962 Achievement Awards were presented: 1—Dorothy Haupt, 2—Dorothy Rumsey, 3—Loretta Slavick, 4—Laura Sellinger, 5—Marian Kirtz, and 6—Amy Laws. New 49½ers were duly sworn in and received their credentials after agreeing to follow the ten rules and regulations set up for husbands of 99's.

Authoress Ruth Taksel took advantage of the holiday nuptials of daughter, Sue, to motor to Oklahoma. Watch for Ruth's latest endeavor which will be appearing in a forthcoming issue of FLIGHT Magazine.

Three days of zero-zero weather made virtual authorities of Dr. Louis and Marian Kirtz on the points of interest (or lack of them) in Monroe, Louisiana as they returned from a holiday trip to New Orleans.

A significant milestone in the flying career of Marilyn Stoneberg was passed when she recently acquired her instrument and commercial ratings. Congratulations from the St. Louis Chapter to Marilyn, now a member of Houston Chapter.

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