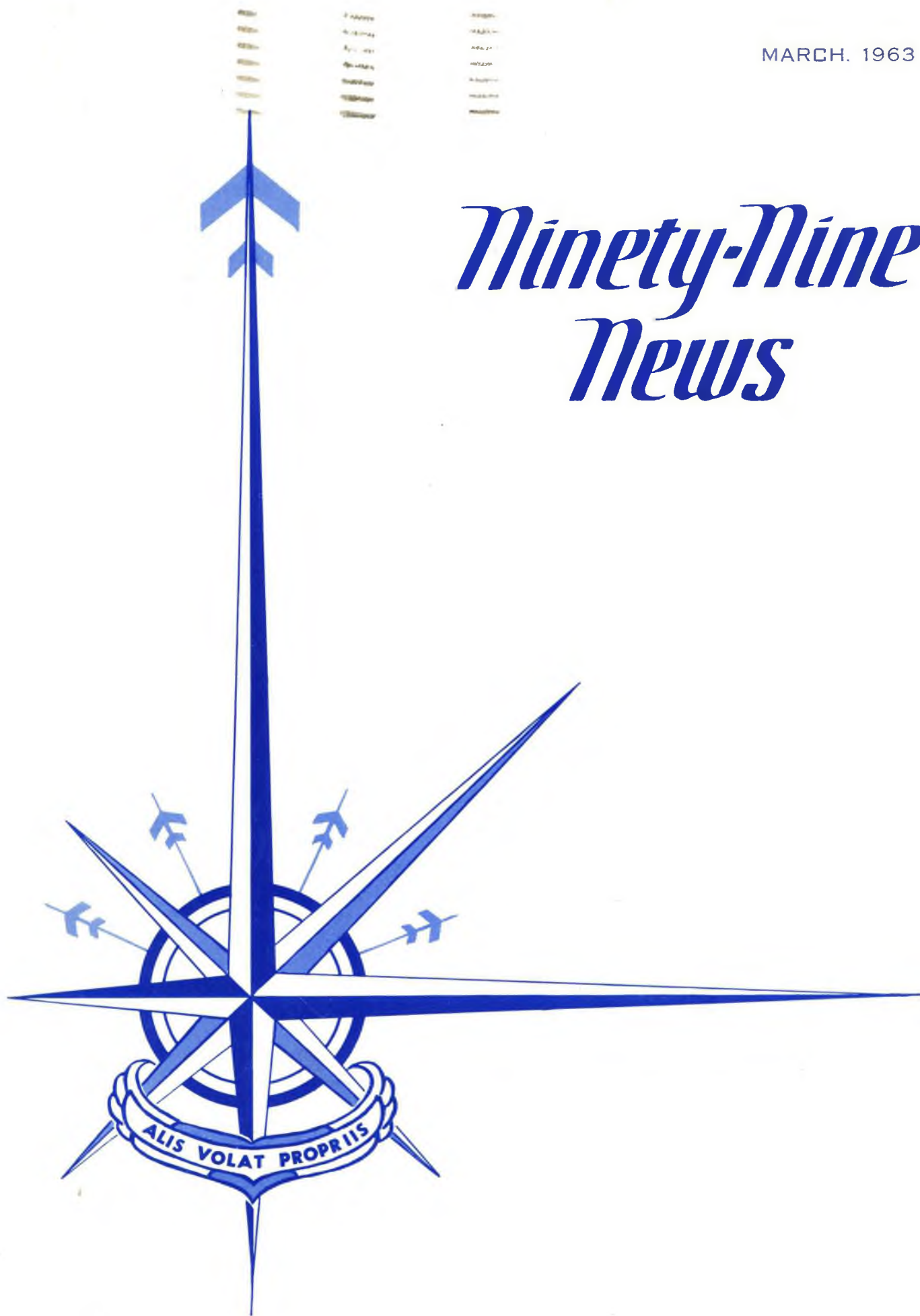


MARCH, 1963

Ninety-Nine News



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MARCH, 1963

Official Publication of
The Ninety-Nines, Inc.
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DEADLINE FOR NEWS
The 20th of Each Month

You are the organization—Remember any proposed amendments and/or suggested changes in policy or practices of the organization must be in the hands of the resolutions committee not later than March 15th, 1963.

Mary Wenholtz, Chairman,
Resolutions Committee

President's Column

Home again, after two good trips. First to Florida, by Bonanza on a Sportsman Pilot Cruise, then by train to New York City. In Ft. Lauderdale, lunch and a visit with Virginia Britt, general chairman of the International Air Race. This year the race will be from Welland, Canada to Hollywood, Florida, May 25th thru the 30th. In New York, to attend the presentation of the plane to Kyung O Kim.

I wish that everyone could have been in New York for the festivities. The Aviation Writers Association honored Kim at a luncheon, and the Sperry and Hutchinson Company for a reception and dinner. The actual presentation took place at Idlewild Airport, and actually, on entering the reception hall in the International Hotel—there was that shining, sparkling little red and white Piper Colt, actually in the hotel! Needless to say, Kim was sparkling, too—and very, very appreciative. Her dream come true! How gratifying that we could have a part in the fulfilment of that dream. It was nice to meet and talk to Mr. Piper, who finally forgave me "my Bonanza", when I assured him that I had soloed and learned to fly in a Piper Cub. The Sperry and Hutchinson Company presented a lovely silver bowl to the Ninety Nines, which I have the privilege of keeping until such time as I pass it on to the next president.

The Executive Committee will meet in Oklahoma City on April the 9th and 10th. Do let us know prior to the meeting—anything we can do for you?

Remember to send your donations for our Amelia Earhart Fund to Alice Hammond. Now's the time, Keep Flying. Louise M. Smith

Ninety-Nine Tour of Brazil

The dates set for the Tour are August 4th through 17th of 1963. Delay in letting you know about the tour is the wait for the summer schedules of the airlines involved as they are not posted until April 1st. Routing: Leaving Miami on Pan Am on Sunday, August 4th to Sao Paulo, Brazil. Two days in Sao Paulo with tours of the city. Air Bridge Airline to Rio de Janeiro, Brazil. We will spend five days in Rio with tours planned and social events being planned. Varig airline to Brasilia, the new Capital city of Brazil. Here we spend one day to tour the new and interesting city in the heart of the Jungle, Pan Am Brasilia to Port of Spain, Trinidad. Two days here to hear the Steel Bands

and tour a unique fifty square mile Island and British possession, KLM to Curacao, Dutch West Indies for a tour and shopping then Pan Am to Miami arriving August 17th at 3:30 p.m. Social events being planned for Trinidad.

The approximate fare will be \$765. which includes the Air Fare; most meals; hotels; ground transportation and tours. A \$50.00 deposit is necessary by June 18th to confirm space. Information of specific details in next issue or before by mail. The plans for the social events may take a little longer to form. All questions asked of me I will try to answer in next issue. As this is Winter for Brazil the temperature will be moderate 60's and up with the Islands warmer being north of the equator. Stand by!

Irene Keith
84 - 20 Austin St.
Key Gardens 15, N.Y.
Apt. 4E

AWTAR

17th Annual Powder Puff Derby

IMPOUND DEAD-

LINE 1700 PST July 9

TAKE-OFF from BAKERS-

FIELD, CALIFORNIA July 13

WATER FINISH

ATLANTIC CITY 1200 EST July 17

AWARDS BANQUET July 18

ENTRIES OPEN: April 25

ENTRIES CLOSE: June 15

Entry Requirements: First pilot must hold a current commercial license, or a private license with instrument and/or instructor ratings. Copilot must hold a private license or better. The rule changes have been few this year, but please note that to be eligible a stock airplane must be no less than 100 horsepower and no more than 400 horsepower for take-off, and manufactured after Jan. 1, 1953.

The race route is the straightest one we have ever had. There are NO must stops along the race route of 2460 statute miles.

Official Race Programs will be available to all 99 Chapters for \$.75 apiece—to be sold for \$1.00 with the chapter retaining the \$.25. Please ascertain how many your group would like and place your order at Race Hq. no later than June 5.

For additional Information And Applications For Entry, Write:

All-Woman Transcontinental Air Race, Inc., Teterboro Airport,

Teterboro, N.J. (Enclose \$.30 to cover cost of mailing)

Note: Funds being raised now by Ways & Means Committee are for the 1964 race and deadline for these contributions is August 31, 1963.

OKC IN '63

A convention is many things. It is necessarily a time and place for conducting business of an organization. But a "99" Convention is much more than that! It provides a meeting ground for ideas—an affirmation of policies and goals—a chance to stimulate enthusiasm—a place to formulate new programs. The opportunity to meet new people and to renew old acquaintances is perhaps one of the most enjoyable of all its objectives.

This year, a pre-convention air race is being conducted to add to the many reasons for attending. It will be a fun flying day for all who choose to participate. (See details in "OKC FUN FLYING SPREE" this issue).

The convention activities are varied and of unusual interest, providing a rare opportunity to our membership: In the tour of CARI (Civil Aeromedical Research Institute) a look-see at unheard-of safety devices to be built into general aviation airplanes, a transport in a swimming pool for study of sea rescue, a chance to meet the men who set the standards for medicals, with reasons why; a tour of the FAA Aeronautical Center and the FAA Academy where training of air traffic controllers takes place and continuous improvement in accident prevention, pilot performance, aircraft performance and testing goes on from day to day; a visit to Frontier City where the West lives again in an authentic setting; and on the lighter side, happy hours, dinners, a luncheon and a banquet with entertainment.

If you are planning to attend, make an extra effort to provide or share transportation with other Ninety-Nines. It will enhance your trip in many ways. If you are not planning to attend—reconsider now! Put in a request for vacation dates or annual leave now—the early bird has the better choice.

Circle July 17, 18, 19 & 20 as "PLAN TO BE IN OKC DAYS"—in fact, circle the whole week of July 14, 1963. Come early and stay late for this wonderful 30th annual convention.

Elizabeth V. Sewell (Susie)
Convention Chairman.

Aviation Education

Perry Robinson

Governors of Sections, Chairmen of Chapters, and Others Who Are Interested in Aero-Space Age Education:

With time passing swiftly bringing the International Convention to mind

and close to reality, it behooves us to take stock of our Fall-Winter-Spring Air-Age projects for all sister Ninety-Nines to read about, admire, and emulate!

Time tested projects are always in order, such as Ninety-Nines' cooperation with Wing Scouts, Civil Air Patrol, Model Airplane Club, and National Aerospace Education Council activities. Increased interest is being evidenced regarding cooperation with local private and public schools in providing aviation subject speakers, and field trips with experience flights for students and teachers, as well as teacher scholarships.

Since we are in the process of organizing our International Committee on Aviation Education, may we request the Governor of each Section to please submit the name of the Sectional Chairman with the names of any other Chapter committee members actively engaged in Air-Age projects with local youth?

After the Chairman appointment has been officially made by the Governor, will the International Air-Age Committee Members kindly send your acceptance promptly to the name given below? And remember, it is important to submit your follow-up final report, which will be a general summary of your fall and spring reports, by the end of May in order that I may include it in the international report to the President. Please?

We thank you for your enthusiastic cooperation.

/s/ Perry Robinson
Pearl T. Robinson, Chairman
International Committee on
Aviation Education
The Ninety-Nines, Inc.

Wanted

Stenotypist for the Annual International Convention of the Ninety Nines, Inc., to be held in Oklahoma City on July 20, 1963. Any qualified Ninety Nine desiring the position, please contact—

Elizabeth V. Sewell
Convention Chairman
% Catlin Aviation, Box 2398,
Oklahoma City, Okla.

OKC Fun Flying Spree

BE AN EARLY BIRD—GET YOUR "OKC FUN FLYING SPREE" PACKET FIRST!

CALLING ALL NINETY-NINES TO ENTER THE "OKC FUN FLYING SPREE." THE DATE: JULY 17, 1963. YOU WON'T WANT TO MISS THIS FIRST HOST-CITY-SPONSORED RACE AS A SPECIAL PRE-CONVENTION EVENT. GUARANTEED PURSE: \$250—1st place; \$150—2nd place; \$100—3rd place. PLUS TROPHIES & AWARDS.

ENTRIES: LIMITED TO MEMBERS OF THE NINETY-NINES, INC., ACCOMPANIED BY ONE OR MORE FEMALE PASSENGERS. NUMBER OF AIRCRAFT LIMITED TO 99 BUT MOST ALL MAKES AND MODELS ELIGIBLE (Rules & Regulations advise how to qualify your antique or home built).

RULES & REGULATIONS & APPLICATIONS AVAILABLE APRIL 1, 1963.



I get all this for 25c?

Send twenty-five cents to:

Dottie Young, Chairman
OKC Air Race
P. O. Box 2398
Oklahoma City 8, Okla.

and you'll get the do/don'ts, how to's, what for's, why for's and all the other stuff we've been assembling, compiling, dreaming up and arguing over to help you win.

GET YOUR PACKET AS SOON AS THEY'RE AVAILABLE (April 1) SO YOU CAN PREPARE YOUR APPLICATION FOR AN EARLY ENTRY AND BE ASSURED OF A PLACE IN THE RACE!

ENTRIES OPEN: APRIL 15, 1963

ENTRIES CLOSE: JUNE 15, 1963

ENTRY FEE: \$10.00

OKC in '63

The Story Of Capt. Kyung O. Kim And The White With Red-Trim "Piper Colt"

By IRENE B. KEITH

It has happened we all did what was to be a small endeavor but ended in being a project of National and International importance and size.

Kay Brick's brain child was quickly accepted by the N.Y.-N.J. Section as a nice project besides we had all met Captain Kim and she sold us completely. Little did we know this would catch on like wild fire.

Aided by the Ninety-Nines; Zontian's; OXer's; Long Island Early Flier's; Teaneck College Club, Girl Scouts; Aviation Writers; Korean's from Hawaii and the Korean women who wanted the airplane sent a check for what they could gather. Such warm friends who contributed invaluable aid were; Muriel Morrissey (Amelia Earhart's Sister) and

Col. Ben C. Limb (Special advisor to the Korean Delegation of the U.N.); the Middle Eastern Section of Ninety-Nines and many friends catapulted the project into print. Our many thanks for the help of the above and the many others we haven't space to mention.

Then the huge task of stamps—Kay Brick, as co-chairman with a big aid from Kay Hilbrandt and Governor Marion Lopez manned the headquarters with stamps! stamps! and Doris Renninger co-chairman manned the Long Island Area talking everyone out of their stamps.

