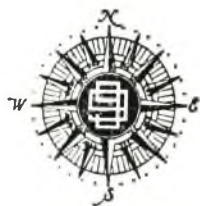


MARCH, 1964

Ninety-Nine News



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MARCH, 1964

Official Publication of
The Ninety-Nines, Inc.
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President's Column

You will remember in my first "President's Column" I wrote that I wanted to use this column as a direct line of communication to give you a little clearer picture of what is going on, when it is going on.

Since serving on the Executive Board is a "job to do" not "an honor bestowed," I want you to know the work your board has done and the decisions they have made since they took office on September 1st. All of the work and all of the decisions have been accomplished through correspondence since the board will not meet until April 6-7-8 in Oklahoma City.

As president it was my duty to appoint committee chairmen and committee members. But, before any chairman or committee member could be named, it was necessary that your executive board approve the selection. Your new roster lists all of the committees. These are functioning committees, but they only function to the fullest when you and your chapter are using them.

When a pilot has the qualifications for membership in the Ninety-Nines, but, because of residence, cannot become a member of a chapter, she may become what we call a "member at large." Your Executive Board must approve all applications for "members-at-large" since September 1st the following "members-at-large" have been approved: Shelia Scott, 593 Park West, London, W.I., England. Dr. Lenore Harney, 1 Harbour House, The Garrison St. Michael, Barbados, W. I. Shukria Ali, Karachi Aero Club, P. O. Box 7375, Karachi, West Pakistan. Ruby McDonald, 256 22nd St., Brandon, Manitoba, Canada.

Because the Chapter is the foundation upon which the International Organization must build, the addition of new chapters is of vital importance. Your Executive Board must approve the formation of all new chapters before a charter may be issued. Three new chapters—ARKANSAS, MARYLAND and CONNECTICUT—have been approved.

Many chapters raise funds through the sale of Ninety-Nine articles. These articles are listed in the back of your roster and must be approved by our Executive Board before a chapter may go into business. The Tennessee Chapter received approval to sell a Ninety-Nine outfit, consisting of a linen weave belted skirt for \$7.98 and a long sleeve cotton broadcloth blouse with 99 insignia for \$5.97. Sarah Duke, 319-E Pine Ridge Road, Chattanooga 5, Tenn., is handling the orders for this sharp outfit. The El Paso Chapter received approval to sell Match Box Sandwiches (to be used on a coffee table) made of tile with 99 decal and four pull out match boxes to sell for \$2.50.

Your Executive Board has the authority and responsibility of disbursing Ninety-Nine funds. We have purchased fifty sheets of the Amelia Earhart stamps printed from the original plates. The four

square stamps with the number on it have been saved since these will increase in value with time. Also approved was the purchase of the film of the Amelia Earhart Commemorative Stamp Presentation at the White House, only to learn that the film had been destroyed. It is regrettable and unfortunate that we did not know the policy of CBS to destroy all films within a short time after filming an event.

A donation of \$50.00 toward the construction of 250,000 square feet of display building on a 193 acre site at Wright Patterson AFB has been approved. This showplace of aviation history will rank with the Smithsonian Institute and a plaque erected at the site will list the names of donors.

A request by NAA for a donation of \$100.00 for the 60th Anniversary of Powered Flight Program at Kitty Hawk, N. C., on December 16-17 was disapproved. It was the feeling of your Board that since this was primarily an NAA program and with the numerous demands being made for funds and sponsorship, the International Ninety-Nines should not contribute to such an extent. The Carolina Chapter contributed the \$100.00 and participated in the program. The Ninety-Nines were presented a citation at the dinner.

Your Board disapproved a request by Aero Insurance Agency to participate in their insurance program since they felt that it would not be in keeping with the policy of the Ninety-Nines.

The Ninety-Nines, Inc. presents annually a Woman's Achievement Trophy to the National Intercollegiate Flying Association for presentation at their flying meet. Your Executive Board approved the high qualifications for the NIFA Ninety-Nine Achievement Award as recommended by the committee, Arlene Walkup, Nema Masonhall and Pud Lovelace. To be eligible for this award, the applicant must: 1. have never received the Ninety-Nine Achievement Award, 2. have at least a student pilot permit, 3. be a full-time student in good standing at the college or university participating in the NIFA meet, 4. be other than the Top-Woman Pilot Awardee of the NIFA meet, 5. submit a written brief from the sponsor of the Flying Club of her college or university, consisting of the following: (a) character (b) scholastic ratings (c) flying activities. These qualifications will be in effect for the NIFA meet May 14-15 in Bozeman, Mont.

Your Executive Board has made these decisions with this thought uppermost in their minds, "What is best for Ninety-Nines?"

Sincerely,
Ruth Deerman
President
The Ninety-Nines, Inc.

Welcome and congratulations to the new Connecticut Chapter, in the New England Section, from all of us.

DEADLINE FOR NEWS —
The 20th of Each Month

Coming Events

April 18, 1964: Middle East Section spring meet, Arsenal-on-the-green at New Castle, Del.

April 24-26, 1964: Southwest Section, Los Angeles Chapter, hostesses, spring section meeting, at Lococo's Cockatoo Hotel, Hawthorne, Calif.

April 24, 25, 26, 1964: North Central Section spring meet, at Shanty Creek Lodge, Bellaire, Mich.

May 1, 2, 3, 1964: South Central Section, El Paso hostess.

May 16, 1964: New England's All Woman' Air Race, Westfield-Barnes Airport, Springfield, Mass.

May 7-15, 1964: IAR Race.

May 22-23, 1964: Southeastern Section spring meeting, Memphis, Tenn.

June 6, 1964: New England Spring Section, Northern New England, hostesses, at Nashua, N. H.

June 30-July 10, 1964: AWTAR.

July 5-10, 1964: AWTAR Terminus.

July 10, 1964: Ninety-Nine date at the New York World's Fair.

August 14-16, 1964: International Ninety-Nine Convention, Cincinnati, North Central Section, hostesses.

August 28-29, 1964: (Tentative) Northwest Section fall meeting.

September, 1964: Southwest Section, Redwood Empire Chapter, hostesses, Holbert's Resort.

September 25-26, 1964: South Central Section fall meeting, Dallas Chapter, hostesses.

Notice To All

Ninety-Nine News Reporters

For your information, the following is the mechanical process for publishing your NEWS:

1. All columns and committee reports, notices, go direct to the editor at the address on the masthead.
2. Material is edited for typographical errors, spelling, cutting if some material is not in keeping with Ninety-Nine policies.
3. Material, including photos is then packaged and sent to the printers (in Chickasha Okla.). It is printed, then sent to headquarters in Oklahoma City, and from there the News is mailed to the membership.

In order to help us, please type, double-spaced on regular typing paper (preferable to onion skin), as after several handlings, your copy can be torn or blurred.

DEADLINE is the 20th of each month: for example, material that reaches us on the **March 20th** deadline will be published in the **April** issue.

Please also bear in mind that the editor and her staff do slip up sometimes, and can't catch all typographical errors. Our apologies.

"Desert Strike" Conference Los Angeles, California

By Charlotte S. Kelley

The first informal conference of project "Desert Strike" took place early in February in Los Angeles. At this time the military was seeking comments and information from the many participants, namely the FAA, General Aviation, Aeronautics Commission, NBAA, and the ATA.

Exercise "Desert Strike" will be a full scale simulated war game and is scheduled for May 17th through the 30th. The site proposed is east of Los Angeles, west of Phoenix, Ariz., slightly north of Blythe, and south of Las Vegas. The schedule calls for twenty-four hour operation and all civilian aircraft will be restricted from sea level to 14,000 feet with the exception of Victor 16: Phoenix-Los Angeles, and Victor 8: Las Vegas-Los Angeles, where the restricted ceiling will be 8,000 feet.

Airlines will not be vitally affected by this project and the military is planning to lease all private airports within the area for the two weeks at a nominal fee to cover all expenses that might be classified as a loss to the operator. There will be provisions made for emergency flights at this time.

All pilots should check the airman's guide and all local NOTAMS is planning any flights during this time in or near this proposed area.

Powder Puff Derby

Entries open April 15th for the 18th Annual Powder Puff Derby (AWTAR) from Fresno, Calif., to Atlantic City, July 4-8, 1964! It is open to all qualified women pilots flying stock model aircraft, single or multi-engine, 145 to 400 horsepower. Information kits containing handicaps, rules and regulations, all other pertinent information and entry forms are available from **AWTAR Headquarters, Teterboro, Airport, Teterboro, N. J., for 50 cents to cover costs.**

The challenging colorful 2573 mile route grazes Mt. Whitney, overflies Sequoia National Park and Death Valley, the Hoover Dam and Sunset Crater and includes a designated stop at Oklahoma City, International Headquarters of the Ninety-Nines before continuing eastward to the waterfront finish line in full view of vacationers along the famous Atlantic City Boardwalk. There are no mandatory stops this year.

Relative standings of races will be available daily, and the final scores computed through the Honeywell 200 data processing system.

LOOK WHAT \$1.05 CAN DO !

By Dottie Young
Associate Editor

Do people ask you what is necessary to be a pilot? Are you at a loss to give exact information? Every Ninety-Nine should have her personal copy of the Federal Aviation regulations applicable to general aviation. The old adage "Ignorance is no excuse" definitely applies to flying—you should, at least, be able to look up any pertinent regulation.

The FAA's recodification of its regulations was promulgated to reduce and simplify the regulations—with user convenience as the paramount objective—NOT to make new regulations. General Aviation was primarily governed by Parts 20, 43, and 60 of the old Civil Air Regulations. The majority of these regulations are now recodified and available as Parts 61, 91 and 93 of the Federal Aviation Regulations (FAR's).

All Ninety-Nines should be familiar with the following FAR's and the best way to keep REGULATION REFRESHED is to send your \$1.05 to that "Little Old Government Printer" and have your own subscription (changes/revisions are then sent automatically):

Part 1 — Definitions and Abbreviations, effective May 15, 1962, 25 cents per copy.

Part 61—Certification: Pilots and Flight Instructors, effective November 1, 1962, 30 cents per copy.

Part 91 — General Operating and Flight Rules, effective September 30, 1963, 30 cents per copy.

Part 93—Special Air traffic Rules and Airport Traffic Patterns, effective September 30, 1963, 20 cents per copy.

To order these FEDERAL AVIATION REGULATIONS, identify the Part — by number and title; enclose proper amount of remittance (no stamps and all checks or money orders made payable to the Superintendent of documents); be sure your name and address is typed or printed on the order, and send to: Superintendent of Documents, U. S. Government Printing Office, Division of Public Documents, Washington, D. S. 20402.

NOTICE

Send new address changes, corrections, including incorrect inactive listings, etc., you may have noticed in the Roster to CAROL CRAIG at Headquarters no later than the April 20 deadline. These corrections and additions will be printed in the May issue.

Editor

Amelia Earhart Memorial Scholarship Fund

At the time of this writing (February!) profits from the First Day Cover project are well over \$6,000 and are earning in come for our Awards. **Every dollar** we collect for these covers from now on is **clear profit**—since all expenses have been paid. In three weeks time recently Eastern Pennsylvania Chapter collected over \$75 for First Day Covers simply by having them along at gatherings where one or more members were in attendance and telling the story. The meetings were a Zonta dinner, a Flying Farmers' dinner and a Weather Seminar! One member gives a three minute talk on the founding of the Ninety-Nines by Amelia and the other pioneer women pilots, our Memorial Scholarship honoring our first president, our activity in having the stamp issued commemorating her achievements, and the story of the Fly-away from Atchinson July 24th with our special First Day Cachets—how Ninety-Nines met the charter member pilots at the various stops and fanned out from there with the covers, etc., so that by the 25th they had been delivered to **every state capitol** except Alaska and Hawaii—all in light aircraft in vfr daylight flying! And how on the 26th two covers were presented to the President Kennedy at the White House, also mention that we will give one of the covers to anyone donating a dollar to the Amelia Earhart Memorial Scholarship Fund and that this doation is deductible for income tax purposes. Any girl present who flew the covers are then introduced and are happy to autograph the covers if desired. This has been highly successful—and is strongly recommended as a sure fire market. Your Chapters can get covers on consignment from Ninety-Nines Headquarters, then send the check to Broneta Evans, P. O. Box 38, Minco, Okla.—made out to the Amelia Earhart Stamp Fund. Be sure your Chapter always has some on hand so that when any of your members are going to a gathering such as those mentioned above—they can take at least 25 along and tell the story. Any questions?