The project was finished in May 1962 with the additional aid of S & H Green Stamps and a huge hunk from W. T. Grant & Co. but the best layed plans etc. . . . Captain Kim was recalled to active duty. So our plans of giving her the "Colt" in '62 at the 99 Convention was halted. However Kim received a refresher course including 150 hours in a Cessna 180 and 185 plus a L19. Then additional courses were required to prepare her for a solo Goodwill Flight from Korea to Japan. She subsequently gave talks to many schools; organized groups and on radio in Korea and began a screening process for membership in the "Women's Division of the Aeronautic Association of the Republic of Korea, Seoul." She is one of a few who have passed the test for the newly instituted Korean Civilian pilot license. Then returned to the States a few weeks ago.

Since July the "Colt" has been hangared at Safair Flying Service at Teterboro courtesy of Mr. O. P. Herbert. Ninety-Nines took care of it with Kay Brick in charge and doing most of the preflighting etc. .

On January 31st the day had come, our work is done and her's has just begun.

The Aviation Writers Assoc. giving a luncheon in her honor at the Skyline room at the Shelburne. Along with Ninety-Nines — Aviation Writers and friends, the head table was honored with his Excellency Soo Young Lee, Permanent observer of the Republic of Korea to the United Nation's and Ambassador to Canada; General James Van Fleet (U.S.A. Ret.) Former Commander of the 8th Army in Korea; Mr. Thomas A. Bartlett, U.S. Advisor to the U.N.; Our President, Mrs. Herman (Louise) Smith; Mr. William Piper Sr., chairman of Piper Aircraft Corp.; Mr. William F. Briody, Regional Manager of Sperry & Hutchinson Co., distributors of S & H Green Stamps.



MOMENT OF PRIDE: Captain Kyung O Kim is shown with what is probably her proudest possession — a Piper Colt trainer which she will use in Korea to teach other women how to fly. The plane was presented to her by the 99's through a national group saving program initiated by the 99's to obtain 3,000,000 S&H Green Stamps.



Shown here with Kim are Kay Brick and Doris Renninger both of the New York - New Jersey Section who co-chaired the "Colt for Kim" project.

From here a fast ride to Idlewild Airport and the International Hotel where the Co-Chairman, Kay Brick, had arranged to have the Piper Colt on display in the Cocktail Party room. Here first a press party. Then it was turned over for the evening events. A cocktail party and dinner in Captain Kim's honor given by Sperry and Hutchinson Co. and with the Ninety-Nines as their guests.

We rolled into a pleasant evening with Mr. Sidney Nesbit (a good friend of the 99's) as M. C. . . . He introduced N.Y.-N.J. Governor Jeanne Spielberg who after a few words introduced Ninety-Nine President Louise Smith. Louise presented Captain Kim

with the keys to her "Piper Colt" with Mr. Piper Sr.' approval, then gave her the log that is to go with the airplane. This is a Blue Leather bound book lettered in Gold to Captain Kyung O. Kim from the Ninety-Nines. Inside a beautiful first page of dedication, then the outstanding donors names in gold; 5 to 20 books of stamps in blue; 1 to 5 books of stamps in black. Beautifully done and with precise lettering all of this done by hand by Marion Lopez.

Mr. William Beinecke, President of S & H Co. with a few words, Ambassador Lee telling about the pleasure of the Koreans at the laymen of the U. S. doing this for his people. The

guest speaker, General James Van Fleet, in his dynamic and warm way told of the Korean people as he had the pleasure of knowing them and plans of the group he heads to aid the Korean to help himself.

Many Ninety-Nines traveled to be here for the occasion. Our National President, Louise Smith and Hubby, Herman—Alice Hammond, Barbara Kiernan, Teddy Kenyon. Also friends Mr. and Mrs. Pickerell, Col. Limb of Korea, Mrs. Billy Smith of the WIAA from Florida.

Our thanks to Mrs. Marie Cloud of S & H Green Stamps doing a tremendous job making the presentation reception and Banquet a Gala Affair.

Mrs. Arlene Latourette, Savings director for S & H Green Stamps has worked very closely with us on this project and our thanks to her. Know What? We talked her into flying and she has already three hours. Mrs. Latourette and Captain Kim will be on a tour of the U. S. for S & H Green Stamps. Welcome them when they come to your area and look at her beautiful log book.

Coming Events

- International Convention
July 17 - 20
Oklahoma City, Oklahoma
- 1963 Powder Puff Derby
July 13 - 17
- North Central Spring Sectional
Muncie, Indiana
May 3-4-5
- South Central Spring Sectional
Houston, Texas
May 10, 11, 12th
- International Air Race
Welland, Canada to Hollywood,
Fla. — May 25-30
General Chairman:
Virginia Britt
114 S.E. 15th St.,
Ft. Lauderdale, Fla.
- Ninety Nine Tour of Brazil, Trin-
idad and Curacao
August 4th through 17th
- Michigan Small Race
Kalamazoo, Michigan
August 17 - 18
Address inquiries to:
Maisie Stears,
3963 East E. Ave.,
Kalamazoo, Mich.
- Northwest Fall Sectional
Anchorage, Alaska
- North Central Fall Sectional
Cedar Rapids, Iowa



Where's everybody going?
To OKC in July '63



MICHIGAN CHAPTER By Alyce Lodge

Al Green's Restaurant at Willow Run hosted our February meeting and served a fine brunch. Attendance was remarkably good considering the weather.

Bea Steadman had three guests, all student pilots: Mrs. Lorraine McCarthy, Royal Oak; Mrs. Joyce Strasner, Detroit; and Mrs. Madoline Keith, of Flint. I brought along Donna Westlund of Pontiac, who is pretty close to getting her private license. Velma Del Giorgio brought her three lovely daughters.

Our distinguished speaker was Dr. Rune Evaldson, Associate Director of the Institute of Science and Technology of the University of Michigan. He presented a verbal picture of some of the research projects being carried on at the University of Michigan.

January being Amelia Earhart Commemorative Month for Zonta International, several of our members were busy presenting the story of the 99's to various Zonta Clubs. Leah Higgins gave a talk to Windsor, Canada group; Mary Clark did the same for the Zonta Club of Jackson; and Janey Hart flew to Flint from Washington,

D. C., to speak to the Flint Zonta Club.

Lois Wilson is working on the Dearborn Heliport Commission for the establishment of a heliport in East Dearborn which has been requested by a tool and die manufacturer.

Wedding bells will ring for Marian Elbinger and Fritz Harden sometime this spring. She will be moving to Elkhart, Indiana, the last of April but still hopes to be a Michigan 99.

Marge Sanders reported that she now has her Blue Seal.

Marv Clark reported at the meeting that she had taken her commercial written test but had not yet received the results. We all took chances at guessing her score; the winner to split 50-50 with the Amelia Earhart fund. I have since been notified that Lois Wilson was the winner and that she contributed all the money to the Amelia Earhart Fund. Bless her.

Our chapter was represented by 19 members at the testimonial dinner for Walt Carr held in Lansing on January 19. Walt was retiring from the Michigan Department of Aeronautics after 24 years of service. We presented him and his wife, Edith, with a silver tray commemorating the event. That he was highly revered by his many friends in aviation was evidenced by the large number of people who drove to Lansing in a snowstorm, and by the many telegrams sent to him from all over the world.

CHICAGO AREA CHAPTER By Nita Fineman

While most of us are waiting out the severe cold and high winds, winter finds some of our West Suburban 99's busily working in the field of Air Education. Dorothy White, Dolores Mosher, Eva White and Lorraine Brucher have just had their second meeting with the Naperville Wing Scouts which the girls recently organized. The scouts decided on the name Kittyhawks for their patrol. And Dorothy White, our very capable Air Education Chairman, does not stop with this undertaking. She also opens her home to the Naperville Flying Club each week for Ground School, is treasurer for the Business Men's Flying Club, and in addition to all this, Dot is organizing a fabulous trip via jet to Scandinavia and Europe which she will be taking in June. All 99's interested in going too, contact Dot! It sounds wonderful.

And on the subject of passing on our aviation knowledge to our eager and enthusiastic young people, what a well-written detailed account of the Civil Air Patrol that appeared in the

Feb. 2nd issue of the Aurora Beacon-News. If you are thinking of joining or forming a squadron, be sure you read the article for inspiration. The busy Aurora Squadron of C.A.P. has 1st Lt. Sue Roscoe as its medical officer and Sue's 49½er, 2nd Lt. Garth Roscoe, in charge of the Aerospace Education Training program.

In our recent sub-zero spell, Marie and Mike Cronin flew their TriPacer to Peoria, had dinner, and then were ready to leave for home. The poor little aircraft had difficulty in starting and they summoned the help of the line attendant to apply heat. It was sooo cold, they couldn't even get the heating machine started! Eventually, they succeeded in starting the Pacer without further aid.

Mary Lou Schleifer and her 49½er escaped some of the cold by flying down to Florida in the Debonair. Some hale and hearty individuals don't mind the cold up here. In fact, the Land of Lincoln Sky Divers (parachutists) are quite enthused about diving out of the jump plane, a Cessna 172, every Saturday and Sunday in the vicinity of the Hebron Airport (near Galt Airport), and one of our newest members, Ruth Livingston, has had the exciting experience of taking some of the jumpers up. Incidentally, remember to add jumpers to your "Be Alert For" list!

Louise Kokesch is busily planning our annual Achievement Award Banquet to be held in March and we hope to see you all there.

WISCONSIN CHAPTER By Ruth C. Lembke

Wisconsin's 99's assembled at the Goodwill Industries on Saturday afternoon, February 16th for a tour of the organization. Ruby Fielding and her flying 49½er, who have been members of the Milwaukee department, planned the tour. Then it was that neither she nor Ralph was able to take part in the good time, for they were transferred to the Michigan branch at Kalamazo.

Mr. R. Van Guilder, public relations director for Goodwill, graciously took the group through the extensive building and gave a most informative and inspirational presentation of the wonderful work of the industry. He joined us at the lunch and continued to give more and more of the details which make Goodwill the name to be proud of.

Special feature of the noon lunch was a guest of honor, Jerry Mitzenheim, who was six that day. He cut the birthday cake without any help from his mother, Maria, or his big sister, Lorelle, who is nine, or his big brother, Robert, who is eight. Three

more delightful 24%ers would be difficult to find.

Chairman, Dr. Anne, told us during chit-chat time, that she has been spending all her free time in the Comanche and will soon be taking off for Florida in search of warmer weather. Dora Fritzke and Dot Parks asked Mr. Van Guilder many questions. It takes good thinkers to ask questions. They will be glad to share what they acquired if you wish to ask them.

We missed Deedo, who had flown to Florida (lucky, lucky!). Bernie Voelker who had a wedding to attend, Marilyn Fifield, who was skiing, Ramona Huebner, who was flying under the hood, and the others who could not come.

One 49¹/₂er, Emil Lembke, augmented the men in the group. He came away from the tour with an obsession for sending everything in my "Fibber Maggee" room to the Goodwill. I'm afraid to go away!

GREATER KANSAS CITY CHAPTER **By Sarah Gorelick**

February 8 Greater Kansas City Ninety-Nines gathered for dinner at the Holiday Inn at Municipal Airport. Those in attendance included Kathleen and Joe Bonnell, Katherine Peck, Stella Lehmann, Jackie Rubel, Mary Ann Noah, Jim and Marilyn Dickson, Orville Kuhlman, Ruth and Sheldon Stafford, Elaine and Bill Morris, and Sarah Gorelick. Afterwards we attended a lecture concerning FAA written exams. The lecture was part of the program of the Missouri Pilots Association Meeting. Out-of-town 99's in attendance included Dorothy Rumsey and Loretta Slavick of St. Louis, Hazel Matz of Ash Grove, and Helen Simmons of Abilene. The weather was really lousy and very few flew in for the meeting. As Dot Rumsey said, "140's don't come equipped with de-icers."

Our meeting was held February 10 at Baker's Flying Service at Municipal Airport. Those in attendance were Mary Ann Noah, Sarah Gorelick, Marilyn Dickson, Ruth Stafford, Stella Lehmann, and Elaine Morris. Orville Kuhlman presented all his favorite girls a chocolate valentine. Many thanks, Orville. Plans for coming events were busily formulated. Our most important event will be the Powder Puff Derby stop at Fairfax Airport. Sarah Gorelick was appointed Chairman and committees were organized. The Chapter is determined to make KC the best stop on the entire route! Plans are being put into action immediately and all members are out promoting to focus attention on the race.

Other coming events will include our Penny a Pound Airlift, Sky Lady Derby, and numerous flyouts. Members are making plans for entering the various races. A busy and exciting year is ahead!

CENTRAL ILLINOIS CHAPTER **By Leah Warren, Pro-Tem**

On November 18, 1962, the Central Illinois Chapter met at the Redwood Inn, Illini Airport, Urbana, Illinois, for a one o'clock luncheon. The hostesses for this meeting were Dorothy Batterton, Dolores Adamson, and Marilyn Jackson. Dorothy was called to California that week because of the death of her father. We all join in offering her our deepest sympathy. Since that time, she has left our community to return to California in order to be with her mother. Dolores Adamson decided to make a job change, and she was at that time in Georgia for a few days before starting her new position with Federal North Iowa Grain Company, located at Newman, Illinois. We hope that she will be back with us in March, 1963, for our next meeting. Marilyn Jackson and Leah Warren, with the able assistance

OKC in '63

of Mr. Ed Jenison, greeted the group on their arrival.

Dad's Day had been celebrated on the campus here at Illinois that Saturday, so many of our group had made plans to be in Urbana for this particular weekend. This helped to give us the grand total of 8 members, 6 Forty Nine & A Halfers, and 10 guests. Those present were: Bob and Bonnie Ferrell and sons, John and Don, Ralph and Evelyn Farley, Ed and Barbara Jenison, Frank and Rose Andrews, Sam and Leah Warren and son, David, Jean Read, Marilyn Jackson, and Max and Dee Holcomb. Guests present were: La Verne Lentman, Streater, Theo Summers, Peoria, Bernice Wilson, Urbana, and Mr. and Mrs. Don Mosher and son and daughter.

"Doc" Mosher who in business capacity, is chief pilot for National Distributor, whose aircraft are based at University Willard Airport, but who in private life is a rabid enthusiast of sail planes and soaring, gave a very informative and interest arousing program regarding sail planes and gliding. He had on display several model gliders, which added much to the program.

The speaker aroused much enthusiasm and interest concerning this facet of flying, and we think that all

would enjoy an afternoon or day, spent with this local group at University Willard Airport.

INDIANA CHAPTER **By Muriel Dykema**

After a week's postponement, our January meeting was finally held at the Holiday Inn at Muncie, Ind. We missed our three new members who had come the week before too late to be notified of the meeting's cancellation. They were Martha Holst from Lafayette, Betty Kaye-Smith from Warsaw and Mildred Snyder from Westfield. We hope to welcome them into our membership at our next meeting. We were happy to have two prospective members, however — Verda Brittingham of Bridgeport and Dee Shreiber of Gary.

It was wonderful to see Martha Oz-bun who has been absent for much too long. Her little Janet Sue, five years, attended with her and she told us of a boy two and a half at home. Please come again, Martha!

Marty Wyal is taking the Sander-son Instrument Ground School at Smith Field at Fort Wayne in preparation for a new instrument rating. She's trading in her old one I understand. Good luck, Marty!

Paul, Tannie and Wayne Schlundt flew down to Athens, Georgia, on New Year's Day to visit family and the University of Georgia where Wayne is applying for entry.

Margaret Petty flew her Comanche to Ft. Lauderdale to attend the Sportsman's Pilot Association meeting his month and Olive McCormick flew to Goderick, Ontario, for the weekend of the 20th.

Soph Payton, who drives only when she can't fly, hopes to be in the "Gymkana On Ice," a sports car event, in the Austin Healy. That is, providing the ice holds out on Geist Reservoir.

We were all delighted with our youngest prospective member at this past meeting, Baby Susan, granddaughter of Peg Coulter, our chapter president. She is just as pretty as her very young grandmother.

We heard from Billie Smith, who is vacationing at Pompano Beach, Wonderful! This reporter and husband Carl are flying via Bonanza to St. Petersburg, Ft. Lauderdale, and Bibini for this next week. Hope to catch bonefish and do a little skin diving in that beautiful Gulf Stream.

Our next meeting will be held in Indianapolis with glorious Gloria Richards as hostess. Everybody come and don't forget the Sectional Convention in Muncie in May. See you all next month!

Dorothy Smith — Reporting for Feb.

Our February 17th meeting was blessed with beautiful weather and our attendance was the best in months.

Peggy Coulter, our Chairman was late arriving due to a flat tire en route. Wouldn't you know, Sunday was one of very few times when John did not accompany her to the meeting.

Two new members received their membership cards and pins. They were Martha Holst of Lafayette and Betty Kay-Smith of Winona Lake.

Two prospective members received applications forms and we hope to receive them as members very soon. They are Verda Brittingham of Bridgeport and DeLories Schrieber of Gary.

We were very pleased to have as one of our guests, Past Chairman, Helen Daniels of Noblesville. We would like to have her reinstate. She was Indiana Chapter Chairman 1946-1947.

Muriel Dvkema, our news reporter, is vacationing with her husband in Florida.

Katie Sage was skiing last month in Sun Vally with her husband. She returned with a broken ankle. She is not discouraged, is getting around fine with the cast and crutches. She seems quite proud of her membership pin in the broken bone club.

All of our members are busy making plans for Spring Sectional. Hope all North Central members can attend.

Respectfully, Dorothy Smith, pinch hitting for Muriel.

CAPE GIRARDEAU AREA

By Millie Limbaugh

We "gathered together" at Cape Central Airport for our February meeting. A few of the members were unable to attend, but we did have some lovely guests. Polly Freytag from Kennett, also a member of the Memphis Chapter, was among us. She and her husband, Art, were here having new radio equipment installed in their Skylane.

Another "sister pilot," Skippy Rexroads, a newcomer to our city of roses (come late spring) visited us. After the meeting she occupied the left front seat of Cape Central's new 205 with able assistance from "big chief pilot" John Higgins. Little Sheeri Rexroads, Polly and I tagged along and we had a fine ride.

We waved our good-byes to Dr. Frank and Margie Hall and Pete and Dottie Summers. They were heading for Memphis and New Orleans. I understand Frank and Mary Elders are also visiting in New Orleans.

Alice Godwin, our chairman, took

her husband, John, home from the hospital. He's had a bad time with an aching back.

Nadine and Elmer Heuer have purchased a Skylane. Also, the Elrods have traded their Bonanza in for another one.

ALL-OHIO CHAPTER

By Marge Gorman

The January meeting was held January 20th right here in Mansfield at the Holiday Inn. Jean Bonar, Laurine Kaylor, Patricia Rogers and myself were hostesses. Besides the above, Janice Kuechenmeister, Helen Sammon, Clara Tharpe, Joan Hrubec, Edy Maxium, Connie Jones, Jean Hixson, Rosalie Bracht and guests, Blanche Miller, Joyce Evans, Marilyn Beringer, Carol Weldey were present. All arrived by road this month with the weather man saying "Stay on the ground."

Connie Jones came in on Saturday and was the solo winner of the ski slopes. Sorry we didn't have more of a success for this but we will try again. This ski bug bites as hard as the flying one and by this time next year several more of our members will be addicted to this fine sport.

Jean and Doctor Bonar are flying their Skylane to Mexico with the Flying Physicians for three weeks in February. Jean already has the ski habit.

Mary Brandman sends word from Puerto Rico. Laurine and Dale Kaylor left Cleveland by jet and arrived in San Juan the same afternoon for a three week vacation.

The Martha Foleys have a new Aztec.

Janice Kuechenmeister took a trip to Mexico right before the holidays.

Claudine Fovle spent the month of December in Mexico City.

We'd like to extend our deepest sympathy to Virginia Schumacher on the death of her mother. Many of the Ninety Nines had met her and thought her a grand lady.

Grimes Airport, Urbana, was the scene of our February meeting hosted by Bette McMahan and Virginia Schumacher.

Fly-ins were Bette in a new Beech Musketeer. Several were lucky to have a ride during the day. Ruth Love came in from Cleveland and I flew the Bonanza with my 8-year-old daughter, Gayle as co-pilot.

Mary Scheafer was there after spending time in Akron City Hospital. Marilyn Collette, Atricie Lehr, Janice Kuechenmeister, Clara Tharpe, Mary Foley, Bonnie Miller, Marion Betzler, Marilyn Miller were present.

Virginia reported her daughter will be married this month.

Clara Phillips is in Florida as is Pat Rogers. Pat will be in St. Petersburg for two months.

Bonnie and Lee Miller and Lee's father will spend 2 weeks in Florida during March.

Bette McMahan reports she was promoted to selling new homes now and loves it. Let me know, Bette, when you find one with a landing strip! She really started the new year off right by flying a Colt, Cherokee and Comanche for 5½ hours on New Year's Day. Also practiced some GCA in the Comanche.

Captain Don Dye of the Aeronautical Systems Division at Wright Patterson Air Force Base flew in with Bette and was our guest speaker and also showed a movie on Basic research in Thermal Plasmas.

Norman Crabtree, husband of member Jerrie has been named chief of the Ohio Division of Aviation, replacing C.E.A. Brown who held the position since 1945.

We all welcome Norm to this important post and offer our enthusiasm and support. We hope to see more of him and Jerrie often. They also recently became the parents of a son.

The March meeting will be held in Columbus.

IOWA CHAPTER

By Helen Flaherty

One snowy Sunday in February, Madaline Johnson and Helen Flaherty hosted the regular meeting of the 99s in Fort Dodge, at the Country Club. It was a "regular" all right, as far as weather was concerned, and the Sno Bunny award was won by the six hardy souls who "showed." Ginny Koestner, Edith Jensen, Kitty Hach, Edith Foley, Dawn Miller, Mad Johnson and I. I won't mention how they arrived, but it wasn't by air or by sled, and we had a rather large contingent waiting at the airport to meet all flyers, none of whom came. Guests slightly outnumbered the members, but we got one of them to accept an application to join our ranks and that was very gratifying. Lois Grange, especially, will be happy about that. We will have to figure out some "award" for her, yet.

Following dinner, Major Duane Ulstad, Commander of the local National Guard, gave us an interesting and informative talk on the operational functions of his tactical unit. Neither James McCone nor Curtis Lemay could have given a better talk and it is reassuring to know that such a well-trained guard is at hand in these times of ruffled peace.

Guests who helped make this such

a pleasant occasion were Mrs. Don Pieper and daughter, Sherry, Mrs. Bonnie Wiewel, Don Koestner, Kenny Johnson, Hubert Bodensteiner and Major and Mrs. Duane Ulstad.

News of note: Our newest member, Dinny Phipps, went on a ski trip to Aspen, and, while careening down the slopes, she stalled out and spun in and this maneuver resulted in a severed knee ligament and some cartilage knocked loose, followed by surgery, followed by a week's vacation in the hospital, followed by six weeks in a full leg cast. She is now at home knitting a ski sweater for next year's spectacular. Len Hunt is President of a Bowling League and had to preside at the City Bowling Tournament in her city—on our meeting day! The Ongs flew to Colorado, the Barbers flew to MKC and several other members flew to Mexico and Florida causing a shrinkage in attendance. I always thought vacations were for summer. Kenny and Madaline Johnson have joined a Soaring Club and will soon be gliding about sans engine. I tried this once, but in a Cub.

Commercial: F A L L SECTIONAL. CID in 63 (stolen) but ok'd by OKC.

ST. LOUIS CHAPTER

By Rosamond Joly

An extremely interesting and informative program was presented at the February 99 meeting at Ruth Taksel's home in Ferguson, Mo. Bud Raymond, Control Tower Chief of Lambert, St. Louis Field, played a tape of the actual conversation between the tower and a pilot who was caught on top in the soup with no instrument training. The recording was a recent incident and the pilot was safely talked down. Bud added sidelights of operations in the tower and gave helpful suggestions. Following the tape recording, George Broncato, Chief of the St. Louis Weather Bureau, and Charles Caswell, Aviation Forecaster, held a question and answer period and we were asked for suggestions for improvement of weather briefings to pilots. Principal criticism was leveled at the practice of weather bureau briefings being too brief and limiting weather data to answering only specific questions. Fourteen 99ers, three 49½ers and one visitor - prospective member, Loretta Nelson, attended the meeting.

Congratulations are in order for the Taksels who just gained another son through the marriage of daughter Sharon late in February.

Del Scharr and Loretta Slavick were invited and attended the Zonta Club of St. Louis' annual Amelia Earhart Luncheon in the Caboose Room

at the St. Louis Union Station on Feb. 21.

Headed for sunny Florida aboard the Henke Aztec were Fran and Augie with guests Ruth and Ed Lake with final destination a ten-day stay in Nassau.

Also headed for a Florida visit at Ft. Pierce Beach were Dorothy and Elmer Haupt. A three-day weather-in stay at Waycross, Ga., limited their visit in Florida to only a half day.

Sylvia and Lackland Bloom are busy making plans for their visit on March 1 to New Orleans where Lack will attend the board meeting of the "Legal Eagles," an association of lawyer-pilots. Sylvia's brother and sister-in-law will make the trip with them.

With spring just around the corner come the anticipation of more flying activities to report next month.



FORT WORTH CHAPTER

LAST FLIGHT

Betty T. Warren
Jan. 30, 1953

COLORADO CHAPTER

By Grace Longbrook

The February meeting held at the home of Grace Longbrook proved to be a very interesting and informative evening. Lt. Linden Blue was our guest speaker. Linden, as he prefers to be called rather than Lt., learned to fly within two months, along with his brother. Just after receiving their license they decided to take a trip to South America and sold Mr. Wm. Piper, Sr. on the idea who supplied them a Piper Tri-Pacer. He showed us the movies of his trip while relating his experiences among the cannibalistic Indians they visited. We also learned first-hand about Cuba and the "bearded man". Linden was there, you know, when he was forced to land his Twin Beech in Havana while on an IFR flight plan to Nicaragua. His cargo of banana processing equipment was confiscated along with all his personal belongings, his plane was impounded, and he was imprisoned for two weeks. He was very for-

tunate to have been released 10 days before the Bay of Pigs invasion! What an experience he shared with us on Cuba, the men particularly enjoyed this part.

February 16 found 6 plane loads of 99's guests and husbands winging to Laramie where Pat and Jerry Bowser had a tremendous Fly-In planned for us. The local newspaper, "The Boomerang" carried an article informing the residents we were coming. They took pictures as we arrived, and the radio station KDNE made tapes and played them later on a broadcast which we heard while eating lunch at the "Chef" Restaurant. The restaurant also had had big "Welcome 99" signs in their windows. The manager of the CofC brought us greetings during lunch then took us in station wagons on a tour of the town and the University of Wyoming. What a wonderful reception in "Wonderful Wyoming"!

The Powder Puff Derby is coming through Colorado this year! Ethyl Freize is chairman of the La Junta stop committee and the Colorado Springs girls comprise the rest of her committee, and they have already started the ball rolling. The Turrills and Wenzholz are on a two-week trip to Mexico with one week in L.A. Boy, they sure get around the country!

KANSAS CHAPTER

By Mildred Early

The following 99s and their 49½ers met on February 9th at Beech Aircraft Corp.: Gene Nora Stumbaugh, Garnett Hastings, Marilyn and John Copeland, Penny and Don White, Pat McEwen, Mary Lou Aikens, Fritz and Phila Knitig, Edna and John Calbeck, Port and Mildred Early, Jim King, who is with the Sales Dept. at Beech, took all of us on an extensive and very interesting tour of the plant. After the tour, we had lunch at Wichita Country Club where Joyce Case and Owen McEwen finally caught up with us (separately of course!)

After lunch the 49½ers relaxed in the lounge while the gals had their business meeting. We're getting all set for our annual rummage sale March 8th and 9th, and also eager and excited about the National Convention in Oklahoma City.

Phila Kniting spent part of her Wichita "vacation" in Wesley Hospital, but we're happy to report that every thing is fine. Grace Brown is busy, busy and going to be busier with the Flying Dentists, Flying Farmers, 99s and getting ready for a big Dental Convention! Also involved is Marilyn Copeland. They both

have been logging hours in the air in their "spare" time.

Marjorie Brightup has wedding bells ringing in her ears! She will soon become Mrs. Ernest Morgan. The new 49½er is an engineer at Boeing and Marjorie plans to finish the year teaching school.