As you know, the proceeds from this First Day Cover project go directly into the Trust Fund to produce income. Your Chapter contributions—with a goal of at least \$1 per member, are divided 50 percent into the Trust Fund and 50 percent toward the current year Awards. This is how we have been able to increase the Awards in recent years to \$700, and now this year can offer two \$700 Awards!

We'd be delighted to hear from you as to how your Chapter is increasing it's market for the First Day Covers—so we can share these ideas.

Alice H. Hammond,
Chairman
AE Scholarship Trustees

Radio License Fees for restricted radiotelephone operator's permits and aircraft station licenses, scheduled to become effective January 1, 1964, have been temporarily delayed to U. S. Court of Appeals. Ninety-Nines can help to eliminate the fees proposed by the Federal Communications Commission by urging their Congressmen to support bills designed to stop FCC action entirely: H. R. 6697 in House of Representatives, S. 2356 in Senate.

Ways and Means Committee

This month we continue our discussion of the benefits gained by each Ninety-Nines from the AWTAR whether that member ever has flown the Race or not.

First, the name "Ninety-Nine" is associated in the minds of the community members with women pilots. Then you mention that you are a Ninety-Nine, they no longer wonder if you are talking about your age, your sewing circle, or your Girl Scout Troop!

Second, your Chapter is recognized as a group that can contribute to the general welfare of the community. Once this status is achieved it is amazing how willing the community is to assist with Ninety-Nines projects, and how many activities are opened up for Ninety-Nines participation.

Third, from the publicity derived from the Race, Ninety-Nines are able to reach youth of the area, whose imaginations are captured by the idea "Race," and from this they can be guided into an interest in flying in general.

Fourth, if you will use the AWTAR 1965 Contribution Contest as a device to make your Chapter known to the community, you can achieve a two-fold purpose. You will help raise your Section goal of \$5 per number to win the Trophy. AND you will make your community aware of the Ninety-Nines. Perhaps the easiest and most fun way to raise scads of money is to have a Penny-a-Pound flight. One day at the local airport should clear \$500 to \$1,000. If you have never tried this method, the Eastern Pennsylvania, Fresno, Minnesota, Tucson, El Cajon, and Bay Cities Chapters, to name a few, will be happy to give you helpful suggestions. Another method of painless extraction of cash from the public would be an air show with spot landings, paper cutting, etc., possibly with the climax the drawing of a chance for a specific number of 15 minute flights. The chances could be sold for \$1.00 each.

Let's go with the "AWTAR 1965 CONTRIBUTION CONTEST!" Bring that

AWTAR Terminus

By Irene Keith

Come and see the Finish of the Race—Come and see who will wing in 1964—Come and see Atlantic City—Come to the Fair. We have a big program building up—with fun—and of course two big attractions. Many gals who are planning to come want a fly-in to New York for the Fair after the Terminus. Suggestions: come for the end of the Race July 8th—Awards Banquet July 9th. Atlantic City will bus you to the Fair on July 10th where you will receive a certificate of Ninety-Nines Day at the Fair—purse size. End of day we will bus back to Atlantic City.

July 11th fly-in to New York then on your own. Headquarters will have information of the various airports in the New York area. Suggest hotel reservations be made as soon as possible—space is going fast. For your info there has been \$7 million worth of World's Fair tickets sold as of Feb. 15th. We are selling tickets at \$1.35 of which you will need more than one. At the Fair the price will be \$2.00. The tickets we bought and are selling are to procure our Fair Day and have to sell 500. Please send to me for the tickets.

Will have a listing of Fair exhibits and at present I can tell you that there are 50 entirely free, 59 admission free and the rest various prices. Minimum cost to see all with about seven days to see it is about \$45.00. Will have cost of exhibits at Headquarters. Headquarters Suite will be in the Dennis Hotel, Michigan Avenue, on the Boardwalk. Mrs. Sue Whims is the social chairman and lives in Atlantic City and she has planned for us to see it the right way—sooo, be seeing you at Atlantic City.

PROJECT MAP

By Virginia Thompson

Of the replies received to date concerning Project MAP, one of the most fruitful areas for support for the Ninety-Nines is airstrips in state parks. The final recommendation of this report was, "Local chapters of the Ninety-Nines be urged to increase state interest in the development of airstrips in state parks. This might be done by selecting suitable sites and making specific recommendations to state aviation commissioners, government members, and governors.

Another way would be to invite the State Aviation Director to speak at one of your meetings and tell you what progress or plans your state has made for developing airstrips in your state parks. He could then tell you how you could be of assistance in this regard or how you might otherwise be helpful in the promotion of general aviation.

trophy home to your Section! Make checks payable to AWTAR and mail to me, Geri M. Hill, Chairman, Ways and Means, 500 Avenue G (No. 10), Redondo Beach, Calif.

Section News Column

SOUTH CENTRAL SECTION

Part of the South Central Sectional meeting May 1, 2, 3, 1964, El Paso Chapter, is a live missile firing—for this reason, anyone who thinks they would like to attend is requested to submit their name to Mary Fran Seidl, 3003 Titanic Dr., El Paso, Texas, by **April 6, 1964**. This in no way obligates your attendance. Without prior clearance, no admission to firing site will be allowed. All persons must be U. S. citizens.

Section Column

SOUTH CENTRAL SECTION

CLOUD HOPPERS' ROUND-UP

The El Paso Chapter of Ninety-Nines is busy ironing out the last dirty details for the South Central Spring Sectional, The Cloud Hoppers' Round-Up, that starts with a bang on April 30th.

The bang is no less than a special 99 missile shoot at White Sands Missile Range. For security reasons we have to know who's coming so be sure to read Mary Fran Seidl's Missie Memo in this issue.

Friday, May 1, is pretty well staked out with a trip abroad! Abroad the Rio Grande, that is, into Mexico for shopping and turista-ing. Friday nite you'll go western . . . entertainment-wise and food-wise so be wise and get your reservations in PDQ.

Beans for breakfast on Saturday, a real southwestern hangar breakfast with an honest to pete pinata. This is 99 Day in El Paso, according to the Mayor, and we're celebrating with the biggest cotton pickin parade you ever saw.

So's you won't go too native, there's a lady-like luncheon at the Coronado Country Club, followed by our business meeting. A short siesta and shower later you'll be in the midst of the cocktail party and banquet. This is going to be terrific cause Herb Fisher is going to MC and you'll never guess who's gonna be the guest speaker!

Sunday we'll all line up and weep as we wave you goodbye, but you'll be leaving with a full stomach because the coffee and sinkers are lined up too.

The Cloud Hoppers' Round-Up may be the South Central Section's meeting, but every Cloud Hopper (99's and 49½'s), in every section is invited.

Send your reservation today to Billie Callaghan, 3140 Aurora, El Paso. Y'all c'mon.

SOUTHWEST SECTION

What is a FLY-Esta? Los Angeles Chapter seems to know, but it is keeping us in the dark for our annual Spring Sectional Meeting, April 24-26, and tell us, "Fly in and see." We do know that we are to land at Hawthorne Airport, and that Lococo's Cockatoo Hotel, 4334 West

Imperial Highway, Hawthorne, will be headquarters.

Except for any emergencies, no business is transacted at our Spring Meetings, and we go just to have fun and enjoy the company of our Ninety-Nine friends in the Section, and our hostessing Los Angeles Chapter are the ones who can provide the fun! We hope that all of our Sections will attend and that many from other sections will be able to come and join us.

I will have to admit that I do have a little inside information from Sally La-Forge, Los Angeles Chapter Chairman, and that registration will be from 3 to 6 p.m. Friday, April 24, and that at 5:30 p.m. there will be a tour of the beautiful new control tower at Los Angeles International Airport, followed by a non-host dinner at 8 p.m. On Saturday, April 25, registration will begin at 9 a.m., there will be a 12:30 luncheon and fashion show, and at 6:30, cocktails, followed by a banquet at 8 p.m. Plans are in the making for a field trip for 49½ers. Sunday, April 26, we will have to leave for home after a leisurely breakfast and a wonderful time with the Los Angeles Chapter.

In my last column, I listed Chapters in the sections as either officers or committee Chairman, and, much to my chagrin, omitted one of the most important committee! Pat Gladney, Santa Clara Chapter, is our Section Nominating Committee Chairman this year, and will soon be selecting candidates for our Section officers 1964-65.

NORTH CENTRAL SECTION MEETING APRIL 24, 25, 26, 1964 BELLAIRE, MICH.

Come spend a vacation weekend with us at "Shanty Creek Lodge," Michigan's newest, most elegant vacation spot. It is in the heart of Michigan's vacation land. There is a heated pool, horseback riding, and just wandering through the woods picking spring flowers or sitting looking off in the distance at the hills and on a clear day Lake Michigan. Be sure to tell your husband about all this and bring him along so he can enjoy the opening of Michigan's trout fishing season. Remember, it will be easier to sell him on your going in all these races this summer after you have let Michigan entertain him so handsomely.

Fly-in Friday, April 24, 1964, to Antrim County Airport, Bellaire, Mich. Commercial planes will be met at both Pellston and Traverse City on request.

Cocktails followed by a fish fry plus square dancing.

Saturday, April 25, 1964: Breakfast, possible trip to Charlevoix to Consumers Nuclear Power Plant, trout fishing or any of the other many activities. Lunch. Speaker to be announced. business meeting, cocktails, Dinner, Climax. We have been so fortunate to secure Max Conrad as our speaker.

Sunday, April 26, 1964: Breakfast at your leisure looking out over Michigan's rolling hills, church of your choice, fly-away

Bids for Stenotypist for International Convention, Cincinnati, Ohio, August 15, 1964 are now being accepted. Any Ninety-Nine who would like to have the job contact Martha Ann Reading, International Secretary, 2704 Milton Ave., Dallas 5, Texas, prior to May 1, 1964.

(Ed's Note: Last year in the February issue this fine chapter sent in their first report—we are delighted to hear from them again.)

Never, Never Section

GREATER PODUNK CHAPTER

By Mal d'Aire.

Well, girls, it's spring again and, like you-all, we're taking to the air after a long, hard winter of toil. The sky is positively a-buzz with small planes which emerged from the snowdrifts during our March thaw.

Our April meeting was held at Swamp-site Airport and everyone enjoyed it except Violet Acciprone, who had a little difficulty landing. She was an awfully good sport about it, though, and after we dried her out she laughingly remarked that next year she'll remember floats are used at Swampsite in spring.

We're all excited about our new project which we expect will pull our treasury out of the red and also be a service to the community. After all, there just is no place to dump garbage in Podunk and the roads to the Mudville Emporium are impassable except in July and August. We plan to fine everyone who hits the mayor's house, which is right on the north edge of the area, and to award a prize each month to the girl who comes closest to the big garbage can, which we painted red and put in the middle of the dump. Talk about mixing business with pleasure!

Our Amelia Earhart Scholarship nominee is Jean Ecolog, and we feel she can't lose. Jean has decided to get her commercial and instructor's ratings in order to supplement the family (Roger gets only 25 cents an hour making license plates). Speaking of the Ecologs, little Alcatraz is thriving and, with her mother, has been visting daddy every Sunday since he got out of solitary.

Harry Slobb is working again, but I'm no: quite sure what he's doing. I seem to remember Hermione saying something about making books, but that seems funny because Harry never was the literary type.

Happy flying, girls, and don't forget to drop in and see us when you're near Podunk. Just head downwind from the fish cannery and you can't miss!

or just relax a little longer if you are reluctant to leave which we are sure you will be.



EASTERN NEW ENGLAND CHAPTER

By Mary Warford

IFR weather cancelled out our February 8th meeting, but February 15th dawned bright, blue and clear so we took to the airways. The meeting in Worcester was attended by a small group, only ten of us, but the fact that everyone flew in except Marie Lepore who lives in Worcester, helped to compensate for the the low extreme. The meeting concerned the arrangements that have been made for the AWNEAR, All Women's New England Air Race. May 16th is the date, Westfield-Barnes the airport, and Springfield, Mass. the host city. Mary (Pat) Russell, race chairman, will be sending out the rules and regulations to Chris Seaver, our chapter chairman, shortly and as soon as they are available we will mail out announcements to chapter chairmen so they can publicize it at their meetings.

Evelyn Cataldo, chairman of the Ways and Means Committee, has her plans well-organized and the race this year should attract more out-of-state contestants than ever before.

Evelyn also reported that Colonel Clarke, Commanding Officer at Otis AFB, called her and invited our chapter to take part in the Armed Forces Day Celebration at Otis. This too occurs in May, so you can see we are going to be a very busy chapter come spring.