Beech Aircraft has our gals Joyce Case and Gene Nora Stumbaugh on the go. Joyce is on a three week tour in the eastern part of the country and Gene Nora drew the "Ace"—she is in Florida for two weeks! Joyce has set the date for the wedding bells and orange blossoms — May 4th — when she will become Mrs. Jack Funsch!

See You All At The Rummage Sale March 9th!

MIDLAND CHAPTER

By Pat Barbee

We met January 13 at Midland Air Terminal. Those attending were Nancy Brumlow, Velma Lee Copeland, Hettie Currie, Mildred Goodson, Pat Barbee, Esther Wright, and Mary Erwin. Our Chapter voted to nominate Nancy Brumlow for the Amelia Earhart Scholarship. Nancy has placed second for the last two years so we are hoping she wins this year.

Bob Currie, Hettie's 49½, gave two hours of dual instrument instructions for a door prize at our meeting. We had a drawing and the lucky girl was Hettie. Wonder if she has collected yet!

We met again in Midland for our February meeting on Saturday the 9th.: Nancy Brumlow just happened to have a student on a X-Country flight to Midland. Bea Merritt of Dryden flew to Ozona in her J-3 and went the rest of the way with Mildred Goodson and me. Others present were Hettie Currie, Velma Lee Copeland, Midland, Charlotte Hunter, Esther Wright, Odessa, Mary Erwin, Stanton. Mary, 49½, and 24¾ were on their way to the Big Bend Country on a week end trip by car.

Our chapter has ordered shoulder patches from the Wisconsin Chapter. We want to make white blouses and blue skirts. This is in preparation for the Spring Sectional at Houston in May. We are making big plans for everyone to attend. We also discussed what our chapter could contribute in the way of table decorations for the International Convention in Oklahoma City.

We have a new member, Esther Wright of Odessa. Welcome aboard, Esther! I hope Esther is not superstitious, she is our 13th member, but not for long. Frances Combs of Midland has her license and will be a member by our next meeting in March. Until then **HAPPY FLYING!**

EL PASO CHAPTER

By Eunice Dickey

Our regular monthly meeting for February was held on the 16th at the Ground School Room at Champs Aviation. Those attending were Brookie Bozarth, Ruth Deerman, Lela Carwardine, Margie Beard, Mary Fran Seidl, Liddy Weaver, Billie Callaghan, Evelyn Wasser and Eunice Dickey. A business meeting was held and the meeting was adjourned for luncheon at the Sky Chef for those who could attend.

Mary Fran Seidl was wearing her new Ninety-Nine jacket that all our chapter members are encouraged to get. It is a navy Chanel-type jacket with the white Ninety-Nine emblem on it and is very smart looking. Mary Fran had on a matching skirt that was really pedal pushers with a skirt attached, that would be very good for flying.

Evelyn Wasser was trying to find someone to fly to Miami, Florida with her next week-end. She says she'll fly commercial airlines if no one can go with her. Hope you had a lot of fun Evelyn.

We're very proud of two of our members who have been getting some new ratings. Lela Carwardine has just gotten her 360 degree rating and Mary Fran Seidl is the proud possessor of an instrument rating. Congratulations! M. F. is also a proud part owner of a Cessna Skylark, now.

Lela Carwardine is leaving this week to fly to Chihuahua in her 120 and will meet friends there and go on by train to Topolaolampo for a week's stay.

Several members of the El Paso Aviation Association attended the Antique Airplane Association show recently. Among those attending were some of our Ninety-Nines and their 49½ers. They were Ruth and Charlie Deerman in their Cessna, Ruby and Dick Tatman in their Bonanza, and Mary Fran and Hank Seidl in their Skylark.

We had a little snow around here and the Callaghans and the Weavers were weathered in at Phoenix after attending a golf tournament there. Liddy and Campbell came on home on an airliner and Billie and Murray flew on back home later.

Wish I had more news about more people but that's it. Do drop me a card and let me know where you've been flying. See you next month.

MISSOURI VALLEY CHAPTER

By Evelyn Sedivy

Old Man Winter struck hard last month. Only five brave souls weathered the extreme cold to meet for the

January meeting. Verdayne Menze and Leah Snart flew to Grand Island to meet with Edna Cummings, Marge Colton, and Ann Markowski. As not enough members were present to conduct a business meeting, the afternoon was spent socially at Edna's home. Verdayne, Edna and Marge were interviewed on the radio program "Spotlight" over KHAS (Hastings, Nebraska). Topics of conversation included the background of the "99's", chapter meetings, and future plans.

The February meeting was held in the home of Catherine Marsh, Council Bluffs, Iowa. Those in attendance were Mildred Barrett, Beverly Giles, Evelyn Sedivy, Belle Hetzel, Verdayne Menze and 49½er, Florence Boring, Helen Nestle and daughter Judy, Laura Russell, Anita Thomas, Catherine Marsh and 49½er and daughter Sue. Laura Hennessy of Council Bluffs, Iowa was guest. Laura has her student license and we're looking forward to the day she receives her private license and joins the 99's. After a delicious Sunday dinner served by our hostess, Mr. Joe Schmidt and Mr. Frank Powelson of the Omaha Flight Service Station gave a talk and showed a film on the duties and services performed by a flight service station.

We were all envious of Anita—while we were all suffering with such cold weather, she was enjoying a ten-day winter vacation. Commercial airlines flew Anita and 49½er to Los Angeles, San Diego, Phoenix, Palm Springs, and Las Vegas. Talk of fresh fruit and warm weather made me drool. Helen, Laura, Florence, Verdayne, Jan and Marge attended a C.A.P. Wing Conference in Grand Island. Catherine was elected President of the United Church Women, Council Bluffs. Millie is working for her instrument ticket—keep at it, girl—you may need it to make it home from the next AWTA!

Everyone keep in mind the importance of our March meeting to be held in Lincoln. We are having full news coverage by one of the local newspapers, and want a good turn-out. Blue skies and happy landings to all.

DALLAS CHAPTER

By Elinor Johnson

Our January meeting was held at my house and was devoted mainly to business, such as nominations. We are pleased to welcome two new members into our chapter, Margaret Burge and Ruth Stults.

With the long siege of badweather, there isn't much flying news. Kathy Long and her husband made a trip in

their Bellanca to McAllen, meeting Marge Mitchell and her husband from Plainview, who flew down in their Bellanca. Kathy says there is a lovely motel with three swimming pools right next to the airport.

Kathy and Helen Willke safety pilot for each other, keeping their instrument ratings shiny. Helen is also working on her commercial rating. Hazel Corry says she has just reached the point where she thinks it may not be impossible to get her instrument rating.

Sue Andrews and husband George retrieved their 170 from Florida over New Years weekend and go someplace nearly every flying weather weekend. Recent trips include hops to Paris (Texas) and Lake Texhoma. Soon they hope to go to Burnett and visit the caves there.

Recently I stuffed my four children in a Cherokee and flew down to Waco to see my sister in law. I don't often have an opportunity to go anyplace and I thoroughly enjoyed every minute of it. I learned one thing on the trip down, don't put two boys ages 8 and 11 under one seat belt. Also discovered that my 12 and 14 year old girl and boy can navigate surprisingly well. While waiting for our ride we asked permission to go up in the tower. The FSS at Waco operates from the tower, and both the FSS operators and tower men were most helpful and friendly. They showed us their equipment, explained their work, answered all the questions, and let us watch.

OKLAHOMA CHAPTER

By Ruth Craig Jones

Our March meeting was an all-day "work" affair at Broneta Evans' in Minco. If you don't come to the convention in July, you will never know what we "worked" on.

Our guests were: Joan Powers of Lawton who is to join us soon; Viola Sims, also of Lawton, whose husband is a part owner of Southern Aviation, Inc.; Ann Johnson, of Oklahoma City, a student pilot at Catlin Aviation who has passed her written already. She and her husband fly their own Cherokee. And, it was great to see Irby Keen again.

Members present were: Jane Abbott, Skip Carter, Rita Eaves, Broneta Evans, Emily Frost, Marie Hall, Ruth Craig Jones, Marie Ketchum, Mary Lester, Nema Masonhall, Dorothy Morgan, Susie Sewell, Beth Smith, Jean Thomas, Arlene Walkup, Velma Woodward and Suzette and Dottie Young.

Two of Dottie Young's helicopter students completed the course during

Oklahoma City's coldest weather, Betty Pfister (99 from Aspen, Colorado) received her Commercial Rotorcraft Rating January 31 to become Number 52 Whirly-Girl—on the same day Gene Swafford (North Carolina) received his Commercial Rotor Rating.

To help Betty Pfister and 49½ Arthur celebrate her new rating, eight 99's and Dottie Young's 49½ Pete ate dinner at the Hexagon Club—had a fine time listening to Jean and Chuck Thomas entertain. Jean and 49½ Chuck have moved, after a year's engagement, from the Hexagon Club to the Moose Club.

Rita Eaves and 49½ Leonard flew to Wichita Falls, Texas for a niece's wedding. Their "home-built" Cougar cruised well—one hundred and thirty miles in forty-eight minutes from throttle opening to gas pump. Rita and Leonard were featured on the front of the February issue of Experimental Aircraft, also in Air Progress for January-February in connection with winning third place in the Folding-Wing Design Contest for Home-builts at EAA Convention in Rockford, Illinois, and in the February issue of Popular Mechanics.

Marie Ketchum and 49½ Jack (Duncan, Oklahoma) have gone into the farm implement business. They have a John Deere partnership.

Carol Waddell telephoned in during our meeting to report snow and sleet at Woodward where she lives and is presently teaching a class of eighteen students in ground school.

Marie Hall has a new grand-daughter, Sherri Lynn.

Emily Frost's father, a fugitive from New York state winter weather, is visiting with her and her horse in Norman, Oklahoma.

Dorothy Morgan, Skip Carter and I are up to here in an International Revenue Service course on Federal Income Tax—need any help? So do we.

Broneta Evans plans to attend the Regional Flying Farmer meeting at Lubbock, Texas, February 14 and 15.

Start making your plans. We are looking for you all in July.

ABILENE CHAPTER

By Ann Nell Hooks

The weather man has slowed activities almost to a stand still here. One never knows what to expect—sand, snow or icy runways—typical Texas weather. We hope the worst is over.

The December meeting was a festive cocktail party given by Jo Ann Hamil and Peggy Hawes at Christmas.

In January we braved the strong

head wind and flew to San Angelo for lunch.

Outside activities in the group included a ski trip to Ruidoso for the Schulzs and Taliofferos. Everyone else seems to have been sitting around the fire or nursing the flu.

We are looking forward to better flying weather and some out of town trips soon.

For our February meeting we are planning a flying trip to Odessa for lunch with Mozelle Scarborough and Beverly Tarpley as hostesses. They have guaranteed a fine time, but refused to guarantee good weather. Some of us have been having trouble getting any flying hours in lately and we hope that resuming out of town trips for meetings will help us all keep our hands in.

TULSA CHAPTER

By Gay McCauley

We now have a Sky Diving 99 member. Our youngest 99 and daughter of 99 Agnes Hellman, Judy Hellman, a student at Oklahoma State U. and enrolled in their flight school for her commercial rating, made her first parachute jump February 16 at Stroud, Oklahoma, and we hear she loved it. Also in the parachuting field is our chairman, Jan Mauritson, who pilots for the Tulsa Sky Divers of which her husband, Don, is a member. She has even gone so far as to tilt her own husband out that open door!

Nema Masonhall of the Oklahoma City Chapter was our special guest at our February meeting and was full of plans and information on the July OC International Convention. I had to miss the meeting but I bet hostess Mary Krutsch served one of those delicious cakes she is famous for.

Mary Burke, Chairman of the 1963 Skylady Derby (don't forget to enter—it's in June) is really bustling these days between planning the Derby and income tax time (she's a tax accountant.)

Lois Martin took advantage of the one nice-weather Sunday we have had lately to get in a couple of hours flying. Mary Shaddock, with 49½'er Jimmie, made a flying fishing trip to Falcon Lake at Zapata, Texas, and found lots of fish. Saw Mary again in Okmulgee this last Sunday when she flew down for some practice landings and coffee.

Jan and Don Mauritson took off in their Cessna 195 for a weekend in Dallas. Jan is being congratulated on passing her instrument written.

Gay and Mack McCauley made a flying overnight trip to Ft. Smith,

Arkansas, for some of those good ribs at Constantino's.

The flu bug is making its rounds here and at last report both Jean and 49½'er Cliff Rands, and Jan Mauritsen have been bitten.

Wishing you spring weather from the Tulsa Chapter.

ALBUQUERQUE CHAPTER

By Linda Swann

The January meeting was held at the home of your reporter. Members present were Randa Sutherland, Shirley Kay, Velma Wood, Donna Downey and Marie Grossetete. We were very pleased to have two guest speakers, Earla Martin and Dave Bussey, from the F.A.A. Flight Service. Their talks were extremely interesting and helpful. Afterwards we settled down to our regular business meeting. We also received our blue and white shoulder patches and were very happy with them.

Several of the Ninety-Nines were on the go over the New Years holidays. Marie and Nugget Grossetete spent their vacation in Mazatlan, Mexico. They said the swimming was ideal. Velma and Cliff Wood made a cold trip to Death Valley and John and Randa Sutherland went to Guaymas for a little fishing. Shirley Kay's mother came to visit her from Ohio for the holidays.

January 16, 1963, some of the Ninety-Nines attended an Amelia Earhart Scholarship Banquet which was given by the Zontas. All those attending enjoyed themselves very much.

HOUSTON CHAPTER

By Sue Collins

The Fly-in to Hilltop Lakes Resort City Lodge, one hour NW of HOU, was flown in two weeks ago by 8 airplanes loaded with Ninety-Nines and friends in 22° brisk weather. The Texas-shaped swimming pool and several man-made lakes still looked inviting. This resort city was started a short year ago and soon it hopes to house 10,000 people. . . . with the 3,000 footward surface landing strip, there promises to be a few pilots in the group.

After major surgery Celia Parrish is recovering beautifully and rarin' to go . . . even hopes to make the March meeting, no doubt will be in the air to Galveston for the Convention May 10, 11, and 12th.

It's all settled . . . the beautiful Jack Tar Hotel on the Beach at Galveston for us to work and play at the Convention; and there's a view of the pool to make you drool, even a wading section for the children.