Mildred Doremus, our treasurer, had the signal honor of being called to Otis for a flight in an F-101 - Voodoo. After an hour's briefing, her flight lasted about fifty minutes. It took quite a while to get prepared for it, too, because of the flight suit, oxygen mask, parachute, etc. — all the official garb necessary. They broke the sound barrier at an altitude of thirty-three thousand feet — and she said the entire flight was a thrill. The Boston Herald had quite an article about it. We're happy to know that one of us finally got a ride in a Voodoo — but we do wish that more of us could have the same experience.

NORTHERN NEW ENGLAND CHAPTER

By Beverly M. Shores

The February meeting of the Northern New England Chapter of the 99's was held February 2, 1964, in Peterborough at 2 p.m. Those present were Alma Gallagher and Beverly Shores from Laconia, Kay Gagnon of Nashua, our hostess Mary Ellen "Pat" Russell and a guest, our New England Section Governor, Lois Auchter-



Chairman Ellie McCullough greeting charter member Viola Gentry for a tour of the Henry Moore Research Center at Republic Aviation, Corp.

lonie of Acton, Mass. The New England weather man didn't cooperate, so everyone came via the highways.

The meeting was called to order by the chapter chairman, Alma Gallagher. First on the agenda were suggestions for International Officers.

The New England All Women's Air Race has set May 16th for the race date at Westfield, Mass., airport under the chairmanship of Pat Russell.

We have an appeal from Jerry Hill for contributions for the TAR. The motion was made and seconded to write each member letting them contribute the amount they desire.

June 6 is the date chosen for the Spring Sectional meeting to be held in Nashua, with a tour through the Air Traffic Control Center as one of the attractions. Kay Gagnon of Nashua was named chairman of this meeting.

Our project of raffling a radio to increase our tiny pot of gold, netted us \$65.00, being won by Mrs. Mildred Drobin-ski of Nashua.

The rest of the meeting was concerned with the Constitution changes which have to be in the Resolution Committee hands by March 25th. Each member should give this a great deal of thought and discussion before this date.

We welcome two new members to our Northern New England Chapter, Mrs.

Dawn Hazelett from Winooske, Vermont, and Mrs. Hope Riechle from Burlington, Vermont. Glad to have you aboard gals!

Our best wishes go out to the newly formed chapter in Connecticut.

Refreshments served by the youngest member of the Russell family were enjoyed by all before a long journey home.

Before our departure homeward, we had the pleasure of a tour through the Country Store, featuring travel-toggery run by Pat Russell. Everything one can imagine useful for traveling can be found here. Pat doing a great deal of traveling in her own plane, is an authority on traveling items most convenient for compact space and without the use of a flat iron. One corner of Pat's Store houses a cozy snack nook where a pot of coffee brews all day. Whether you come for shopping or a cheerful chat you are welcome here. More about this next month.

Shirley Mahn, our vice-chairman had the thrill of spotting the four mountain climbing youths from the Syracuse University on the 6th of February. Shirley who with husband Dick, manage the Whitefield airport take turns flying the White Mtn. Fire Patrol. Shirley very modestly says, "It just happened to be my turn this morning." Shirley is very familiar with these mountain ranges and it was just a perfect day for flying in them.

In 1956, she won the Amelia Earhart scholarship awarded by the Ninety Nines.

"Nice going, Shirley!"



GREATER NEW YORK CHAPTER

By Selma Cronan

Greater New York has been on the move. A cold January evening brought 22 of the faithful to a business meeting at Ferdi's in NY, where business was done like it never was before.

TAR terminus chairman, Irene Kieth, reported on projected activities for Atlantic City that gives many of us a hard choice between "flying it" and "doing it." Pat Wilson's Ways and Means Committee, came up with firm suggestions for fund raising, alas, a necessity), the most important of which is a penny-a-pound day to be held late in May at beautiful Caldwell-Wright Airport in New Jersey. All help gratefully accepted. Planes and pilots are in short supply so if you're inclined to come to our aid, contact Barbara Brotherton, boss lady of the airlift.

A few of us were privileged to join the Women's Press Club in a Hail-and-Farewell dinner for Shirley Marshall of Tucson, en route to Paris for an Aerospace education conference. Short notice prevented more from attending. To add to a very social February, The Wings Club, those glamorous, gay, gallants of aviation, invited us to their annual Ladies' Day luncheon on St. Valentine's Day. Of the 450 present many were 99's but the head table was a revelation. It extended most of the length of the main ballroom of The Biltmore, and of the approximately 25 femme VIP's seated there, all but two were 99's. They did, however, sneak in a few men. Introductions were made by Herb Fisher of the Port of N.Y. Authority and guest of honor was actor-pilot, Robert Young (yum, yum).

But the greatest blast we've had in years came on Feb. 15th, when we met at Republic Aviation Corp. V.P. John Stack, director of engineering for Republic, who is fortunate enough to have our Ellie McCullough running his department, showed his appreciation by arranging the day. First excitement came with the opening of the so-restricted airport for us and the fulfilled promise of perfect weather. Breakfast was served for those who must be fed every hour and then a genuinely warm welcome from Mr. Stack, an illustrated talk and a conducted tour of the Paul Moore R. & D. Labs. covering Fluid Systems, Re-entry, Guidance, Space, Electronics, Plasma, Wind Tunnel and more. Afterwards, lunch at the Marc Pierre and a fly-away. Fifteen planes, one helicopter and a few cars brought 70 members and guests to this unforgettable meeting. It's interesting to note that in a part of the

country where Feb. flying is difficult, 40 came by air including Dottie Bock and Elinore Nilsen, who hangar at Zahn's across the road from Republic. (Note to AWNEAR: They did not get lost.)

Now what can we do for an encore?



EASTERN PENNSYLVANIA CHAPTER

By Jerry Roberts

Because we had suffered two snow storms during the week, we were relatively sure, by averages, it had to be nice on Saturday. It was! So, early on a brilliant, clear day, Beth Sturtevant and her 49½'er, Clyde, and I wended our way to North Philadelphia Airport for the Pilots' Weather Seminar. Stanley J. Lacy, Aviation Section, Weather Bureau, Washington, D. C., Leonard T. Olson, Quality Control Officer, WBAS, New York, Kenneth Hagy, Meteorologist, WBAS, Philadelphia, Glenn Stallard, Meteorologist in Charge, WBAS, Philadelphia, and Joe Leedom, Meteorologist WBAS, Philadelphia, presented a marvelous program. With the compliment of slides and movies and the natural wit of the participating lecturers, the day moved along too quickly and the information offered was literally soaked up by 200 very interested pilots, students, instructors, CAP's and Wing Scouts. Pilot Log books and Panic Buttons were awarded those who found icing symbols on their chair bottoms — an extra supplied by the 99's. It was a wonderful day and full of the friendliness that always overflows when fly people get together!

During the coffee break, we saw Merle Chalow, freshman at Bucknell, who flew in for the Seminar in her 172. She continued her flight to Vineland later to spend the weekend with her family. We met Jean Gray, Flying Farmer Queen of New Jersey, and, at this writing, applicant to the 99's. As Jean was telling of their flight to Alaska and the Yukon last summer, she proudly mentioned the paint job on their Apache is her design. In the summer they use their own strip on the 85 acres they farm in Lambertville. They stock 14 horses, 16 ponies and enough beef cattle to keep the family in steaks in addition to the Apache. Her Flying Farmer activities have taken her to the convention in Rapid City, South Dakota, and to the workshop in Wichita, Kansas. The Grays are planning a flight to California this month to visit his parents.

Marie and Tony D'Alterio and Joyce and Vic Roggio were telling of their delightful ten-day vacation to Eleuthera Island, Bahamas, in a Debonair. They were able to get in some swimming and tennis,

and had good flight weather after buffeting 65 knot headwinds their first day out. Nancy Diemond is basking in the Bahama sun now, while Louise Sacchi is flying a Queen Air to Johannesburg, So. Africa. Louise will visit the Beechcraft distributors in Europe on her flight home. If you should need added incentive to fly to the Grand Bahamas this time of year, this item should do it — Did you know 100 octane is cheaper there than 80 here? They say 80 is difficult to obtain!

Bertie Petersen flew her Bonanza to Pittsfield, Mass., to visit her college student son.

Elsie McBride flew to the shore in her Comanche — just for fun. These long winter days do make you itchy to be airborne! Me too!

Alice and John Hammond flew "Charlie" to Michigan last month and attended the Michigan Chapter meeting.

Florence Young and hubby fly "HIS AND HERS" planes. How about that? Florence flies her 172 while Mr. Young travels in his 210. I'm all for it — every family a two-plane family!

The Camden Zonta entertained Blanche Noyes who spoke at their Amelia Earhart Scholarship Dinner. My co-pilot, Beth Sturtevant, who is also their program chairman, asked me to tag along for lunch and an afternoon of hangar talk. The banquet and Mrs. Noyes' talk were thrilling — but the joy of chit-chatting with this zealous, sparkling blue-eyed flying enthusiast knew no bounds. It was a day I shall long cherish in my memory. So will Gay Maher — she earned her Instrument Rating that very morning. Congratulations, Gay! Chairman Peggy Borek, Alice Hammond, Alice Meisenheimer and Irene Wirtschafter were among those who attended the Zonta banquet.

The 99's were also represented at the Flying Farmer Meet in Newark last month when Max Conrad was the speaker. Another memorable evening!

Till next month? HAPPY FLYING!

MARYLAND CHAPTER

By Ada R. Mitchell

The up-coming greatest chapter in the history of the Ninety-Nines, namely the Maryland Chapter, held its February meeting at the home of Lois Baty. After the business meeting the members and their 49½'ers (that is those who are lucky enough to have a 49½'er) enjoyed the initiation of three more 49½'ers. And no 49½'er has ever been initiated until Bruce Baty puts them thru the ceremony. After the fun everyone enjoyed seeing the slides made by Lois and Bruce Baty on their flying tour of Mexico with the Flying Farmers.

Since we have three members operating airports, it is only fair that our Air

Marking program start in our own backyard. So we will soon start on the Eastern Airport, Essex, Maryland, operated by Lois Evans, the Rutherford Airport, located at Rutherford, Maryland, and the Aberdeen Airport, operated by Bettie Hill in Aberdeen, Maryland.

Members attending the meeting were Lois Baty, Betty Bohn, Lenora Eaton, Lois Evans, Jackie Geiger, Bettie Hill, Mary Jane LePlante, Thelma McNamar, Ada Mitchell, Georgeanna Rokos, and Jerry Storm. Also, four prospective members, Leah Stinchcomb, Edith Albrecht, Marge Lake, and Eleanor Eckles.

WASHINGTON D.C. CHAPTER By Janet R. Hitt

Our January meeting was held on Thursday, Jan. 30, at Velta Benn's home. Speaker for the evening was Ralph F. Nelson, Project Director for the AOPA Foundation. He spoke on the merits of the various flight training clinics sponsored by the AOPA, and his main enthusiasm was the Pinch Hitter Course offered at the Plantation Party, Palm Springs, Calif., and West Palm Beach, Fla., clinics. He reports that the success of this course which is designed to enable wives of pilots to locate and land at an airport in case of pilot disability was amazing. He feels that we can look for more prospective 99's as a result of new interest generated by this special instruction received by otherwise indifferent wives. Guests for the evening in addition to the speaker were Mrs. Nelson, Mr. and Mrs. D. Boswell, Lcdr., and Mrs. Robt. Landes and prospective member Mary Ann Shelly. Lamona Cervenka, who recently returned to Washington from Germany, was also present. After the meeting, we all enjoyed Velta's delicious pies and coffee.

On Sunday, Feb. 16, our chapter meeting was held at the home of Janet Hitt. Chapter Chairman Laura Zerener announced that Georgetta Dix will be the chairman of the Morgantown stop for the AWTAR. After discussions of future chapter activities, our guest, Miss Marge Krashkevich, special representative for American Airlines, gave a brief introductory talk on American Airlines' passenger and maintenance policies and then showed a film on "The Masters" which was on airline maintenance. Following the film, refreshments were served. We also want to welcome new member Irene Lewis, prospective member, Mary Ann Shelly, and Wendy Blanchard, a Tucson Chapter member who has just moved into this area.

Mitzi and Gil Keller are presently en route to Palm Springs, Calif., and Mexico in their Cessna 180. Lucky people!

Attending the luncheon of the Aero Club of Washington on January 28 were Blanche Noyes, Nona Quarles, Laura Zerener and

Jean Ross Howard. Guest speaker was Najeeb Halaby.

On January 29, Blanche Noyes entertained visiting Jimmie Kolp from the Ft. Worth Chapter, Virginia Thompson and Laura Zerner at a luncheon at the National Aviation Club at the Washington Hotel.

Nancy Lyman flew in from Alameda, Calif., on February 7, and then she and Ellen Bateman flew on to Daytona Beach, Fla., for stock car racing.

Doris and Ken White are driving to Florida this month and hope to see Ellen and Nancy while they are there.

Always busy Blanche Noyes was the guest speaker on February 9 at the Achievement luncheon of the National League of American Pen Women at the Park Lane Hotel, New York City.

On Feb. 14, Blanche was the guest of honor at the Wings Club (also New York City) luncheon honoring women pioneers in aviation. Actor Robert Young was the guest speaker and was greeted by the best turnout the club ever had. Jean Ross Howard was there representing the Whirley Girls, and also at the speaker's table were 99 Charter Members Teddy Kenyon and Viola Gentry, Balloonist Connie Wolf, Blanche Stewart Scott and Gloria Heath.

Virginia Thompson, Dorothy Mitchell, and Naomi Meeker braved the pre-dawn hours to drive up to the North Philadelphia Airport for the Weather Seminar held by the Eastern Penna. Chapter on Saturday, Feb. 15. The gals report a most interesting and informative day especially since they sampled a bit of each kind of weather during the day and encountered rain, sleet and snow on the long drive home. See, girls — not only the postman — but our stalwart Ninety-Nines are not daunted by the pesky weather!!!

Ruth Freckleton reports that she is currently on loan from the Defense Dept. to the White House on a ninety day special assignment and is keeping busy. Both Ruth and Hedy Jaffe are also very busy with their C.A.P. work.

Margo Decker and her husband have just returned from a wonderful eleven-day cruise through the Caribbean touching at such delightful spots as Trinidad, Barbadoes, Virgin Islands and Puerto Rico.



ALABAMA CHAPTER By Nancy Beeland

On Sunday, February 2nd, Alabama 99's gathered in Birmingham with Gerry Chase

as hostess. Betty Ferrell was also present to greet the members. Chairman Jan Warrick drove from Decatur. Beth Marquardt had flown her Debonair up from Linden on Saturday, bringing four of her five children, Linda, Diana, John, and Jim, for the treat of over-night in the beautiful Airport Motel. Minnie Wade flew in from Clanton with Charlie in their 310. Bennie Peters came alone in her Bonanza from Marion. From Montgomery came Juanita Halstead with Elsie Heilperh in Elsie's Cessna 182. Nancy and Jeff Beeland flew their 182 from Greenville.

Jan presided over the business meeting. Ways of increasing the sectional treasury were discussed. It was announced that Chattanooga had been selected by the section as first choice for the '65 convention site with Ashville as second choice. Bennie Peters received the nomination for the Amelia Earhart Scholarship award. Bennie has passed her instrument written (making an excellent grade) and is due for a flight check next week. Both Betty Ferrell and Beth Marquardt have taken the instrument written and are anxiously waiting for grades. Minnie Wade, Jr., has just soloed the family 310. Plans are being made for a special meeting in Montgomery March 1st. We were joined at lunch by 49½ers Jess, Charlie and Lew Chase and Beth's children.

CAROLINAS CHAPTER By Estelle M. Bradshaw

TRACKS ACROSS THE SKY By Page Shamburger

TRACKS ACROSS THE SKY, by Page Shamburger and published by Lippincott, is now available and I strongly urge you to buy one. It is filled with information which she obtained first-hand from men who had been involved 30, 40 and more years ago as Pioneers of U.S. Mail, which began in May, 1918, on through the 1920's and 1930's, some of whom have died since interviewing them. Her lively style reflects her research from coast to coast and her research into the records of the Library of Congress, the Pentagon and the Post Office Department. She has many interesting pictures of the early model planes used in this mail service. It is a beautiful book!

The local bookshops honored Page last week; one gave a tea at which she autographed copies of her book, which was a complete sell-out (a truck load), and the other a couple of days later almost duplicated the sales.

Page is writing a book on Jacqueline Cochran and the WASP program in World War II, which she has been asked to do by the Air Force and another volume on the development of instrument flying. She is also writing articles on Air Mail and

Jacqueline Cochran for the American Aviation Historical Society's Journal.

Our February meeting was held February 2nd at Raleigh - Durham Airport in the Avionic's office with nine members and four 49½ers present. The Georgia Chapter invited the Carolinas to meet with them in Orangeburg, S.C., March 7 and 8. Rain date March 15th, which we gladly accepted. Several of our members went up Saturday and had a steak dinner at the Angus Barn, which incidentally burned to the ground since. They reported excellent food and hope we can all go back when they rebuild it.

FLORIDA CHAPTER

By Virginia Britt

The Florida Chapter's January meeting was postponed from January 25 to February 2 as Lee and Virginia had been asked to attend the Florida Aero Club fly-in barbecue in Leesburg as guest speakers on January 26. Approximately 175 persons were in attendance in Leesburg to eat delicious barbecued chicken, win door prizes, and hear how Lee and Virginia won the TAR.

On Feb. 2nd our meeting was held in Tursair's Executive Lounge at Opa Locka, with six guests present. Pat Rogers (member of the Ohio Chapter) flew over from St. Petersburg to attend the meeting. Virginia Britt, Jan Wagner, and Terri O'Brien (a new student pilot) flew down from Ft. Lauderdale. A Skylane was made available to Terri if someone would fly it. Not having flown one for three or four years, Virginia agreed to fly it if someone "look her around the field a couple of times." This developed into a complete check-ride with the prescribed five takeoffs and landings, and consumed approximately 50 minutes. The flight from Ft. Lauderdale International to Opa Locka was made in eight minutes flat! Former member Anne Ross was present, and all of us were delighted to see Lola Haas from Jupiter — some of us having met her for the first time. Vera reported on the results of a conference call meeting of Southeast Section Chapter Chairman, and the names were selected for those who would appear on our Nomination Ballot for International Officers for 1964-65.

On Feb. 3, Miriam Davis, Virginia Britt, and Freda Gokey flew a lovely Debonnaire, which Miriam has access to as a club member, to Gainesville for a meeting in connection with the IAR. Since that time flying around Florida has been headwinds, rocky roads, and UGH!

GEORGIA CHAPTER

By Betty W. McNabb

A question frequently asked 99's is, "What does your organization actually accomplish?" Of course we have many

points to make, but one we rarely mention is the upgrading of our pilot proficiency. Too often women pilots are right-hand-seat pilots after the little ticket is theirs—but 99's frequently go it alone. High winds, cross-wind landings, turbulence, to-go-or-not-to-go, these are situations we must meet and decisions we must make—often because of a 99 meeting.

The last few Georgia meetings have definitely taxed judgment and skill. Our January meeting had to move up to a rain date, and even then was plagued with marginal weather which kept some of us on the ground.

The February meeting, held at Holiday Inn in Cordele, Georgia, was another interesting one weather-wise — gusty pre-March winds kept us all guessing, but Frances and Jack Peacock with guests Nell Coke and her husband Cherokeeed in from Atlanta; Jean Voyles came down in her Cessna 210, Frances Nichols made it over from Valdosta on Georgia's southern border in a Cessna 172, Carolyn and Biff Kennedy with Grace Fletcher and her husband Comanche'd over from Parrott, Betty McNabb Bonanza'd up from Panama City, the Cagles and Millers drove from Macon and Tifton respectively.

At luncheon we were joined by Mrs. Spivey, whose husband runs the fixed base at Cordele Airport. The Spivey's are working hard at improving their new operation and Mrs. S. is a student pilot.

99's received red carpet treatment in Cordele with the city manager, Chamber of Commerce, Civil Air Patrol and news media on hand to greet us.

Our current plans include airmarking in Parrott, working with CAP in Aerospace education, visiting the ATC center at Hampton, and heading for sectional in May.

MEMPHIS CHAPTER

By Thelma R. Scott

Our newsletter hasn't made it to press lately due to a visit by the stork to our newsletter reporter, Marilyn Morrison.

Since last April we've been a busy bunch of gals. Being a very young chapter, we decided to let the Memphis area know we were here. For the very first time in 1963, Memphis had an entry in the AWTAR. Polly Duncan was pilot and Bonnie Whiteleather was co-pilot. Memphis Aero, Piper distributors in Memphis, sponsored the girls and they went off in excellent style in a Comanche 250. They did a wonderful job, and we were all proud of them.

To stimulate interest in the Derby and in 99's, we sponsored a "Name The Powder Puff Derby Plane" contest. Memphis Zonta Club cooperated with us in this venture. From 52 entries the name "Cotton Jenny" was selected. The response of local TV, radio and newspapers to

our AWTAR entry was far beyond our expectations and quite gratifying. We held a send-off breakfast at Municipal Airport the morning the girls took off with Zonta Club members, Memphis Aero representatives, Mrs. Phoebe Omilie, Memphis' Charter member of 99's, and local Press, TV and Radio as guests.

Prior to Derby time, June, 1963, Memphis dedicated its new Metropolitan Airport. We were (all 10 of us) guests at the dedication dinner, and the winner of our Derby plane naming contest was awarded her prize there — 5 hours flight instruction. During the Public Open House, the Memphis Chapter had a static display, at which every member of the chapter spent some hours.

On July 24th, Louise Thaden touched down at Downtown Airport with the Amelia Earhart First Day Covers. She was met by the postmaster, who hand stamped some of the covers. At a luncheon arranged for us by Goldsmith's, a large Memphis Department Store, Louise was the honor guest. She presented a First Day Cover to the mayor of Memphis, who in turn, presented her a key to the city. Goldsmith's also furnished us a booth for selling covers. Polly Duncan, our AWTAR pilot, and Martha Tobey manned the booth. We sold 71 stamps and local TV, radio and newspapers gave Louise's arrival and the Amelia Earhart Stamp excellent coverage.

At our August meeting we elected our new officers: Martha Tobey, chairman; Polly Duncan, vice-chairman; Christine Brown, secretary; Margaret Meador, treasurer; and Marilyn Morrison, Newsletter.

Mary Stanley was our delegate to the National Convention in Oklahoma City. She reported that a more than memorable time was had by all.

Our September meeting was a luncheon meeting held at our new Metropolitan Airport Terminal. We invited all women flight students and other non-member women pilots in the Memphis Area. Although the weather was not good for flying, 22 guests of an expected 30 were on hand. The results were very good. We're "grabbing" these gals as fast as they earn their private licenses. Our membership of 10 dropped to eight when two of our girls moved out of the city; June Edwards, our Whirley-Girl, and Ginny Riley. However, we've now increased it to 12, and have great expectations for the future.

Presently we are busy making plans to hold the Spring Southeast Sectional meeting in Memphis, May 22 and 23. We'll look forward to seeing many of you again that we met in Biloxi, Miss., at the last sectional meeting in October, as well as many more that were not able to make the Biloxi meeting. We're taking special precautions to insure good weather and a fine meeting!



Alice Godwin (left), chairman of the Cape Girardeau Area Chapter, presenting Lois Feigenbaum, chapter member. In 13 months Lois received her private, commercial, multi-engine, and instrument ratings. She has also passed her instructor's written.



CAPE GIRARDEAU AREA By Millie Limbaugh

We're buzzing with excitement around here. Our Airport Bond Issue will be voted on next week. We are proposing a new east-west 6,500 feet runway. Our present north-south runway is 4,000 feet. Here's hoping! Our wonderful city needs this addition.

We honored two of our members at our February meeting. We had a reporter, photographer, and the works. Our chairman, Alice Godwin, presented Lois Feigenbaum a trophy and Polly Freytag a plaque. Lois hails from Carbondale, Illinois. In thirteen months she has received her private, commercial, multi-engine and

instrument ratings. She has also passed the written portion of her instructor's rating. She flies a twin-engine Piper Apache. Polly and Art are the proud owners of a new Cessna-Skymaster. They both received their multi-engine centerline thrust ratings. Polly also passed her instrument written test.

Nell Rice and spouse flew their 1929 Stinson SM8-F (antique) to St. Petersburg, Florida, and back. There were no radios or even a cabin heater. They encountered no difficulties and said it was a wonderful experience.

John Godwin, co-manager of Cape Central Airways, feels he has a "gold-mine" in wife, Alice. He's keeping her busy ferrying planes to and from customers. She's a helpful wife.