A moonlight cruise around Galveston Island is planned for Friday evening for the romantic early ar-



Pool-side at the Jack Tar Hotel, Galveston, site of the Spring Sectional, South Central Section.

rivals. Saturday plans include a luncheon after the A.M. business meeting; free afternoon to swim or whatever; and, after the 7 to 8 cocktail starter, a fantastic Luau, leis 'n all! We've been promised an authentic menu, a sight to behold. Soooo, it's the Beeeeeeg Texas "Ya'll Come!" to all south Central Chapters! Head for the Bay in May!

SHREVEPORT CHAPTER

By Dot Wilson

We've got a new member and we couldn't be more delighted! Corinne Strickland got her license and joined our group. She's so enthusiastic that it's hard to catch her on the ground. She's taken her children for a couple of short trips and given her neighbors a ride. Incidentally, she's pretty hot stuff on that Morse code—we've got plans for her.

Martha Christy is just about as "off the ground" as Corinne for now she's instrument rated!

Claire Childs and Helen Hewitt have both had some fine trips—Claire to Dallas for good times and "The Sound of Music." Helen to Mexico City with husband Whitey for University scenes re-visited.

On the way back from Mexico Helen and Whitey had to make an instrument letdown and ADF approach to Shreveport—packing up ice on the way down. We wonder if Helen could answer that old question about When water turns to ice, how does it involve the latent heat of confusion?

Our February meeting was held at Dottie Ports' home. Major Mahoney of the C. A. P. talked about his organization, their part in search and rescue missions and the L-19 C.A.P. plane. Afterwards talk naturally turned to thoughts of Galveston, Oklahoma City, spot landings at a local Airport next pretty day, money making events and the calorie count of

that delicious chocolate cake and ice cream.

One last thing before I go—a question for you all. Should pilots be paid by the Beaufort scale for overtime? I guess with that I better leave you.



New England Air Race

On May 25, 1963, the New England Section will sponsor a cross-country proficiency event, on a handicap basis. Start and finish at Keene, New Hampshire; the round robin will cover over 200 miles. The route—classified info till briefing time!

Race co-chairmen — Pat Russell (Northern N.E. Chapter) and Barbara Kiernan (Eastern N.E. Chapter). For inquiries and requests for applications, rules, handicap, contact Barbara Kiernan, Geneva Road, Andover, Mass. (Enclose 50c for packet mailing)

EASTERN NEW ENGLAND CHAPTER

If you're an "I'VE GOT A SECRET" show fan, then it's no secret that the Ninety-Nines were well represented on the Feb. 18th show. Barbara Kiernan, Vice-President, came "thru" on TV very well. The panel were amazed to find that the 99's bought an airplane with 3,000,000 Green Stamps! Lovely Kyung-O'Kim was in the audience and was introduced by Henry Morgan. Barbara was also in New York for the Colt presentation activities. Frankie Sutton, who recently received her instructor's rating, and prospect Evelyn Cataldo made a night flight to Idlewild for the dinner.

Our usual inclement weekend weather has required "rain or shine" meeting dates in recent months. At the January meeting in Beverly, we were all IFR on four wheels—and glad to welcome Shirley Gentile and Mary Warford as regular members of our chapter. They brought another prospective member, Bette Whittemore.

At the February meeting in Worcester, Marie Lepore reported that the first Aerospace Education Workshop held in Massachusetts is scheduled for next July at Worcester State College. We all know this is a result of Marie's diligent and never ending effort in air age education. The Ninety-Nines plan to provide orientation flights for the guests. Marie in-

spired us with her enthusiasm and gave us packets of material (including aerospace math books) to leave at school libraries. At luncheon, guest Dorothy Ross told of her J-3 experiences and we were all wishing to "try the stick" again. Chairman Mary Lowry missed the meeting due to a return of the "bug", she is one busy gal working on her masters degree in languages—plus working full time!

Plans for the All Women New England Air Race are getting under way. The race, May 25th, will be co-chairman'd by Pat Russell (Northern N.E. Chapter) and Barbara Kiernan. Barbara and Lois Auchterlonie (N.E. Gov'r) drove up to the meet with Pat, and Lee and Fran Bowman at Keene. After much race talk, we dropped Pat off at her mountaintop home in Peterborough, and couldn't resist a cup of tea while we enjoyed the beautiful view—with 10 inches of new snow!

Lorraine Melican is smiling broadly these days over "her" recently acquired Stinson! Illness has kept her grounded, but she and her co-pilot Marie Lepore promise lots of competition at the N.E. Air Race this spring.

Gerry Gardiner and family had a month's ski vacation in Franconia over the holidays; also got exercise shoveling their Bonanza out of frequent snowdrifts and trying to start it during the "deep freeze." June Douglas was their guest for a week's vacation from her flight operation in Florida to renew her ski legs. Also in the Mittersill area were Frankie Sutton and Barbara Kiernan. Lois Auchterlonie made a fast jet trip to Wichita for a few days. Shirley Gentile took off for a ski trip to Montreal, Canada; and Charlotte Kelley did a 180° from the snow and is sunning in Arizona.



GREATER NEW YORK CHAPTER

By Irene B. Keith

You can spell active with a Capital "A" for this group and to catch up we must tell you about the Gala Christmas party held at Walter and Selma Cronan's home in N.J. . . . In a setting of beautiful Xmas decorations a group of more than fifty Ninety-Nines and friends enjoyed the evening. A Hat contest with many original ideas with Kay Brick and Kamala Vass the winners. The judge was Eileen Paul—who is an inde-

pendent producer and T.V. Actress. Kay's was a big hat topped by a lighted Christmas tree and Kamala's an airport built on a block of styrolorm, designed by Maureen Wesche, a prospective member. We were delightfully entertained by Mira Gilbert with her folk songs of many Nations in their native tongue. Gifts were brought for the children of the Bellevue Hospital, this has been our Christmas project for many years.

We regret to say that Alma Harwood's last flight was January 24th. We have indeed lost a good friend and long standing Ninety-Nine. Many things can be said of Alma's full and productive life and even her pride that she was a great-grandmother five times. She was the First Chairman of the Amelia Earhart Scholarship Fund.

Jan. 29th our meeting was held at the Beaux Art Restaurant on a quick switch because Ferdi's kitchen burned out. At the business meeting we were told of Alma Harwood's death and the Poem "The Airman's World" by Gill Rob Wilson (Feb. issue of Flying) was ready for her by Chapter Chairman Kamala Vass and a minute's silence was observed. It was voted to send a contribution to the Amelia Earhart Fund in Mrs. Har-

OKC in '63

wood's name and also for Mrs. Earhart—Amelia's mother who passed away recently.

Our guest speaker Rev. Monroe Drew, who was arranged by Willy Hanzlink, is a man of many talents. Presbyterian Minister, Navy Chaplain, Radio Singer, and Aviation enthusiast to mention a few. His subject "The New Breed of Airship". Lighter than Air proved to be very enlightening and that's not a pun. It seems that Dr. Solomon Andrews first flew the Aeron I at Perth Amboy, N.J. in 1833 to 10,000 ft. and at a speed of 125 M.P.H.; and in 1866 he flew Aeron II down Broadway, N.Y.C., carrying three passengers and banners (first aerial advertising). Rev. Drew and a Navy Engineer have built the Aeron III which is about ready for test hop and has many possibilities. No runways are needed and it can load while hovering, thereby, carrying from producer to seller directly.

Our good friend and 99 Capt. Kyung O. Kim was present at the meeting and it was announced that a luncheon in her honor would be held at the Shelbourne Hotel on Jan. 31st and be given by the AWA. That evening at the International Hotel at Idlewild Air-

port the Keys to the Piper Colt would be presented to Capt. Kim at a cocktail and dinner party in her honor.

Wings and things — Prospective member Eleanore Nilson received her Private License Nov. 6th—Julie vom Saal passed her instrument written—Mary Horne received her Commercial license — Ellie McCullough has completed two Parachute jumps (Static Line) in the Tri-State Sky Dives. Helen Czejkowski bought a Luscombe 2476 and plans a trip to the Bahama's. Teams for the N.E. Race are getting ready like Dottie Cable and Eleanore Nilson—Ellie McCullough and Helen Czejkowski—Dorothy Julich and Irene Keith. Flash—Flash—Dorothy Gable is engaged to be married and the date for the wedding is set for July 20th. Congratulations—Julie vom Saal returned from Miami in her 182 weathered in for four days at Watterboro, S.C. Marjory Davis, Prof. at N.Y. University on a panel at the Universidad de San Marcos Lima, Peru and Universidad de Crigco, Peru; then to Rio de Janeiro during the change of Government—some story there. Adios.



EL CAJON VALLEY CHAPTER By Boo Christensen

Greeting from Thailand from our roving member Ann Bledsoe, December she was a local Oceanside U.S.A. "resident". January: Thailand, and now a "wish you were here" postmarked Japan.

Dotty Davis, Lea Hanlon and Dottie Sanders attended the Zonta dinner honoring the memory of Amelia Earhart. It was a stimulating meeting with this international organization whose San Diego club has helped the local county area with many AWTARs. Yucca Valley Airport, east of Big Bear, was the touch down point on a desert sight-seeing flight for the family of Barbara Hill.

With part of the Chapter representing ECV at a Riverside week-end fly-in, Barbara Tucker conducted a fund raising drive with team members Harriet Allen, B. Hill, Isabelle McCrae and Boo Christensen. They attended a swap-meet at a local drive-in and the fund raising also included "lotsa fun".

Press time is at hand so just a brief note that the program, Hostess B. Hill will present at the next meeting, will be a member of the control tower at Gillespie Field.



Novel display of airplane in lobby of Crocker-Anglo National Bank salutes the formal dedication of new traffic control tower at Santa Barbara Municipal Airport. Here, David Siebert, bank Vice President and Manager, Sandra Killion, Santa Barbara Chapter of the 99s and R. C. Sinclair, City Airport Commission Chairman visit the exhibit. Santa Barbara 99s assisted officially in the dedication December 8, 1962.

SANTA BARBARA CHAPTER

By Doris Phillips

Fifteen women pilots were present for our January 20th meeting at the Oxnard Airport. Fran Killberry and Lucille Swain of Santa Barbara and Gayle Aitken of Moorpark were issued applications for membership. Carol Chockel and Jean Cochrane of Santa Barbara are also new members to our chapter.

Alice Richardson from Santa Paula introduced her mother who has passed her private written examination and is a candidate for her private license.

Worthy of mention! Joan Steinberger recently passed the commercial written examination. Congratulations Joan! Anna Reitz, Joan Steinberg, and Sandra Killion flew to Pismo Beach recently in Sandra's Bonanza.

Anna and Henry Reitz flew to Warners' Hot Springs early in February to attend the Flying Dentists Convention.

Foul weather interfered with our Fly-in to Bakersfield on February 17. The Oxnard contingent of Della Abernathy, Doris Phillips and Anna Reitz with her 49½er Henry were greeted at Bakersfield by members of the Bakersfield chapter who were also meeting for a luncheon date on this occasion.

May all your cares and repairs be minor ones.

LONG BEACH CHAPTER

By Claire Walters

The February meeting was held at Barbara London's beautiful home in Long Beach. Present were guests Virginia Cullen and Juanita Tanger, and members Fran Bera, Edna Bower, Pat Weaver, Jan Vawter, Carole Dunn, Emma McGuire, Mary Pinkney, Olive Gooch Tuttle, Lee Title, Ruth Gay, Margaret Ross, Jackie Sepulveda, May Sharpe, Mildred Krueger, Martha Cholewski, Norma Craig, Betty Faux, and Claire Walters. Legislation to be postponed at the next sectional was discussed, as was the nominees for various national offices.

Ruth Gay again has been asked to serve as Aviation Education chairman for the section. Discussion was held at to what part we might play in an up-coming meeting in Bakersfield of the aerospace education group.

As is usual, the business was dispensed with in short order, so that the gossip and hangar-flying could be gotten to. And much of it was done over delicious refreshments served by hostess Barbara London.

A vivid description of soloing was given by Betty and Claire who have been flying a Brantly helicopter which they have leased from Belmont Aviation. They think their instructor, Eob Jones, has more nerve than sense. Fran has about 30 hours in the Brantly now, with the idea of getting her instructor's rating in it as soon as possible. Weather and their own schedule of students have kept all three from getting as many hours as they would like to have in the helicopter. Barbara Willis and Emma McGuire have also been taking lessons in the 'copter. Emma has also acquired a 172 Skylark, which is now getting a heavy workout from the family.

In March the meeting will be held at Emma McGuire's home in Santa Monica. Those flying in to the meeting will be provided with transportation from the Claire Walters Flight Academy at the far west end of the Santa Monica Airport. Come join us.

BAY CITIES CHAPTER

By Doris Purdy

Such enthusiasm to attend our February meeting! Lindy Boyes, just off the plane from six weeks in Mexico, came directly from San Francisco airport to the meeting at the home of Mary Messersmith. Also present were Jaunda Bigelow, Miriam Brugh, Debbie Byram, Rita Hart, Mary Fields, Hazel Miles, Ruth Magill, Gail Lane, Margaret Gerhardt, Maxine Carlson, Janet Ferguson, Dorothy

Garliepp, Elly Jones, Ruth Rueckert, Eleanor Wilson, Hialeah Reilich, Ethel Shaffer and Doris Purdy.

Guests were Gloria Crum, Nancy Blackman and Edwina Johnson.

Janet Ferguson is leaving the Bay Area for a trip to Hawaii and then a tour of the United States with her mother and sister.

Ray Misener has gotten her commercial license. Hialeah Reilich has passed her commercial written. She is doing her commercial maneuvers with one of her offspring in the back seat. She is afraid to put both children there at once for fear they may fight, which would be distracting during a chandelle or lazy eight.

Elly Jones and her 49½ flew to Santa Rosa in a 172 and with the aid of Hamilton AFB Tower avoid some jets in the vicinity, or this item would be on Page One.

Mary Fields' Swift has been relicensed and she flew between thunder storms.

Mary Messersmith flew to Clearlake and Healdsburg in a 150 to visit friends.

Doris Purdy took instruction in a 152 at night on instruments. Is going to take the Instrument Written for the fifth time and is hoping for a winning number.