We are all elated the Powder Puff gals will be landing here in July. We're planning to lay out the red carpet.

I almost forgot to mention the exciting instrument flight Alice and I had with

Blaine Baker. Our trip was to St. Louis and back in a new Beechcraft Baron.

Our heartfelt sympathy goes to Susie Tribble. Her husband, Dr. Robert E. Tribble, was killed last week in an automobile crash. He was one of our most avid flying enthusiasts and will be sadly missed by all.

CENTRAL ILLINOIS CHAPTER By Leah M. Warren

Spring fever — everyone ready for a flying weekend — Bonnie and I are thinking of picnics, anyone care to join us? Bonnie and Bob had the two boys home for the semester break and then made a trip to Wheaton to see daughter and hubby. Ann teaches at Naperville.

Jane and Bill Schmidt got the Comanche out for a trip to see young son who is in school at Columbia, Missouri.

Jeanne Crocker is making the most of nice winter days. She had most of her time in a Champ but is now trying the 172 and some in their 180.

Anyone know of a Piper dealer that has a Cherokee available for the AWTAR. Dee Adamson finally got time to make a trip in the new 235 and really loved it. Destination was Red Bud, Iowa, but she got to stop and see the country and visit friends coming and going.

Pat Smith will have her name in this issue under new members, too. She and her husband have a tri-pacer which is based at Marshall County Airport. They use it for "coffee runs" to Moline, Peoria, Ottawa, Urbana and once in a while to Davenport for dinner. Pat has been flying right at a year. She is employed at the Truitt-Matthews Banking Company in Chillicothe.

I guess these are to be headed last flight. Florence Musser who was so active with our chapter for several years and then had to retire due to illness made her last flight February 14, 1964. Her flying scrapbook was on the table for all to see and enjoy.

CHICAGO AREA CHAPTER By Eva White

Doris Mullen and her 49½, Moon Mullen, have just returned from an interesting and exciting flying vacation. She writes: "This past week, Moon and I and the Walter Hueys returned from a delightful flying vacation. We left here on the blustery Sunday that left Springfield with 10 inches of snow and 50-mile-per-hour winds.

"I flew the trip to New Orleans. A 5-hour IFR trip to Victor 9, with two and a half of the trip on the gauges. I did lots of pre-planning, so the estimates and reporting went like clockwork. We encountered just a little ice.

"The next trip was a 750-mile flight

over the Gulf of Mexico, with our destination the Isle of Cozumel off the coast of Yucatan. This was a port of entry, and then we proceeded to Isle Mujeres. The airstrip was very adequate in length and a crushed coral base. The island has no telephone, so plane and boat are their only contact with the outside.

"Not exactly a Hilton for a hotel, because the water was cold all the time, but we always forget the conveniences of home when we go out of the country, because both of us enjoy speaking Spanish and eating the different foods. We did lots of snorkeling and skin diving, and loved the beautiful new fish and gorgeous seashell finds on the spacious beaches.

"After a week on Isla Mujeres, we went back to Cozumel and enjoyed a week of more luxurious living. One day we flew to a rough airstrip adjacent to the Mayan ruins of Tulum. This is one of the few walled cities of the Mayan civilization which dates back to 600 A.D.

"Then Moon flew us back across the Gulf to New Orleans and we spent the night there before returning to Joliet, doing both sides of Bourbon Street.

"The airplane performed splendidly, and the services which we obtained were very adequate. We both believe in lots of pre-planning, having all the charts, survival equipment for over water, and even a ditching routine planned in case both engines of the D-50 failed. We have lots of dirty clothes and slides to give us memories for the rest of the winter."

The February meeting was held on Thursday evening, the 20th, at Roselle airport, with B&M Maintenance as hosts. The February hostesses were Alice Stoltzner and Bee Siemon as co-chairmen, assisted by Michelle Russman, Lois Seketa, Dorothy Vachout, Elsie Wahrer, and Barbara Weber. The 49½'s were also invited to see the B&M facilities and the aviation films.

Since the deadline for this newsletter was the night of the meeting, the events for the past month will be reported in the next issue.

ST. LOUIS CHAPTER

By Irene Rawlings

MEETINGS & EVENTS—The St. Louis Ninety-Nines Chapter joined the St. Louis Aero Club for our annual meeting with them, at the Officer's Club at Lambert Field. Sterling Kennedy, President of the Aero Club brought the meeting to order, introducing all of the officers and directors, and our own Rose Joly, president, Amy Laws, secretary, and Betty Smalley, secretary. Sterling had the extreme honor of introducing our very important and distinguished guest speaker, Dr. Dora Dougherty, Chief of Human Factors-Bell Helicopter Co., Fort Worth, Texas, and

fellow member of the Fort Worth Chapter of Ninety-Nines. Dr. Dougherty holds the altitude record for helicopters, and related to us the very interesting career that is hers in the program of Human Factors in relation to the interiors and cockpits. Her exciting and interesting review of her start at the University of Illinois, instructing program after the war, and the showing of an excellent performance film on helicopters by Bell. We congratulate you and thank you, Dr. Dougherty. The closing portion of our program was the presentation of the Achievement Awards, by Dr. Dougherty, the winners in the following order, Ruth Taksel, Amy Laws, Betty Smalley, June Evers, and Edith Olovitch, we salute you, for a fine performance for the year.

The February meeting of the St. Louis Chapter was held at the home of Amy Laws, and the program was a very educational and interesting film called "Seconds to Survival," narrated by Raymond Massey and made available to us by Bell Telephone. The film was information on the method of our country's handling of an enemy attack. We proceeded with a business meeting reviewing and discussing the Ninety-Nine constitution. A new meeting date, the third Tuesday of the month was voted on and approved. This date being the date of meeting until September, 1954. We hope to have some members attend that we have missed very much by a more convenient date.

TID-BITS — Loretta Slavick attended the National Pilots Association, in Miami, Florida. Ruth Taksel visited Frederick, Okla., was a guest of Brantly Helicopter, Mr. Davidson, president gave them a very informative tour of the Brantly Factory, from there Ruth and family by Comanche flew to Laughton to visit their grandparents. Del Scharr is instructing for the St. Louis School of Aeronautics. Del says they are working with all new equipment and she will be logging more multi-engine time and experience.

All of our girls in St. Louis are chomping at the bit just waiting for the weather to cooperate, so we can send lots more flying news from here on.

INDIANA CHAPTER

By Martha Holst

Rae Cawdell spent 17 days touring Europe. She visited seven countries on a special airline employee tour. Rae is in the merchandising division of Lake Central Airlines.

Gloria Richards received the Dee Nicholas trophy from the Indianapolis Aero Club. The traveling trophy is awarded each year to the outstanding woman pilot of the year. It was presented to Gloria by Pat Patterson, last year's winner. Gloria has her private license in a glider and

is working towards her commercial. Roena and Joe Milan will be doing a little island hopping in the Bahamas the first week in February — Roena also has a brand new multi-engine rating.

Two new members, Yvonne Davis of Angola, and Roena Milan of Bloomington, were taken in at the January meeting, and Shirley Mohan of Monaco became a member in December.

As per usual, the weather man didn't cooperate with us on our meeting in Muncie, however we had 20 members and 10 guests present to see the fine film on Ball Brother's satellite built in their Colorado plant, called Orbiting Solar Observatory.

Peggy Coulter is the 1964 secretary-treasurer of the Delaware County Aero Club and is also teaching a class of standard first aid at the Red Cross chapter house.

Virginia Maggart and her 49½'er sold their plane one day and found themselves so unhappy that they bought it back the next day! That's a lot of high finance!

A guest at our February 16 meeting, Dorothy Pilsitz, attended her 2nd meeting. Dorothy received her private pilot's license November 8, 1963, at the age of 17. She will become a member of our group at the March meeting.

Carl and Muriel Dykema are taking off for Bimini and points East for a week in the Travelair.

Katie Sage, Soph Payton and Muriel Dykema have been flying furiously for air-lift and air-marking these past weeks. Other 99's are urged to join in. We've had fun too!

Soph Payton and husband are flying to Florida March 15th, then taking a boat cruise to several islands.

Virginia Maggart and husband attended the Flying Farmer Clinic at Rockford, Illinois. Mildred Snyder's two sons are now private pilots.

Shirley Mahan was awarded a silver trophy as "Mother of the Year" for Indiana at the annual Indiana-Illinois convention of Flying Farmers on January 24-25 at Rockford, Illinois. 49½'er Mark Mahan was elected vice-president of Indiana Flying Farmers.

How wonderful to see 'our' Nellie out and about again after recovery from the October Coliseum diaster. The Algiers attended the Indianapolis Aero Club February meeting . . . hope they're able to join us in Lafayette next month for our 99 meeting.

Adella Neff, Indianapolis, became a member of Indiana Chapter February 16th at Weir Cook.

Air marking was an important topic at the February 16th meeting at the hotel on Weir Cook Airport.

It seems that Indiana 99's are becoming more and more involved in a state-

wide Penny-a-Pound air-lift — all week-ends in April.

A special air-mark affair is planned in the form of a dinner dance. It will be \$10.00 a couple. The dinner-dance will be at Brody's Restaurant, 21st and Arlington, April 18. Outstanding national figures in aviation are invited. Sounds like fun!

The program for the February 16 meeting was exceptional! Mrs. Lavena (Bea) Griffin from Indiana Bell Telephone gave us a talk and demonstration on "Putting Our Best Voice Forward." It was clever and very instructive.

While she spoke about the telephone, it certainly applied to any non-person to person voice communication. "Your voice is you over the telephone," she said. "Self improvement is possible in voice as well as dress or make up. If your voice isn't what you want it to be, change it!" she added.

IOWA CHAPTER

By Helen Flaherty

Neiderhauser Airport, Waterloo, Iowa, was the scene of the February meeting for the Iowa 99's and eight members plus eight guests enjoyed a dine-together and visit-type sort of meeting. This was occasioned by a quick switch of meeting places from Newton to Waterloo the last minute and hence, no program was planned. The "dining" was, of course, arranged for, but the visiting part is explained thusly. Several of the "Upper Iowans" (a now discontinued chapter) came as guests, and as it was their first meeting in several years, the visiting in proportion to the business part of the meeting was slightly overwhelming. Bunny Wilson, former Upper Iowa and former Pilot Hostess of a regular radio program, "Wings Over Illinois," altered her airline trip to come into Waterloo for this meeting.

Ruth Schleusner, who owns and operates a flying field with her husband near Waterloo, and former Upper Iowa, also joined in this melee. So, along with Bunny and Ruth, there was also Esther Neiderhauser in attendance and we have erason to believe that during this visiting session they were conned into renewing their membership in this great organization. In addition to this wonderful ground work, we threw in a little business and voted in two new members, Alice Bauman and Betty Johnson, both from Creston.

This meeting was also a "Bon Voyage and God Bless" to Edith and Dean Foley who will soon be flying their own plane down to Uraquay. South American way for a sojourn of two years. Dern will be carrying out a research assignment for his college and Edith will be carrying out her own research of as much of and as far as her little wings will fly her in that area.

Our subsequent meetings will have a



Irene Griffith, Iowa Chapter, displaying Ninety-Nine flight bag for sale by that chapter.

special session reserved for "Foreign Reports" and this will be for the interesting, live, on-the-spot report from our representative in Uraquay, which, of course, we will have every month and record all the experiences, wild and otherwise. Thelma Ryberg was a guest and she is taking instructions and is the "girl voice" at the Waterloo Tower.

Some day your reporter hopes to turn in her "chicken license" for a real one as she again didn't get to the meeting and this report is thru the courtesy of Verna Mae Prochaska who hosted the meeting and was a perfect mediator between the former Upper Iowa and the present Iowa members as she is both.

The sixteen show-ups were Phyllis Barber and daughter Jeana, Ray and Lois Grange, Rick and Irene Griffith, Edith Foley, Berniece Malloy, Betty Johnston, Alice Bauman, Bunny Wilson, Ruth Schleusner, Thelma Ryberg, Helen Guernsey, Esther Neiderhauser and Verna Mae Prochaska.

COMMERCIAL: This is a "frame-up" of a pretty girl with a pretty flight bag. This could be you for only \$2.95. Make your deal with Mrs. Rick (Irene) Griffith, Des Moines, Iowa.

MICHIGAN CHAPTER

By Adele Binsfield

Flint in February! Our meeting was held on the 9th at Bishop Airport, with

thirty members present and four guests. After breakfast and business meeting, Mr. Robinson, Detroit Flight Service Station representative, showed films on Aviation and Safety Flights. We were most happy to see Alice Hammond (visiting in the area). Seemed like good old days. We heard of more plans on the Spring Sectional Meeting at Shanty Creek Lodge on April 24, 25 and 26.

Jancy Hart flew her Twin Comanche (Blue Bird) into Michigan for a series of speeches in Saginaw, Bay City and Midland. She left Tri-City Airport and landed in Washington in just 2½ hours. Pat Arnold and her new Twin Comanche are reporting at Trimble Aviation for duty on March 1st. Welcome aboard, Pat. To join the Twin Comanche parade, B. Steadman and Lorraine McCarty flew out to Lockhaven, Penna., to take delivery on a pretty red one. Alyce and Frank Lodge left for Hawaii last week to attend the National Association of County Officials Conference. Going the opposite way were Anne and Bill Steinhagen, who took off for Nassau. Velma Del Giorgio tells us that her husband is on medical duty aboard the White Ship "Hope," presently off the coast of Ecuador. He is finding the teaching and lecturing aboard this fabulous ship the most rewarding work he has done. Eloise Smith reports that she is keeping out of mischief by teaching three ground school classes. Dorothy Woodhams and family are enjoying the 400 pounds of moose she shot in the Canadian hunting trip they took before Christmas. Helen Wetherill spoke at an Amelia Earhart Memorial Dinner for the Dearborn Zonta Club, held at Detroit Metropolitan Airport last month. Guests were members of the Soroptimist and Quota Clubs.

See you in Bellair, April 24, 25 and 26.

OZARK CHAPTER

By Hazel Matz

The beautiful new airport terminal building at Springfield, Mo., was the meeting site for our Feb. meeting. After living with the "temporary" building for so many years, it seems almost like a bit of heaven has been transplanted to the airport. We did decide a good project for our chapter would be a wrecking party though, as the old building is still standing. But we have hopes of it coming down as soon as weather permits.

Chairman Jean Fuldner reported she had met with a group of flying females from the Joplin area. Only one has her license thus far, but all seemed interested in this 99 bit. Who knows—maybe this Ozark Chapter will have a population explosion one of these days.

Remember Velma Hite — our Derby

gal? She has passed her commercial written — as has Edith Vernon. Edith has also chalked up about three hours in a seaplane. Patty Hurst is in the process of checking out in their new Mooney and Mayme Burtin has been hauling hay! Someone said it was to provide a soft landing place for all those who had the time to fly.

By the time this article appears, Jean will be back home from their trip to Colorado. Several plane loads are flying to Denver where they will then take a train to Winter Park. They then will take over an entire lodge. Ultimate goal? The ski trails. Sounds like fun. Jean and her family were also among those from Southwest Missouri flying down to Western Hills, Okla., for lunch last Sunday. I got to go down and eat too much, too.

I have always heard you are to save the best for the last. Aviation news has been made! Mary Morriset finally got her physical re-newed! Since last Sept. she has been telling us she just didn't have time to visit a doctor to have it done. But she did and now her problem is finding the application blank for re-instatement into this organization. The many problems of living in this age.

Sorry I goofed the last two months — will try to do better and see you again next month with greetings from the Ozarks.

WISCONSIN CHAPTER

By Dora Fritzke

I goofed last month — no report — so will combine two months now. About Easter you will read that we had a very nice Christmas party and meeting at Deedo's house. Stealing a bit from a TV commercial, "You expect more," etc. Santa's gift (?) bag contained surprises for all the 49½ers present.

Our Roving Roethke (Anne, that is) did it again. She took off alone in her Comanche looking for weather in which to use her instrument rating. The search took her to Spokane where she contacted Lige Hagen; Bellingham, Washington; a medical meeting in Portland, Oregon; down the coast to Laguna, California; Phoenix, Arizona, where she saw Alice Roberts; New Orleans; and then home. She logged five minutes of instrument time — the rest of the trip was in ideal weather. How lucky can you get? Later she reviewed the trip, complete with slides, at the Milwaukee Zonta Chapter's Amelia Earhart birthday dinner.

Dot Parks returned from an extended vacation in Mexico. We have yet to hear the details.

Isabel Kress and 49½er recently flew to Dallas. They wanted to give the airlines a break, so flew commercial.

On January 18, we, most generously helped by the State Aeronautics Commission, the state and local weather bureaus, and a local executive pilot, held a weather seminar at Mitchell Field. Stress was laid on our local Great Lakes weather. Guests arrived from all over the southeast quarter of Wisconsin, and two 99s — Helen Sailer and Tracy Pilurs — came from the Chicago area. Approximately 225 persons attended the all-day session. In addition to the talks and slides, guests had an opportunity to visit the tower and radar control rooms, and to enjoy the noon smorgasbord. We had excellent cooperation from all participants (event our own weather), feel the undertaking was an unqualified success, and hope our guests share that feeling.



ABILENE, TEXAS, CHAPTER

By Beverly Tarpley

We are awfully glad to be back in the news again. Let me hasten to explain that our long absence from this column was not because our chapter ceased to function — just the reporter. I now have the deadline firmly marked on my calendar, and I hope that we will be visiting with you regularly again.

Seems like we have had trouble getting our progress "off the ground" in the last few months. Last May we planned a trip to the Aero-Space Medical Center at San Antonio, only to be met by a series of catastrophies ranging from a broken wheel on take-off, to a sudden trip to surgery by yours truly, to just plain lousy weather. Undaunted, we planned the trip again in September — only to be met by unreasonable weather. However, we are determined, and when we schedule the trip again this spring, if all else fails, we will drive.

We did manage to visit Dyess Air Base in January to inspect the newly-arrived B-52. We spent two hours with the very gracious flight crew. They all deserve medals for bearing up under our barrage of questions, but they sent us away duly impressed with this airplane and the men who fly her. In March we are looking forward to a tour of the brand new Air Traffic Control center at the Greater Southwest International Airport in Ft. Worth.

Our chapter has had two transfusions of enthusiasm in the last few weeks. In November we agreed to sponsor a Senior

Girl Scout Wing Troop. We are currently giving them instruction in ground school and weather. This spring we plan to take them air-marking with us, and then on some flying trips. If your spirits need a lift, just try working with these girls. The second bit of god news is that two girls are working on their licenses, so we hope to have some new blood as soon as they get their "tickets."

Gloria Puckett and her 49½ Bruce are the new owners of Abilene Flite at the Municipal Airport in Abilene, so all of you drop in to see them when you are out our way. Gloria will direct you to the rest of us.

COLORADO CHAPTER

By Helen Maxson

A tour of the Airport Traffic Control Tower at Stapleton Field was arranged for the Feb. 7th meeting. Members present were Betty Cannon, Gwen Craven, Grace Longbrook, Pat Luther, Helen Maxson, Grace Mayfield, Ruth Mugele, Donna Myers, Marilyn Nordstrom, and Lynn Pfleeger. Guests were Sandy and Dick Fowler, Connie Longbrook, Vincent Luther, George Mayfield and his son George, Katie Mehlin, Ed Mugele, Harold Nordstrom, Peg Odell, John Scovill, and Harriet and Al Stillwell.

We were divided into three groups which were rotated between the Tower, the Radar Room, and the Projection Room. The beautifully clear night with little traffic made it an ideal time to make this visit. In the tower, the controllers talked to us, explained the equipment, and demonstrated the lights on the north-south runway. Since the east-west was in use, the controllers had to brief the incoming planes that the lights were just being demonstrated on the other runway. The importance of using your instruments was the subject of the twenty minute FAA movie — and it was exciting. In the Radar Room, the radar screen was explained and also the Approach and Departure Controls which are located there.

Preceding the tour there was a dinner at the Sky Chef.

DALLAS CHAPTER

By Sally Brown

We had a large group, including several guests, at our January meeting at Kathy Long's home. A noticeably absent member was Dorothy Warren, who reportedly had been weathered in in Arkansas. This only proves that a nightie and toothbrush are proper items for any flight kit.

Helen Wilke has traded her old plane for a new black and white Bonanza, while Martha Ann Reading and Jo Allison tem-

porarily traded in their planes for a camping trailer to take a trip through the Big Bend Country. Lucille Hoffer has traded in her time for an Instrument Ground Instructor's rating. You all have fun!!

We've all done a little flying, as the weather permitted, but we are anxiously awaiting that good ol' Texas spring.

EL PASO CHAPTER

By Mary Frances Seidl

It is with deep regret we lose our capable reporter Eunice Dickey who is now a resident of Lakeview, Oregon.

Ruth Deerman had lunch for our chapter the 25th of January. We had present Marie Grassetite and Linda Swan from Albuquerque. They joined us for Hangar Flying while their hubbies attended the races at Sunland Park. The race track is walking distance from Sunland Airport — and every Friday is Ladies' Day. Something to keep in mind, girls! Others in attendance were Eunice Dickey, and Pat Martin of Las Cruces; LaVerne McCauley of Cliff, New Mexico. Local chapter members attending were Lydia Weaver, Evelyn Wasser, Ruby Tatman, Neva Peters, Polly Pearce, Jean Kemp, Margaret Halloran, Lois Hailey, Win Griffin, Ruth Fleisher (new here from East Penna. Chapter), Billie Callaghan, Brookie Bozarth, Dottie (Matchbox) Blackham, Marjorie Beard, and yours truly, Mary Fran Seidl.

Ruby Tatman and 49½er who almost live airborne, settled for driving to Golden Isles, Fla., where they will reside half the time. They flew back commercial and flew their plane to Fla. They're not for wheels — those 2. Cherrie Mullen and 49½er flew to Chicago in their 310 Cessna.

Ruth Deerman and I had a brief visit with Nancy Newman in Marfa Jan. 29th. They have about four women pilot students. We have five sixty-sixes here in El Paso. They are future Ninety-Nines — turned upside down till they have licenses and can fly right. Our sister Sixty-Sixes have all soloed!

THE SOUTH CENTRAL SECTIONAL MEETING will begin Thurs., April 30, with a **LIVE MISSILE FIRING AT WHITE SANDS MISSILE RANGE**. ANYONE who wishes to be present must be a **citizen of the USA** and submit to M.F. Seidl their name by April 6, 1964. This is necessary so clearance may be gotten and passes arranged. This does not obligate you to be present. — **BUT ANYONE WHOSE NAME IS NOT ON THE LIST WILL NOT BE ALLOWED ON THE FIRING RANGE!!**

Feb. 6 — After two days of anxious waiting — saw the arrival of the San Fernando Valley 99's and 11 new 150 Cessnas and one new 172 Cessna. Airport manager, TV, press, and, of course, local

99's, as well as our Cessna dealer, formed the welcoming committee. After lunch at the airport Sky Chef, the girls departed for Tucson. Lucky Ladies!

FORT WORTH CHAPTER

The January meeting was attended by three new members, "Cookie" Diamond, also a new private pilot; Helen Morris; and Betty Jo Parsons. Regular members made the scene. A proposal was made by Dora Dougherty to have another Spring Rally.

Our '62 Spring Rally was so much fun, well-attended, we decided to have a go at one again. It's a co-ed flight, navigation test and skill as a slow flight pilot is handy.

As of now, it's planned for some time in May. We'll probably start at Wichita Falls, wind up in Fort Worth. Lou Ellen Foster, of WF, won the silver cup for first place in our first rally. Maybe we'll finish at Verna Stubbs' ranch strip because in '63 we were allowed this happy place for a flight and picnic, and all enjoyed it. Plans are not firm, because of the unpredictable Texas weather.

The February meeting was another dinner meeting, also with husbands invited. We had a guest, Ceile Orpen, a Whirly-Girl, whom we hope to have a Ninety-Nine. We all toured the Air Traffic Control Center, near Southwest Int'l Airport. They were real busy, due to IFR weather. Our host controller cautioned us about turbulent weather, which some new pilots ignore to their later concern.

We were shown an example of a foolish pilot that very night, who got lost, in IFR conditions — but was saved by ATC men who worked with him to get him 'found' and on the ground safely. They can, but would rather not have the need because it puts a strain on everybody. Some pilots aren't so lucky — panic and it does indeed ruin a whole day for a whole lot of people.

HOUSTON CHAPTER

By Frances Castleberry

February's business meeting was combined with a tour of the Academic Aviation Helicopter School. Our host, Bob Marsh, conducted the tour and gave a lecture on the mechanics of helicopter flying. Several of our 49½ers joined us for the tour.

Marilyn Stoneberg has two new students in the Comanche. She also flew to Lake Travis and claims the resort and the air strip on the lake is fabulous.