PHOENIX CHAPTER

By Melba Beard

Most of the chapter members and their husbands accepted the special invitation from Litchfield Naval Air Facility to be present at the preview showing of the Blue Angels' new show, following their winter training in Arizona. The sleek blue jets put on a fine demonstration of precision flying. The January flight to Flagstaff and the Snow Bowl saw some 23 members and guests enjoying breakfast before winging home again or journeying to the ski area for a day of fun. Among those present were Bev Periman and her two children, Pat Lambert and Rick, Alice and Chas, with Dottie Saunders from California, Juanita Newell and Betty Slater in the 310, taking three girls from the Welsh Company office, Shirley Marshall and family from Tucson, Beth Wright and two other girls from Flagstaff, and several Chamber of Commerce greeters. I guess they all had a ball.

The February business meeting held at the home of new member Louise Boyd saw much business completed, including nominations, AWTAR, and finalizing of plans for the season's big event, our women pilots' luncheon Feb. 23rd at the Sky Cove. Co-chairmen Juanita Newell

and Jimmie Shelton and committees are making this an event to remember. Notices and invitations have been sent to all operators and airports in the state, and many newspapers, and to every known student or woman pilot.

The meeting was concluded by the showing of color slides of past AWTAR events by Alice Roberts. Also present were hostess Louise, chairman Pat Lambart, Jimmie Shelton, Wilma Bland, Betty Condon, Mary Vial, Jean Black of Winslow, Juanita Newell, Betty Slater, Marjy Crowl, Trudy Murphy, and Melba Beard. We are delighted that Sylvia Roth was in town with Alice.

Mary Vial took the Desert Survival Course and then flew to San Francisco, but didn't get to put her new-found knowledge to test. Chairman Pat Lambart and Juanita and their two 49½'ers, plus Melba, and Marjy Crowl, attended the local FAA Safety meeting in Feb., and report it most interesting. Melba flew two antique planes to the AAA Winter Fly-In at Tucson, a tiny 37 HP Aeronca C3 recently restored by John Thurmond, and her own Bird biplane. The Aeronca won Best in Class, and Melba received a plaque for the most outstanding woman pilot. Ruth and Charlie Deerman and another 99 couple from El Paso flew to the meet, also several other Texas planes, but all were disappointed that high winds Sunday forced cancellation of the flying contests for antiques. The stork has brought fledglings to Betty and Joe Siler, and to Ferol and Samuel Jenkins.

LOS ANGELES CHAPTER By Betty Duport

A little late, but here goes—Congratulations are in order to: Mary Ann and Leon Kaslow on the birth of their new son, Kristopher Lewis Kaslow, what a Christmas present!! 49½'er Gene Moskow received his instrument instructors rating. Sally Broyles recently earned the rest of her ground school instructor ratings and now has basic, advanced and instrument ground ratings.

The December meeting was held at the home of Mary Ann Kaslow. The evening was spent making last minute plans for the Christmas banquet and feasting on the luscious goodies prepared by Kathy Craig. We had two guests: Betty Mann, a prospective 99 who just recently received her private ticket, and Florence Dittmar of San Fernando, who invited us to their hanger Christmas party at Van Nuys airport. Thanks to Mary Ann and all her helpers for the planning and work getting ready for our



Jo McBride of the Los Angeles Chapter and Geri Hill, Governor of the Southwest Section ready for a flight in the "Space Coupe"

Christmas banquet.

Fox Hills Country Club was the scene for our Christmas banquet. 150 people attended this festive occasion and were charmed by the informal talk given by the flying grandfather, Max Conrad. Scrumptious prime rib dinners were served and loads of door prizes were given away.

New Years Day found several of our 99s up in the air: Moskows flew to Apple Valley and on to Las Vegas. Rebecca Held piloted a Cessna 150 to Yuma, and the Heaneys and Duports

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flew to El Mirage for sail plane lessons.

Thanks to Fritzie Heaney for planning the fly-in to Furnace Creek Ranch in Death Valley. It was a real ball. Norm and Elsie Smith were the first to arrive in their Bonanza, then Gene and Katy Moscow in their Apache with guests Louise and Bob Hoepfner, Lois and Nolan Akers in a Tri Pacer, Polly and Ed Carnahan in a Tri Pacer, Don and Fritzie Heaney in their Sky Lane and Betty and Gene Duport in their Navion. On arrival at the airport they were greeted by 91 year old Mr. Clark, who is one of the few authentic things left of the old west. He is the official greeter (self-designated) for Death Valley and he really looks the part, long white beard and all. The day was spent horseback riding and swapping hangar talk in the old saloon. That evening the whole gang crowded into two station wagons for a ride up to the Inn where they were served the most delicious barbecued steaks! Partying went on for hours, but Sunday morning found everyone bright eyed and ready to go. The old timer, Mr. Clark, was at the airport to wave farewell as all six planes took off for home via Las Vegas.

Sally LaForge took charge of the January meeting which was held at Wrights Flying Service at Hawthorne Airport. We had an informal meeting chatting about things to do and places to go in the new year. Refreshments were donated by Elsie Smith. We enjoyed having with us Margaret Callaway, a 99 from Ohio.

In February a lively group of 99s met at Wrights again. Wally Funk brought us up to date on our women candidates for space and explained in detail about the tests that must be passed to qualify. Geri Hill, of Bay Cities Chapter, Lee Teble, of Long Beach Chapter, Beverly Ragels, Elsie Thoreson, Eva Johnson, Mr. and Mrs. Funk and little Kris Kaslow were our welcome visitors. Till next month, Happy Flying.

(P.S.) Geri Hill just called, bubbling over with enthusiasm about the new little Space Coupe (2 place, pusher type plane) which is just now going into production. It cruises at 115, has 90 horse power and baggage capacity is 250 pounds. Ruth Nitzen of Long Beach Chapter, Jo McBride of Los Angeles Chapter, and Geri Hill of Bay Cities Chapter had demo rides and they all agreed it handles like a dream. Carolyn West of Los Angeles Chapter inspected it but had to postpone her ride until next time. That's all our news for now.

SAN DIEGO CHAPTER By Ruth Powell

Our very nice January meeting was held at the home of Lois Bartling.

During January Terry Vasques received her instrument rating. Jean Dionne received her instructor's rating and left right away for Kentucky to pick up a Cherokee. Due to weather conditions, Jean caught up on her pocket-book reading in Arkadelphia.

Ruby and Jack Keaveny flew to Yuma on one of our beautiful January Sundays and are hoping for clear skies this weekend for a flight to Las Vegas. Lois and Harry Bartling flew to Tucson and were amazed at the amount of tumbleweed and how high it was piled.

San Diegans were happy last week with the first rain of the year, the storm left just over one inch of rain in San Diego, which is big news.

We are working with the J.C.'s on the planning of their air games, scheduled for April 20 and 21st. Sounds like lots of fun and would be a nice time to make a trip to San Diego.

The February meeting will be held at the home of Jessie Ostrader with a real treat before the meeting, a showing of paintings and sketches.

REDWOOD EMPIRE CHAPTER

By Myrtle A. Wright

Rain, Rain, go away: That is just what happened Sunday, February 9th. The rain stopped long enough for our chapter to fly to Sacramento. We had hoped to meet the girls from Fresno, but they didn't get the same break in the weather that we did. Anita Conley, Bette Smith, Pat Stouffer, Hilda Casey, Phyllis Cantrell and Myrtle Wright flew to Sacramento for lunch. "Little Sister", Becky Lightfoot, from Healdsburg joined us. This is her second visit to our Chapter and we hope to see a lot more of her. After lunch we returned to Napa for some movie pictures. They were all about flying and the 99's of course.

Hilda Casey bid a fond farewell to everyone at this meeting. She and her husband Pat are leaving us for awhile and will live in Arkansas. We hope to see them back here in about six months. We will miss you Hilda. We are proud of our Bette Smith. She got her license in December and is now checking out in their Stinson Reliant. That is a whole lot bigger than the Cessna 150. She is also writing a column for the Napa Register, the local newspaper. Her column is called, "Look Who's Flying". Bette is doing a very good job of reporting all flying activities. The menfolks say she writes mostly about women, but it is the women who mostly get out and do things to write about.

Myrtle Wright gave a talk on January 19th to a flying club that has no women pilots. The husbands are anxious to get their wives interested so Myrtle invited them up for an indoctrination ride—anytime, anywhere. She had three "takers" that night so at midnight was flying three prospects over the San Francisco Bay Area. Fran DeHaan spoke to a Zonta group in Corte Madera early in January and Myrtle spoke at the Santa Rosa Zontas on the 24th. Members of the Redwood Empire Chapter were guests at the "Amelia Earhart Day" luncheon. Phyllis Cantrell, Betty Shunn, June O'Donell, Anita Conley and Bette Smith were asked to tell the group a little about their flying as well as Myrtle's talk about the Powder Puff Derby. Anna Brenner was the program chairman for the occasion. Anna is our 99's Historian and a member of the Redwood Empire Chapter.

Until weather clears and becomes a little more steady, I guess that is all I have to report. Lets fly free in '63.

SAN FERNANDO VALLEY CHAPTER

By Trixie-Ann Schubert

The SFV chapter fly-in to Palm Desert was rewarding beyond expectation. Forty women in twelve airplanes from five southwest section Ninety-Nine chapters flew in for lunch and talk. There, also to greet the Ninety Nines, were the Matterns. Jimmy is round the world solo pilot and president of the OX 5 club of America.

Chairman Lois Miles, Jeanine Cecio, Gladys Hogins, Lola Ricci, Audrey Schutte, Janet Hardin, Ellen Trindel were among SFV gals there. The four of us who flew over in Florence Dittmar's 205 (Cessna that is) and drove around in a car loaned to Mary Kemper, and visited friends of Trixie's at Eldorado Estates had a pleasant jolt when General Dwight Eisenhower came trundling by from the golf course in his one man motor-propelled golf cart and waved and bestowed his famed wide grin.

Headlines and heirlines: Martha Silva had a baby girl.

Joe Kappa of Kappair at Van Nuys airport, the same who loans us his hangar for parties, offered SFV Ninety Nines the Sanderson ground school instrument course at HIS expense; cost to us, that of the books only. And enough, he topped off the first session with pink champagne all around. It was like learning to fly blind in one easy lesson where all the clouds had pink linings. Might even say instrument ground school can be an intoxicating experience if approached right.

Watch that list of SFV members grow. Last meeting we pinned two gals. This meeting we pinned two more—Rose Gerlach and Ardie Trenholm.

It was like old home week with some of the gals coming considerable distances, Renee Freeman and Louise Bailey from Lancaster. Jean Rose flew in some prespective Ninety Nines from the Hawthorne area so that our guest list read like the nucleus of a new Ninety Nine chapter: Bette Malone, Joyce Taylor, Janie Blount, Judy Labson, Ruth Lile, and Peggy Hollister.

Plans are being completed for our annual SFV Woman Pilot of the Year banquet. To qualify we have a point system based on such evidence of aviation interest as, payment of dues, attendance at meetings, flying time, ratings, office holding, competitive flight, publicity etc.

UTAH CHAPTER

By Alberta Nicholson

The Utah Chapter enjoyed a lovely dinner party hostessed by our Chairman, Lucile Christopherson, at her home in Provo. There were about 20 members and their husbands and guests present to enjoy a sumptuous feast, and a festive atmosphere. Of interest to all were the slides which Merrill showed of the Christopherson's trip to Australia and the Far East. We were happy to see Mickie Harding after a long absence from our group. Jessie and Vern Carter were there with interesting news of their new airport which they are building at Lehi, Utah. From Springville, was Maxine Neilson and guest. Those attending from Salt Lake City were Louise and Bert Morrison. Eunice Naylor, Alberta Nicholson, June Raybould and Margaret Loy. Ruth Walker has started a new career in one of the Research departments of the Brigham Young University as has her husband Don.

Eunice Naylor was escort to the Air Force Academy for 22 Utah educators. While there, she had a telephone visit with our far away sister-member, Col. Margaret Wharton who is stationed there with the Continental Air Command. We are proud to inform you that Margaret was chosen "National Woman of the Year" by the American Business Women's Association. She traveled to Houston, Texas, in October to receive this honor and award. Congratulations, Peggy. Margaret will retire January 31, and she and her husband will make their home in New Mexico.

Word has been received from a former member of the Utah Chapter, Bobby McDonald, who is now residing in Oxford, Iowa. Her husband is biologist with the Sanitary Engineering Department of the State University at Iowa City. She is anxious to know the nearest 99 group so that she can affiliate with the Iowa Chapter. Can the Iowa gals please help her?

The absence of news was because our news apparently was lost in the mail and was returned to us a couple of weeks after it was mailed, but we felt you would be interested even though late.

Louise Morrison's lovely new home was our meeting place for discussing nominations for section and national officers, schedule of meetings for '63, prospective new members — there were four private licenses issued to females in the last month — money matters, contributions, etc.

Two Aerospace Education Teacher Workshops will be held early in June at College of Southern Utah at Cedar

City and Weber College at Ogden. Eunice will be very busy at both colleges. She flew to Cedar in a Cessna 210 in January to meet with civic groups regarding a CAP squadron in that area. While there she met with school personnel who will include aerospace education in the new high school opening in September 1963.

SACRAMENTO VALLEY CHAPTER **By Darlene Marsh**

Members of our chapter were pleasantly surprised to discover a feature article about the chapter, the 99's, and our exalted "leader" Florence Breen, complete with photo, in the Sunday edition of the Union. We welcomed the publicity to further the public's knowledge of the purpose and activities of the 99's and the chapter . . . and how wonderful it is that our chairman represents women pilots so well!

Seen at Sacramento Municipal recently: Carol Hammond in her favorite (the C-182) taking her mother, son, and son's friend for a flight to view flood areas in the Valley and then lunch at Columbia . . . Edith Brewer with her Cessna 172 neatly tucked around her keeping proficient . . . Elaine Lancaster wearing a new hat that looks strangely like an instrument hood, receiving dual cross-country instrument instruction . . . and Marianne McDonald emerging from the FAA office after taking her instrument written, which she stated was a real hum-dinger.

We called Orinda to learn what Barbara Graber, our vice-chairman, is doing and her housekeeper told us that she was out flying, so that means she's piling up more hours toward her commercial.

June and Jim Devine were packing as though they were going to the moon, and they couldn't have been more excited if they were; but they were preparing to depart for Wichita to return with a brand-new Bonanza. No, they're not trading in their Bonanza, just doing a friend a favor and bringing it to California.