The A.O.P.A. flight clinic is set up for April 16, 17, and 18, at Houston International Airport. It will be co-sponsored by the 99's, Petticoat Pilots, Houston Air Center and Texas State Aviation Assoc. Four refresher courses will be offered and about 300 people are expected.

Kay Montgomery is in Colorado skiing for a month. How about those winter vacations!

Several of us plan to take in the fly-in at Burkes Ranch, sponsored by the San Antonio Chapter. This sounds like fun.

A dinner meeting is planned for March and we should be able to welcome a new member, Jean Parker.

KANSAS CHAPTER

By Garnett Hastings

Our January meeting was a dandy, being held at Lear-Jet Factory in Wichita. Twenty 99 members, three 49½ers, and ten guests were greeted by the Lear family and associates, and were escorted on a tour through the Factory. We were shown some films and witnessed a take-off of the new Lear-Jet. Then honored at a luncheon given by Mr. William Lear, president.

Our February meeting was graciously hosted by Joyce Case Funsch in her new home. A business meeting was held, after which we enjoyed coffee and doughnuts. Fifteen members were in attendance.

Kansas Chapter members honored at a gala reception at Yingling Aircraft on February 3rd, the twelve 99's, all Californians, who came in by airline to ferry new Cessna planes from Wichita to Skyways, a flight training school at Van Nuys. Fifteen of our members participated on this occasion, together with several 49½ers and distinguished citizens from Wichita. Refreshments were provided by the 99's, each of the twelve honored were individually introduced, and a nice visit was had with all.

We are most happy to report and welcome our newest members. Jean Murray and Martha Giles both are private pilots and belong to the Cessna Flying Club. They fly Skyhawks of which the club now has two new 1964 models. Martha is a draftsman in the Engineering Department at Cessna, and resides in Wichita with her daughter and two sons. Jean has many duties in the Advertising Department at Cessna, and resides in Wichita with her husband Bob. They have two children, a boy and girl both married, and they are proud grandparents of five. Earlyne Scholfield just recently obtained her private license, and flies a Beech Bonanza. She and husband Gene reside in Augusta. We hear that they are presently on several weeks' vacation in Florida — flying, of course. Marge Crawley is our very newest member, and flies a Beech Bonanza. Marge resides in Wichita with husband Charles and four daughters. We sincerely are happy to have these new members in our chapter, and hope to be

seeing much of them so we can all become better acquainted.

Pauline Ottoway and husband just returned from a 12-day trip to Mexico, down the coast to the tip of Baja, in conjunction with the Flying Farmers. They flew in their 250 Comanche which they recently acquired.

Mary Lou Owens hasn't had much time to fly lately due to moving into their new home, but she says she is most anxious to check out in the new Beech Baron recently acquired by their company.

Our vivacious Mary Aikins not only recently obtained her multi-engine rating in the new Beech Baron owned by their company, but she took a little instruction in a Clipped Wing Cub — then soloed in the new little Pitts Special recently built by Joyce Case Funsch's father. She was so intrigued with this little Pitts that she is now its proud owner and has taken up aerobatics — we will all be proud to watch her one of these days flying her plane in some of the air shows.

Pat McEwen gave a fine talk to our Wing Scouts in January on the subject of The Ninety-Nines and the Powder Puff Derby. Then in February, Advisors Gene Nora Stumbough and Garnett Hastings met with the Wing Scouts at United Airmotive where they were indoctrinated on the qualifications of becoming a pilot by the Head of Flight Training at United.

Gene Nora Stumbough flew members of the Press to Liberal, Kansas, in a Beech Baron recently where they covered the INTERNATIONAL Pancake Race held annually between the women of Liberal, Kansas, and Olney, England.

Garnett Hastings recently ferried one of six Musketeers which were sent to the Liberal, Kansas, Facility.

MIDLAND CHAPTER

By Mildred Goodson

Had a very nice meeting this month beginning with lunch at the High Sky Restaurant, Midland Air Terminal. Velma Copeland, Charlotte Hunter, Jeanette Kelley, Lilith Lurting, Mary Erwin and her 49½er Curtis, son David, and yours truly were present. Incidentally, Jeanette Kelley is our newest member. We are happy to have Jeanette and sure she will be a good worker.

Plans were made to meet with several chapters in Amarillo, March 7th. There are a lot of unattached girls with licenses in the vicinity of Amarillo and the purpose of this meeting is to help them get their chapter formed. Come on to Amarillo, girls, and help boost these girls!

Sorry we missed the San Fernando Valley Chapter girls who flew the twelve new Cessnas from Wichita, Kansas, to their Calif. dealer. Ole man weather really plays havoc with plans sometimes;

snow knee deep kept these girls from flying their schedule, therefore we missed meeting them. These girls are to be commended for a job well done!

Let us all strive to create more enthusiasm among our fair sex and watch our membership grow in '64.

I will sign off and hope our reporter will be present next month and fill the gaps!

MISSOURI VALLEY CHAPTER

By Marge Colton

After a weather enforced vacation of a month, the Missouri Valley Chapter met at O'Neill, Nebraska, on Sunday, February 9, with Verdayne Menze, Anita Thomas, Catherine Marsh, Jan Heins, Florence Boring, Millie Barrett, Edna Cummings and 49½er, and Marge Colton and 49½er flying in. Lois Durham and Shirley Amen from Lincoln joined our group as new members. Lois isn't technically a "new" member since she is rejoining after an absence of several years. We're so happy to have both of them.

We were given a royal reception at O'Neill. We were interviewed by the radio and had our pictures taken for two newspapers. John and Marlys Weig, airport operators, served coffee and furnished transportation into town for lunch.

We have been covering the state with posters announcing our flying scholarship. Jan, Verdayne, Leah Snart and Evelyn Sedivy took posters to Broken Bow, Ainsworth, Valentine, Gordon, Chadron, Alliance, Sidney, North Platte and Kearney. I flew posters to Bruning, Fairbury, Beatrice, Crete and York. Evelyn and Verdayne on Channel 3 and Edna on Channel 5 were interviewed about the scholarship. So, we have been getting a lot of publicity.

The new Municipal Airport in Lincoln will have an Open House Fly-In May 23, and our chapter decided to accept their invitation to have a display with members explaining the Ninety-Nines organization.

May will be a busy month for us. Besides the Open House in Lincoln, several of us hope to fly to El Paso. (El Paso, please note: Hope you have your order in for good weather that weekend.) We are also planning a Penny-A-Pound Air-lift to finance our scholarship. Sounds like some of us will really be piling up the hours, doesn't it?

The Kansas Chapter has invited us to meet with them at Smith Center in March, so we'll all be flying south next month. In April, we're going to Falls City.

OKLAHOMA CHAPTER

By Nema Masonhall

Amid the sonic booms, Minco is "slap-dab" in the middle of the corridor, yuh know, we had our annual Feb. meeting at Broneta's. Carol Waddell flew in from

Woodward, bringing Mary Cornelson of Fairview, our newest member and a guest, Ruby Knight, from Woodward. Alma Wilson Comanche'd in from Pauls Valley, another new member, and Edna G. Whyte brought Veda Mauk down from Blackwell in her Musketeer. Jeanne Anderegge, Norman, another new member, came with Emily Frost, Norman. Others attending were Dorothy, Velma, Betty, Jean, Susie, Ruth, Skip, Joan, Mary, Marie K., Marie H., Rita, Jane, and Nema and guest Sarah Ellis from Chickasha and Oklahoma College for Women. Edna told us of her experience in getting a glider rating and other interesting facets of her many years in aviation, quite a remarkable woman and a flying great.

Arene Walkup wasn't with us as she was in Missouri attending a Flying Farmer Sweetheart Luncheon and the weather outdid her so she missed our meeting. Billie Holmes, our Borger, Texas, member made a Bonanza trip to Dallas and we hope to see her in Amarillo the 7th, when we fly-in to help organize the Top O' Texas Chapter along with the Kansas and other chapters. The Chuck Thomases were in the Minco vicinity confirming their 195 aerial survey from promising skin diving lakes.

Mary Cornelson is one of the proud parents of a new Comanche. Unfortunately, the twelve 99's ferrying the Cessnas back to Calif. got weathered in in Ponca City, so we didn't get to see them, as planned. Velma and Broneta are off to Viro Beach to pick up a new Cherokee 235 for Catlin Aviation. Rita and Leonard have another aircraft under construction, this time an original design. They have won "book-koos" of prizes and awards with their Cougar.

Dottie Young is now a Tiger Kitten, having attended the Helicopter School at Camp Wolters, she's been kinda busy ferrying Aztecs and Pawnees back to OKC from Lockhaven, too. Veda and Dewey started for the West Coast in their 195, but due to radio and heater troubles, continued their trip from ABQ in a 707 and took a helicopter tour of the Bay Cities during their visit in that area. We are looking forward to the fly-in at Amarillo the 7th and the EB Meeting in OKC April 6-7-8 as well as the Spring Sectional in El Paso. Nice, too, to hear Gene Nora's voice from Wichita, though she hasn't been to see us lately.

SHREVEPORT CHAPTER

By Hazle Nealey

A film on air safety was shown to the Shreveport 99's January 20, by one of our tower operators at the Downtown Airport. From there we drove to the Chicken Shack for some of the best pie and coffee in town. Our member Corriene Strickland is owner of the place.

On January 26 we had a beautiful and most successful day working in conjunction with the CAP on a March of Dimes Airlift. Our gratitude to our chapter chairman, Martha Christy, for the many hours of hard work she put into the airlift. Proceeds from the penny-a-pound take was donated to polio.

Welcome aboard to our new member Peggy Wenk. Peggy, young and bubbling about her flying career, is very refreshing to our chapter.

Our February meeting was held in my home and was a sort of a hangar flyin'-whing ding of a thing. Joan Carroll prepared questions to "tickle our brains" on such things as reading weather maps, etc. We chose sides, but I still don't know who won.

The latest attraction around here is Sarah Henley floating around in her beautiful new Thunder Bird.

Dorothy King will soon be returning to the States from England. She will be speaking a brand new language, Spanish. She had for a teacher a real live SPAN-IARD.

Jere and Henry Saur recently spent several days in Dallas. During the day, Jere would send Henry off to his business meetings and she would do the town. She complained of sore feet.

Helen Hewitt just returned from a trip of island hopping to the Bahamas. Despite weather and a chilling Mayday from a light plane going down, Helen describes the trip as beautiful and most experimental.

At a noon luncheon Feb. 12, Dottie Ports held a group of business men in stitches for a period of 30 min., telling of her experiences and goofs as a LADY BIRD.

TIP OF TEXAS By Shirley Pagan

Ardath McCreery, who is the vice-chairman of our chapter is busy these days in McAllen getting things ready for the ARA air race in May.

Lucie Van Tyne has had a busy winter flying to dog shows in San Antonio, Houston, and McAllen and she was the only woman who flew in the Polio flights on Sunday, February 9th.

Pauline Glasson was asked to speak at the Kingville Zonta Club's January meeting in honor of Amelia Earhart Day. She and Shirley Pagan each took their planes and a load of guests from Corpus Christi to the luncheon in Kingsville. We landed at the new Kingsville airport which will have its official opening in the near future.

Elaine Needham, Patti Kennelly, Pauline Glasson, and our local group of Wing Scouts have already done a great job of airmarking so far this year. They have marked Floresville, Poth, Coy City, Hobson, and Pawnee, Texas.

Dottie Clotts, who got her private license in Corpus Christi shortly before she moved to California, has joined the Los Angeles Chapter of the 99's.

The O. J. Becks and the Pagans from Corpus Christi spent five days in Las Vegas in January. It was a delightful vacation and I might add all were impressed with the beautiful new Las Vegas airport.

TULSA CHAPTER

By Jean Engler

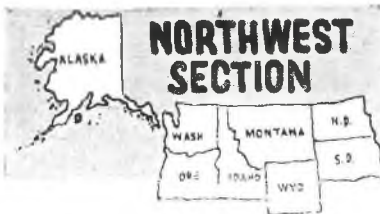
Our host for the February meeting was Ross Aviation who presented a Sander-son Instrument Course film. It's a very helpful and interesting program whether or not you are trying to go IFR — and the weather was perfect for IFR driving.

Members attending were Coleen White, Annahlee Jones, Lee Baker, Mary Shaddock, Jan Mauritson, Mary Burke, Judy Hellman, Lois Martin and Jean Rand. The rest of us were sick-sick-sick!

We were happy to have a lovely lady, Edna Gardner Whyte, as a guest.