A local columnist, in mentioning Sacramento personalities who have served as presidents of national organizations, listed none other than popular chapter member Gerry Michelsen, International President of the 99's from 1953-1955. We're certainly endowed with celebrities!

There's quite a group of our chapter girls and their spouses, children, mothers-in-law, and what-have-you, who are making plans for a group flight to Mazatlan, Mexico, from Sacramento during the first week in April. They will depart Sacramento,

stopping at the border, and continuing on the next day for colorful Mazatlan. They'll spend most of a week there sunning, shopping in the quaint shops, and participating in the deep-sea fishing. Several of the girls have laid aside the commercial and/or instrument instruction books which have been occupying their time lately in favor of "How to Learn Spanish in Cinco Lessons". Those practicing their cha-cha steps are Beryl Eis-singer, Joyce Evans, Carol Hammond, Cleo Merrill, Claire Raley, Ruth Lummis, and Darlene Marsh.

Juanita Bigler, recently transferred to our chapter, longingly watched a group of glider pilots through their maneuvers at Livermore and it awakened an urge to become current once again. Juanita has made numerous trips to Alaska and the Canal Zone ferrying planes, and states powered aircraft definitely have their place but soaring is another thrilling experience all its own.

While inclement weather grounded a good percentage of the pilots during the month, Florence and Jack Breen (he's instrument rated), covered the state from one end to the other in their twin Beech. First a

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trip to Eure'a at the north end of the state and then to the extreme south end to Coronado.

Our February meeting was held in the luxurious home of Claire Riley and it was well attended as everyone was anxious to view the second portion of the film on Omni Navigation first shown at the January meeting.

ORANGE COUNTY CHAPTER

By Doris Johnson

Our February 13th meeting was brought to order at the beautiful home of Madine Parsel in Costa Mesa. Those members attending were Betty Farrell, Ilene Winchell, Hilda Reafsnider, Ruth Phillips, Joyce Iyon, Norma Ojstedt, Thon Abbott, Emilie Smyth, and Doris Johnson. Guests which we hope will be prospective members were Chris Hoffman, Evelyn Sherwood, Della Lyford, Elaine Ross and Betty Sherry.

Mr. Gus Briegleb was our guest speaker for the evening. Mr. Briegleb is associated with the El Mirage Soaring School at the El Mirage Field. He is the designer of the B-G Sailplane, holds several titles and is a pioneer in the field of soaring. Mr. Briegleb was selected to go with the

United States Soaring Team to the International meet in Poland. He illustrated his talk with some terrific color slides of the event and discussed his trip behind the iron curtain into East Germany.

Mr. Briegleb discussed some of the phenomena associated with soaring operations and in particular the Sierra Standing Wave and Wind Shear. He also elaborated on some of his unusual experiences encountered while soaring both in gliders and in fixed wing aircraft (with engine shut down). We certainly appreciate Mr. Briegleb and his wife Ann taking the time from their busy schedule to travel in from El Mirage and to present this most interesting and entertaining discussion.

The tour of the Los Alamitos Naval Air Station on Feb. 16th proved to be a very interesting and enjoyable trip. The 12 of us who were able to go were given a very thorough tour of the air station which included the Control Tower, Parachute Loft, Link Trainer Room, Engine Overhaul Shops and Machine and Sheet Metal Shops. We also witnessed a demonstration of the parachuting of combat troops from Helicopters. Chief Edward Barron conducted this very worthwhile tour of the Air Station.

TUCSON CHAPTER

By Frances B. Francis

Held our Jan. meeting at Lorraine Chandler's, then a couple weeks later on a cold Saturday—we all met for lunch at the airport. Certainly was a good turnout. Besides, members and guests, we had with us fledglings Marge Conner, Jo Fulkerson, and Pat Morse. And were so happy to have Pat Lambert, Phoenix Chapter Chairman, fly down and join us. She stayed overnight with Gertrude Gelderman. These interested took a tour of the tower after lunch.

Shirley Marshall hosted our Feb. meeting and arranged for us to hear a most interesting, informal talk from Dr. William Wharton, pilot and FAA Medical Examiner. A very "patient" gentleman who really seems to understand both sides of the picture.

And we welcomed our newest member, Bonnie Feather. Our chapter is growing, gradually, and this makes us happy.

Final plans are being worked out for our 2nd annual AWTour. Dates and stops to be published later. It looks good, and we hope as many, and more, will join us this year as last.

Here and there . . . Virginia Edwards and Laura Bohanan busy crit-

icizing one another on those precision maneuvers . . . Pat Nolen to horse show in Phoenix weekend of the 16th . . . She'll also be riding in the Rodeo Parade the 21st . . . Pat Gilbert, in Ajo, is directing a stage presentation of "Oklahoma" to be presented there the 22nd and 23rd by the Desert Music Club . . . Shirley Marshall and family have been to Flagstaff for winter sports and Guaymas, Mexico, for fishing. They'll have fish for a while — brought back over 200 lbs! . . . and, I'm sorry we missed this one — the steak fry lunch flight to Wilcox — Fly-ins were Dot Jenkins and Byrd Granger . . . Bonnie Feather, daughter and friends . . . Lorraine Chandler and son with Mr. and Mrs. Mel Jones and Lee Yokum . . . Maggie and Ray Schock with daughter Susan and friend Sally Doll . . . Lum Edwards and student, Pat Morse, arranged X-C flight to fit the schedule . . . and Virginia Edwards and Laura Bohanan, with daughter, Melodie, drove over . . . seems the airport is very hard to find on the ground. Anyway, the steaks were delicious and all had a wonderful time.

Hope your flying weather has been one iota as fine, good, fair, as ours. Happy landings and be reading you.



EASTERN PENNSYLVANIA CHAPTER

By Irene N. Wirtschaffer

NOTAM to all active WAVES, WAVES in the reserve, ex-WAVES, and to all those who know any of the same. Information about all of you is needed to augment and to correct the mailing list for the 21st annual Wave reunion in Philadelphia, July 26, 27, and 28. We're planning a great week-end and don't want to miss telling anyone about it just because she's not on a current mailing list. Please send any addresses, changes or otherwise, to Irene Wirtschaffer, 516-B Presidential Apts. Philadelphia 31, Pa.

LOUISE SACCHI is on her way again! And this time to Johannesburg to deliver a Navion. We're anxiously awaiting her report on this trip that will include some more "firsts" for a woman pilot.

We've had some flying vacationers this past month—HAZEL and JOHN FELS, and MARIE and TONY D'ALTERIO flew their planes to Florida.

ANN SHIELDS hosted our Feb-

ruary luncheon meeting at the Hofbrau House near North Philadelphia airport. Three planes were flown in. ANN PIGGOTT and HELEN SHEFFER brought as their guests HERMAN ALEXANDER, a long time pilot, and NANCY YAUTES from Lock Haven. MARIE and TONY D'ALTERIO and JOYCE and VIC ROGGIO flew in all the way from International Airport. Among the 27 attending were two prospective members and their husbands; JEAN and GEORGE GRAY of Lambertville, New Jersey, and FLORENCE and DICK YOUNG of Princeton, New Jersey.

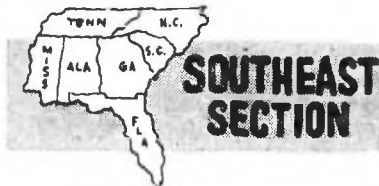
ALICE HAMMOND, who attended the full day and evening of activities surrounding the presentation of the Colt to Capt. Kyung O. Kim, gave us a report of that wonderful event.

After a very interesting movie on the history of aviation (Ann borrowed this movie from our public library), we had much discussion about our future projects. The date for the Penny-a-Pound Rides will be Sunday, May 26, at Wings Field. Elsie McBride is chairman of Pilots and Planes, while Marie D'Alterio will be chairman of the ground crew. Our sectional meeting will be at the Bridgeport, April 20 (rain date, April 21). From the reports so far, our day will be centered around ballooning.

PEGGY BORECK will be in charge of the March meeting—which automatically means airmaking. They'd better have facilities for warming the workers is the only comment I can make at the moment on account of the kind of BRRRR weather we've been having.

The weather has been against much area flying activity. Erma Keyes has been working with the CAP. Mary Myers from Atlantic City has been diligently pursuing her instrument rating.

After just reading some of the chapter reports in the current newsletter, I feel that I must tell you — that if this column is next written by another member, it's only because as soon as this is posted, I am leaving for Vermont for a long ski week-end.



GEORGIA CHAPTER

By Betty McNabb

Georgians on the Go:

Ruth Miller to Canada to visit son

Greg, who is in school there. (Apache'd up.)

Frances Peacock to Miami and Kay Largo, and flew her Cherokee some down there before it was delivered up here. Next to Florida State University where her niece will participate in the unique and exciting FSU circus.

Betty McNabb to Miami with the Air Force; she is on the National Aerospace Education Committee for the 1963 meeting; also on this committee but weathered out of Miami that Monday was North Carolinian Page Shamburger. Betty attended the Alabama December meeting at Demopolis, votes for interstate fellowship. (Sectional, too!)

Arden Hubbard's 49½er visited the Holy Land during Christmas.

The Kennedys, Carolyn and Biff, of Parrott, Ga., made the Orange Bowl game in Miami.

Betty Cones and 49½er, USAF Major Earnest Cones, holidayed in Bermuda.

Helen Crosby and her doctor husband are vacationing in Mexico.

Georgia Meetings, Coming and Going.

January: Air Traffic Control Center at Hampton, Ga., Fly-in to South Expressway, Jonesboro, tour and luncheon at ATCC. A small group made this tour because of miserable weather and the fact that Frances and both Bettys and Ruth were far, far away. But there's nothing like an ATCC tour to upgrade your respect for two agencies, one human and one not — the first: FAA. The second: weather.

February: Augusta's "Red Carpet" Bush Field. A business meeting for the selection of a sectional meeting site, for which Georgia is Hostess this year. And Bush got the vote. A beautiful Continental Airport Motel with a huge swimming pool and many other goodies, plus a delightful package plan—and all within a hundred yards of your airplane. Good fixed base facilities. Golf. Entertainment. There'll be an efficiency race in with a night's lodging for the winning pilot. There'll be cookouts around the pool, and all together, a relaxed and informal session for fun and business.

March: Aiken S.C., for a tour of SAGE, (Semi-Automatic Ground Environment). We hope many of the Carolinas girls will fly in for this—cards will go out.

Amelia Earhart: Georgia's nomina-

tion went to our budding lady astronaut, Myrtle Cagle, who is a flight instructor and ATR holder, as well as a student at Mercer University. A day or two after we made the nomination, the Atlanta Constitution came out with a really handsome picture-story on our Myrtle.

People at Meetings: Augusta: Frances Peacock and Jean Voyles in the Peacock Cherokee. Bettys McNabb and Cones in the McNabb Bonanza. Ruth and Jim Miller, and student pilot guest (who is English and had a grand time with our English Betty Cones) in the Apache. Hosting: Virginia Kleeb and her 49½er, and a student pilot guest of theirs.

Vir'n'a convulsed us all with her story about a recent wild night flight by Comanche to Washington, D.C., with an elderly lady who had never flown and didn't want to, and still didn't want to when she got there.

McNabb Tin Plate: Having gazed with envious eyes at the beautiful silver Trav Alabama circulates for most flying time, but being financially incapable of matching it, Georgians decided a token award would at least be fun. So your Ga. editor dug up a handsome stainless steel plate scrounged from the Marine Corps, had it suitably engraved, and it will now make the rounds among Georgia 99s until something more exciting can be promoted. Jean Voyles, with 18 hours flying time since last meeting, won it for this time. We decided to let Betty Mc and Ruth Miller into the contest, they had been barred because they fly too much. The rules were changed and the plate will be won by efficiently flight-plan now, not hours.

TENNESSEE CHAPTER

By Evelyn Bryan

Our membership is finally on the upgrade. We are delighted to welcome five new members to our chapter. Chattanooga has come up with four of these. To date we do not have too much information on these girls, but hope to tell you something of each of them as time allows us to do so.

Betty Probasco, one of the new girls from Chattanooga, does work with the Wing Scouts. She recently received her Multi-engine rating. Dot Jones, another from Chattanooga, recently received her Commercial Pilot Certificate.

The other two from Chattanooga are Dot Searles and LaVonne Jolley.

More information on all these girls next time.

From Clinton, Tenn., we have Valerie Grant. Valerie received her private pilot license on Dec. 18th. Just as soon as this reporter finished typing out Valerie's Private Certificate, she handed her an application blank and a brochure on 99's and invited her to become a member. Every time I give a flight test to a lady applicant she gets an invitation to become a 99; however, it is not always that we get a fine new member as soon as we got Valerie for our chapter. We are delighted to welcome her and all the other girls into our chapter. We hope that new members will be the means of stirring up new interest in our meetings.

We hear that Sarah Duke is now selling Life Insurance and Investments and is quite thrilled with the job. For years Sarah worked for Peerless Woolen Mills, but about a year ago they closed down and she has gotten into a new field of work.

The Tennessee Chapter is responsible for a stop in the International Race from Ontario, Canada to Hollywood, Fla., in May. We hope to make it a pleasant stop in Chattanooga.

OKC in '33

The airport there will be undergoing some construction, but even with this handicap we want to make it interesting for the girls to land there during their air race. Knowing those Chattanooga girls, I am sure they will cook up something worth while there.

In the last news letter, the item that was telling about this reporter's business partner, Tommy Moore, left out two lines that was the object of making mention of him. Tommy died last May. He fell off the wing of a Lockheed Lodestar that he was gassing and died of internal injuries three days later. He was known by many Ninety-Nines, so we are repeating this in order that those who knew him will know what we were writing in the news last time.

Marv Jane Quarles and Evelyn Bryan are inviting the Tennessee Chapter to meet at the Morristown Airport with them for the March meeting. Hope the weather man co-operates so that we can have a real good crowd at that time.

How about a letter or a card from you girls who have not been seen nor heard from lately. We would surely like to make mention of you in our next news report.



OREGON CHAPTER

By Betty Johnson

It's freezing but beautiful outside with the sun shining on Oregon's first real snow of the season. From our cozy fireside we start thinking of Spring and our thoughts lightly turn to what we've been thinking of all winter . . . flying? And come this Spring all 99er's in the Northwest are invited to compete in Oregon's annual "Pettycoat Derby" on Saturday, June 15th. This will be a navigational efficiency contest lasting approximately three hours from take-off to touch-down. A novel idea suggested, is all contestants leave something as a token gift at all stops along the way. What would be better than a tiny petticoat with your name attached, made of feminine materials i.e. lace, net, sequins, etc. So mark that date now and plan to enter the fun this Spring. Watch for further details in this column.

Captain Margaret McFarlin, one of our first-place winners in last year's Pettycoat Derby proudly received her hard-earned instrument rating. More about Margaret's many accomplishments in the next paragraph. During these winter months, Marcella Othus from Portland has been busy working toward her commercial license. The weather cancelled two of Marcella's appointments with the FAA flight examiner. On the third try, the weather finally relented; after another sleepless night with the nervous jitters, Marcella did her Chandelles, lazy eights, and pylon eights with flying colors. Congratulations, Marcella! Word has just been received that Viva Holman from Hollsboro has just become a private pilot. Viva, Viva! Membership notices have just been received that Florence Groesbeck from Eugene and Patricia English from Portland have joined our group of lady pilots. Patricia is a re-instatement after taking time off to have a baby.

Here's a sequel on the outcome of the Oregon Ninety-Nines who lost their planes in Oregon's only hurricane last Fall. Captain Margaret McFarlin, whose plane was totaled, was sent to Newfoundland by Uncle Sam in January. Instead of blowing her

money on gas, bush night spots in Newfoundland. Margert plans to save it and when her time is up, come home and go shopping for a new TFR-equipped plane. Dr. Virginia Gilliland of Portland who lost her new Bonanza when the hanger blew over, is the happy new owner of another Beechcraft. Bobby Haves and her husband, Frank, are a two-airplane family. They have a "Hers" and "His." Hers was blown to pieces on October 12th during the storm and scattered over the countryside. She gathered up all the parts, threw them into a truck and hauled the remains to Scappoose. It was reassembled and Bobby is once again flying her Cessna 120 as smooth as country butter. Who said the pioneer spirit is dying!

FAR WEST CHAPTER **By Margaret Layton**

Last month Marv Kochanek checked out in a Luscombe as well as a Colt. She is also taking a refresher course in ground school.

Barbara LaRue and Mary Kochanek are working with the Girl Scouts to help them obtain their aviation badges.

Evan LaRue has been working on Orcas Island and flying back and forth from Port Angeles. The day of our last meeting, Barbara and Mary flew him to work so they could have the plane to come on to Bellingham. They also had to pick him up again after our meeting. All in all, they had quite a flight one winter day.

Lynne Mahlberg was again our gracious hostess. Delicious cherry pie with ice cream was served. All of us contributed some good hangar flying.

WESTERN WASHINGTON CHAPTER

By Maxine Fancher

January meeting night — the third Monday, found thirteen members enjoying the usual super brand of hospitality at Mildred and Ab Pearson's home in Everett. The welcome mat was cold, white and wet, often called snow in some parts of this land.

Answering roll call were Chairman, Van Adderson; vice, Winnie Blythe; Secretary, Pat McGee; Treasurer, Ilovene Potter; and Nita Matheson, Mildred Pearson, Gini Andrews, Betty Curran, Pete Anderson, Terry Kellogg, Ruby Mathis, Maxine Fancher and Kay Parkinson, our newest member. A most welcome guest was Gini Richardson from Yakima, who explained the new "Northwest 99's Achievement Award." Gini's committee appointed at the Sectional in Port-

land has completed work on the blank form to be issued to all N.W. 99 members who wish to try for the award. The purpose of the new program is simple — it is an effort to stimulate flying in our own groups and to raise our sights in the field of Air Education. Helen Appel will be our keeper of the records as reported at each meeting. At the end of the year she will send our winning individual record to the section committee where it will compete with the winners from all other N.W. chapters in the search for the N.W. Aviation's Woman of the Year.

The prospective Lipstick Derby scheduled for Seafair Saturday next August is to be changed to a speed race based on the Powder Puff Derby handicaps.

It was voted to submit a bid from the Western Washington Chapter for the 1966 National Convention and the beginning of the AWTAR. Considerable discussion about the responsibilities and immensity of the combined event was heard, and all members there certainly became aware of the work and rewards involved.

Work continues to go ahead on our proposed series of T.V. programs due for airing in the spring. Marian Morton is guiding this venture and we hope to compose worthwhile material aimed toward adding to the public acceptance of aviation as an influence on each and every life.

The Sectional in Alaska next September could be a real adventure for all of us. Transportation to Anchorage will run each one about \$170.00 or \$190.00 round trip. We all are thinking of taking a week or so and seeing as much coming and going as we can possibly arrange. It has proved impractical to charter a plane, for all the delegates. Terry Kellogg will soon have all the info as nearly as can be obtained this far ahead, and will get it to all chapters.

Van Adderson ended the meeting with the equivalent of a bomb explosion. She resigned as chairman of the Western Washington Chapter. She has been a most conscientious and efficient executive. She feels her own new business will reduce her effectiveness as chairman to the detriment of our several coming projects. Her resignation was accepted with great reluctance. The reins will pass to Winnie Blythe, who has what it takes, too. Good luck to both Van and Winnie in their respective new ventures.

ALASKA CHAPTER

By Lavelle Betz

Well, things have really been popping around here! We have had three meetings in the past month. One

meeting, held at Pat Gilda's, was to discuss and plan a Fly-in Breakfast to be held in February at the request of the C.A.P. The next meeting held January 24th at Lavelle's was to discuss and jell advertising plans for the breakfast.

On February 10th, we held our Fly-in Drive-in Breakfast at the Yacht Club on Big Lake. We served over 200 breakfasts to a wonderful crowd. Even though there was standing room only at times, the crowd did not mind waiting. At one time there were 25 airplanes on the ice at once with even one helicopter attending! It was an exciting and fun breakfast for all concerned. The weather was perfect and everyone was in the mood to get out and fly.

There was a good turnout of members to help with the breakfast. Those helping were Blanche (Doll) Booth, Pat Gilda, Marlene Hardesty, Gwen Jones, Lois Knaap, Pat McGee, Pat Moore, Ruth O'Buck, and Lavelle Betz. Non-members helping were Shiela Gilda, Liz Krakow, and Bonnie Lowrie.

Lavelle was hostess for the regular February meeting held on the 14th. A lot of business was transacted with a full report on the breakfast and suggestions for our forthcoming sectional given. The talk became so lively at times with so many good ideas being suggested that we had to slow down a bit in order to get them all down on paper!

Not all of the news is good from our chapter this month. Marlene and Bud suffered a big financial setback when their hangar caught fire on the 6th. Through the quick action of the passersby all ten airplanes in the hangar were saved. The Hardesty's Piper Colt was the only one damaged by the fire. Fire was said to have started in the electrical system in one corner of the roof. By the way, just a few days before this, I learned that Marlene has been teaching ground school in her husband's flying school.

That's all for now. Keep flying!

"THE PROFESSIONAL PILOTS' 12 GOLDEN RULES"

Insurance Underwriters statistics reveal that practically all aircraft accidents in general aviation are caused by "Pilot Unsafe Acts" and 93% of these accidents resulted from violating one or more of the following safety limits:

1. **CHECK-OUT** — Plan ahead so that you never attempt to exercise the privilege of your pilot certificate in any aircraft unless checked out by well qualified instructor and

having successfully completed a minimum of:

- (a) One hour ground familiarization with controls/systems and aircraft operating limitations.
- (b) Eight regular take-offs and landings (day or night).
- (c) Two cross - wind take - offs and landings.
- (d) Two short field take-offs and landings.
- (e) Repeat above if no recent experience this model. (6 months).

2. PRE-FLIGHT—Plan ahead so that you never start engine until:

- (a) You have checked weight and balance data.
- (b) You have made sure any objects carried in the passenger cabin are properly secured and free of the controls.
- (c) Prescribed "walk around" pre-flight inspection completed.
- (d) Fuel quantity double checked for proposed flight plus 15 minutes for take-off plus 45 minutes at destination.
- (e) Fuel contamination checked into transparent container from under engine and wing tank quick drains.

3. VIGILANCE — Plan ahead so you never occupy any area on the ground or in the air without "double checking" for possible existing or potential hazards.

4. CONTROLS AND SYSTEMS—Plan ahead so that you:

- (a) Never operate an aircraft unless you are thoroughly familiar with the operation and correct use of all controls and systems.
- (b) Never start engine, start take-off, start landing, start cruising, or start let-down until all prescribed procedures are accomplished from memorized "check list" and immediately thereafter "double-checked" against written "check list".
- (c) Never attempt to operate an aircraft with known malfunction. If malfunctioning in flight, head for nearest airport.
- (d) Never raise flaps after landing retractable gear aircraft until well clear of the active runway, and only after "double-checking" the control you are activating.
- (e) Are always alert for the formation of carburetor ice. Use carburetor heat at the first indication of carburetor icing.

5. WEATHER — Plan ahead:

- (a) Pre-flight—Weather study establishing "enroute forecast", "enroute conditions" and "escape route" to good weather.
- (b) In Flight—Never get even close to losing good "ground reference" control—when encountering 1,000 feet or 5 miles plan retreat to good alternate airport and execute retreat encountering 800 feet ceiling or under 3 miles visibility. (Unless current and qualified for I.F.R.)
- (c) On Top — Never, except over widely scattered clouds, and then only provided there is at least 2,000 feet from highest ground to cloud base. (Unless current and qualified for I.F.R.)
- (d) Night — Never, unless assured of 2,000 feet ceiling and 5 miles visibility and assured that no frontal or ground fog, or storm conditions will be encountered. (Unless current and qualified for I.F.R.)

6. SPEED/STALL CONTROL — Plan ahead so that you never abruptly change attitude of aircraft nor allow airspeed to drop below:

- (a) At least 160% of stall speed when maneuvering below 1000 feet.
- (b) At least 140% of stall speed during straight approach or climb out.
- (c) At least 120% of stall speed over threshold and ready for touchdown.

7. NAVIGATION—Plan ahead so that you:

- (a) Reach destination one hour before sunset unless qualified and prepared for night flight.
- (b) Never operate at an altitude less than 500 feet above the highest obstruction (2000 feet in mountain area) except on straight climb from take-off or straight in approach to landing.
- (c) Predetermine "E.T.A." over all check points. If lost, never deviate from original course until orientated. Always hold chart so plotted course coincides with flight path.
- (d) Divert to nearest airport if periodic fuel check indicates you won't have 45 minutes reserve at destination.

8. TAKE-OFF OR LANDING AREA

Plan ahead so that you:

- (a) Never take off or land unless on designated airports with known, current runway maintenance.
- (b) Restrict operations to runway length equal to aircraft manufacturer's published take-off or landing distance plus 80% safety margin if hard surface, double manual distance if sod, and triple manual distance if wet grass (about same traction as ice.)
- (c) Night — Never operate except on well lighted, night operated airports, and then using steeper approach attitude to clear unlighted obstacles.

9. TAKE-OFF OR LANDING LIMITS — Plan ahead so that you:

- (a) Always plan touchdown 200 feet inside or runway threshold.
(b) Abort take-off if not solidly "airborne" in first ½ of runway.
- (c) Abort landing if not solidly "on" in first ⅓ of runway. (First ¼ if wet grass.)
- (d) Never relax control "till the wheels have ceased to roll."

10. WIND LIMITS — Plan ahead so that you:

- (a) Never attempt taxiing in cross winds or gusts exceeding 50% of stall speed unless outside assistance is available and used—Taxi very slowly when winds exceed 30% of stall speed.
- (b) Never attempt take-off or landing when 90 degree cross surface winds exceed 20% of stall speed or 45 degree surface winds exceed 30% of stall speed.
- (c) Never taxi closer than 1,000 feet from "blast" end of powerful aircraft, and then only when headed into remaining blast effect.
- (d) Never get close to powerful aircraft on take-off, in air, on landing without allowing time for turbulence to subside—2 minutes if a jet.

11. PHYSICAL CONDITION — Plan ahead so that you never pilot an aircraft when:

- (a) Having less than "12 hours from bottle to throttle." (24 hours from "big bottle".)
- (b) Extremely fatigued.
- (c) Taking tranquilizing or sleep inducing drugs.
- (d) Hypoxic from oversmoking or operating above 10,000 (without oxygen.)
- (e) When emotionally upset.

12. STARTING ENGINE — Plan ahead so that you never, never at-

tempt to hand start an aircraft unless qualified person at controls or, in an emergency, unless all wheels are securely blocked and strong, tight, and secure tie-downs are affixed to both wings and tail.

--Reprinted from National Aviation Insurance Group.

NEWS OF WHIRLY GIRLS

By Jean Ross Howard

The Whirly-Girls (International Organization of Women Helicopter Pilots) have added a flying grandmother and the free world's youngest helicopter pilot to their ranks. They are Mrs. Ilovene Potter of Seattle, Washington and Miss Gloria Jean Miller of Goshen, Indiana. This brings the organization's membership total to 51.

Mrs. Potter, the first member from the State of Washington, is the 50th Whirly-Girl. She received her commercial helicopter rating on December 18, 1962 on a Bell-47 helicopter at Vertex Helicopters in Chehalis, Washington.

A fixed-wing pilot for three years, Mrs. Potter holds an instrument rating and is currently qualifying for a multi-engine rating. She and her pilot husband, Leslie, have three children, two grandchildren and one airplane.

Mrs. Potter, a member of the 99's, flew in the Powder Puff Derby in 1961 and 1962. In 1962 she won the Flying Magazine award for the best record for the pilots whose combined total time was under 500 hours.

Mrs. Potter's first long helicopter cross country flight will be from Culver City, California to Seattle, Wash., when she takes delivery on her new Hughes 269A helicopter — a belated Christmas gift from her husband.

Seventeen-year-old Gloria Jean Miller already has several aviation firsts to her credit. On her 16th birthday she soloed both an airplane and a helicopter. On her 17th (January 13, 1963) she received her private airplane pilot and helicopter rating. Under the Federal Aviation Administration regulations, 17 is the minimum age to qualify for a pilot license. As Whirly-Girl No. 51, Gloria Jean is the youngest in the free world.

Another first — Gloria Jean and her mother, Katherine Miller, (Whirly-Girl No. 30) are the first Mother-Daughter helicopter team. Her father, Russ Miller, operates Airgo, Inc., at Goshen, Indiana, and was her instructor on the Brantly B-2 helicopters.

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