The saga of the open doors: With Dorothy Johnson's indulgence I will try to relay this information as accurately as fourth-hand will allow. Seems the door on her VW caught her coat, and on trying to retrieve it, did a one and a half somersault into a ditch. Since this was from a moving vehicle, we are gonna try to toughen her up and send her to Hollywood as a stunt woman. As I understand it, she is now recovering nicely and frequent kind words are appreciated. My little episode involved a door nopping open on take-off in Wichita. A 150-mile-an-hour wind in my face on the way back to the runway will be remembered for some time, and we're all gonna triple check the doors from now on, by golly.

Coleen White sold her flying machine to a feller up in Canada and is hoping she can deliver it. Since I didn't make it to the meeting, I missed all the gossip, so maybe by next meeting I can squeeze some news out of our modest members. I say if you did something, tell us about it — if you didn't do anything, then why are you paying that gas bill? See you.



EASTERN IDAHO CHAPTER

By Esther Stone

The Eastern Idaho Chapter celebrated their 7th Anniversary on Sunday, Feb. 16. The meeting was held in the beautiful

new home of our first chairman, Selma Van Dercreek.

Because husbands and guests were invited to attend this celebration meeting, "Project Smart," a usual feature of our meeting, was dispensed with—and instead "Wings Over Baja, California" was some home movies of Mexico, taken by one of the guests, Barbara Hoge, were shown.

During a brief business meeting a schedule was set up for the coverage of the Registration Desk and Women's Activities of the Joint Aviation Trades Association Convention, to be held in Idaho Falls, February 20 thru the 22nd. Dates for a joint meeting with the Idaho Chapter were discussed, as well as the various women's air races.

It might have been the snow, or the movies, or the fact that so many of the members recently had been, or are now in warmer climates, but air-race fever, and wanderlust seemed to be consuming all of us.

Our regular Newsletter reporter, Mary Kilbourne, and her husband, Grant, were missing. They returned from their aerial trip around the world (via airplane) on December 1, and had flown the Skyknight to California. We are anxious to get the complete report of Mary's meeting with the two Japanese 99's in Tokyo, and see the pictures they took during their trip. Virginia Finkelnburg and her husband just returned from a vacation in Arizona, where Virginia had the pleasure of talking to Melba Beard, via telephone, the week before the Antique Airplane Show. Betty Storrs, Linda Lauder (our newest member) and Esther Stone had an adventurous trip via Bonanza and Skylane to Portland and back. But when B. J. Wayne recounted her experiences on a return trip from New York, she topped them all. Weathered in at Indianapolis, on the way home, her husband, Bill, had to take an airline home—leaving the family Bonanza, B. J. and their two talkative pre-school age children in Indianapolis. When the weather permitted, B. J. and the two little ones climbed into the plane and took off. On take off—the door which had not been locked—opened. Calling the tower with two children yelling information to mama was not easy, but B. J. made it. Wanna bet she NEVER takes off before double checking that locked door again? The balance of the trip home to Idaho Falls was comparatively uneventful.

It was snowing, so everyone attending the meeting drove in cars—and believe me, that was the hard way with ice and snow on the highways. In spite of the weather, 16 made it and enjoyed the hot punch pressed into the icy hand of each arrival by the host, Jack Van Dercreek. The house was beautifully decorated with 99's, hearts and flowers. The food was delicious, the meeting fruitful, and the movies spectacular.

The intrepid souls who made it from

Idaho Falls were: Betty and Charles Storrs, B. J. and William Wayne, Jo and Mike Moore. Pocatello members La Rue Manning, Virginia Findelnburg and Escher Stone slid in, as did Blackfoot "little sisters" Lee McCarley, Barbara Hodge, Dianne and Glen Jex. Selma, Doctor Jack, and son, John Van Der Creek were of course the hosts.

Several of our members are taking Spanish at Idaho State University—has this any significance?

EASTERN WASHINGTON CHAPTER

By Helen R. Crum

Because of the difficulty of getting together during the winter months a board meeting was held in Spokane February 8th at Gini Harper's home. Present were Chairman Barbara Thisted, Millie Shimm, Lygie Hagan, Alice Kennedy and guest Gloria Throop. Considerable business was taken up but most matters required further investigation and study.

Our Helen Ernsdorff has been selected as first choice for the Northwest Section for this year's AE scholarship. We trust she makes it.

The aviation education committee reported that only three girls are turning out in the Wing Scout group so that the work may have to be given up. Believe it or not, the air marking project of last fall has not been finished but Minnie Boyd sent word she has hopes of completion this spring. Tentative dates for this year's sectional have been set for August 28th and 29th. We may again co-sponsor a pilots' seminar next September.

Lygie and her husband have returned from six weeks in Mexico where they flew in their Comanche. Ethel Wikstrom and her 49½'er have left in their Aztec for a month in the south. Minnie and Carl Boyd are in the Hawaiian Islands but left the Cherokee at home.

The Yakima group is glad to welcome Jane Capizzi who has transferred from the Oregon chapter.

The March 14th meeting will be held at Geiger Field, Spokane, for a tour of RAPCON facilities.

MONTANA CHAPTER

By Winifred Lovelace, Laulette Hansen and Betty Nunn

Our July meeting was at Helena, Montana's capitol, on July 25th in connection with the Amelia Earhart Stamp delivery. Pud Lovelace met Betty Nunn in Billings early on the morning of the stamp issue, Betty having flown airlines from Great Falls. Together they flew to Casper, Wyo., where Lygie Hagan (E. Wash. Chapter) and 49½ Cornie connected with them. Lygie had received the NW Section covers in Denver from Betty Gillies early that morning. Pud and Betty then flew the Montana covers directly home to Bozeman and with Dorothy Sabo and Pud's 49½ Jack, touched down at Helena



Hugh Potter, postmaster, Helena, Montana, and Frank Wylie, former Director of Aeronautics for State of Montana, receiving Amelia Earhart first day covers from Winifred (Pud) Lovelace, Bozeman, and Betty Nunn, Great Falls.

Airport just as former Director of Aeronautics Frank Wiely (also Montana's first director) and Postmaster Hugh Potter, accompanied by the press, arrived to receive their covers, 10 a.m. July 25

Very shortly Norma Wingfield flew in from Billings to take delivery on covers for that city. This was graciously accomplished that very afternoon, and the press gave good coverage to Norma presenting Billings' Mayor Willard Frase with his cover. Norma brought a full compliment of gals with her to Helena in her Mooney, which she demonstrates for the Billings distributor, Montair: Selma Fastje and two prospective 99's, one of them her own student.

A cover was presented to Charles Lynch, present Aero Director, by Laulette.

New officers were installed at the Polbridge meeting, August 18th. Polbridge, in northwestern Montana, is an interesting strip, being the only one in the U. S. known to be within the boundaries of a National Park, in this case, Glacier. A beautiful, fully operating dude ranch, the Quarter Circle MC, adjoins the strip and the dedication of this 3100 foot strip was held that day with Administrator Najeeb Halaby and entourage present.

Sometimes it pays for us to all stick together and get our problems licked. In January the FFA proposed to decommission 18 light beacons in Western Montana. It seems the FAA thought that with the use of electronic navigation aids, the airway light beacons were no longer useful. Hearing was set for February 5th. The Montana Chapter of Ninety-Nines were a portion of the pilots sending in letters of protest to the Administrator of

the Federal Aviation Agency. So many protests were received that the hearing was even cancelled and the light beacons are still blinking.

The February meeting was a luncheon meeting in the beautiful Yogo Inn at Lewistown, Mont. Twelve members and two guests attended. Louise Butcher from Winifred made arrangements as she was our closest member. Virginia Olsen, who is a prospective member and lives in Lewistown, was a guest and made arrangements for transportation. Mary Stevenson flew her new Cessna 172 from Missoula. Elsie Johnson, Missoula, came with her, and they stopped in Helena for Elsie Childs. Bobby Kramer flew in from Billings, and Pearl Magill came all the way from Glasgow in her Cessna 120. A strong contingent flew in from Harve: Sharrel Bitz, Beverly Ledbetter, and a student pilot, Margie Neal. They have persuaded us to hold our March meeting in Harve with some Canadian gals to be invited. Vivienne Schrank and her 49½ Milt flew in from Jordan. Luella Nelson and Betty Nunn were chauffeured from Great Falls by 49½ Ken Nelson in the family Oldsmobile—smooth trip all the way. Laulette Hansen, Fort Benton, was planning a trip under the hood, but due to strong crosswinds, drove in along with 49½ Ermal.

Two families are sporting new plans. Besides Mary Stevenson and her new 172, the Butcher's are proud owners of a new Cherokee.

WESTERN WASHINGTON CHAPTER

By Winnie Blythe

Our January meeting was held at Boe-

ing Field in our regular meeting place, the offices of William Gebenini our State Director. Les Ensign of the Weather Bureau spoke to us about the Tiros Weather satellite program.

Helen Appel had an interesting letter from Marian Owen who is in Lahore, West Pakistan, with the Peace Corps.

Everyone seems so busy these days with flying activities, Pat McGee will be guest speaker at the Seattle Zonta Amelia Earhart Engineering Scholarship Dinner and Helen Appel will be speaking at the Tacoma dinner. Illovene Potter who is such a busy one has been asked to speak about the AWTAR at the Washington Pilots Association meeting. Illovene is going to fly the American Dairy Princess on a trip from the Seattle Center to Mt. Vernon in her new Bell helicopter, she and Les are also adding a new twin Beech to their Executive Flying Service. Marian and Bob Morton who were attending a convention in the South, bought themselves a 180 on floats and on their way home were forced down by a sand storm at Phoenix, fortunately they found a friendly lake to land on.

Terry Kellogg is home from Anchorage where she visited her daughter who has a new baby girl.

Van and Gordon Adderson have another pilot in the family now that daughter Dalene has her private license.



COACHELLA VALLEY CHAPTER

By Eleanor I. Wagner

In an attempt to make it easier for the working girls in our chapter (and most of them are), the January meeting was held on Sunday, the 12th, at Firecliff Lodge in Palm Desert located about half-way between Palm Springs and Indio.

Members attending the luncheon-business meeting were our new Chairman, Lee Cathcart; flying great grandmother, Zaddie Bunker; 1963 Derby entrant, Dorothy Coleman (her team members in the race, Ilia Mae Carosell, was unable to be there); Aggie Langton, who with her two flying sons, keeps very active with her aviation activities; Eleanor Wagner; and Dr. Grace Song Line. Guests were Mrs. Jean Malmo of Seattle, Wn., and a UN delegate; and Mrs. Evelyn Primm of Palm Springs and Reno. Evelyn is a current applicant for membership in our chapter. She holds the women's soaring altitude record for the state of Nevada—a big 32,644 feet! She is also a fixed wing pilot.

Newest Coachella Valley Chapter mem-

ber is Mrs. Shirley Fadel of Palm Springs. Shirley has been so busy earning more and more ratings that we hardly see her. Latest addition to her laurels is an instrument ticket . . . and she hasn't stopped yet! See you next meeting, Shirley.

A good representation of CV Chapter members, along with the Palm Springs Chamber's, Bud Line, attended the start of the AWTAR in Bakersfield.

Dorothy Coleman, our candidate for the Amelia Earhart scholarship this year, gave a short report and presented a clipping about a talk she gave before the Zonta Club of Riverside. An annual project of Zonta International is also an AE Scholarship award for aerospace sciences in the amount of \$2500 to qualified students. Dorothy and her husband, George, own a Beech Bonanza.

On the 17th of January, Eleanor Wagner, Len Combs, and Dorothy and George Coleman flew to Orange County Airport near Santa Ana to attend a California Aerospace Education Association (CAEA) meeting at the Talmantz Aviation Museum on the airport. It was a rewarding trip and certainly an education just to visit the museum so full of the history of both American and foreign aviation and airplanes.

Ilia Mae and husband, Nick, with Shirley Fadel and party flew to Sight Six (Lake Havasu) for a Sunday morning breakfast in mid-January. The new Bermuda Dunes Airport near Bermuda Dunes Country Club hosted a fly-in for about 25 from Skyways Fun Flyaways in Van Nuys on the 19th. Mary Kemper, a San Fernando Valley Chapter member, co-ordinates these regular activities for Skyways, Inc., owned by Walter Von Der Ahe, a Cessna Dealer. The group was joined at lunch in the beautiful Bermuda Dunes Club house by local pilots Ed Rudey, Ilia Mae and Nick Carosell, Eleanor Wagner, and Len Combs.

We miss our members from down El Centro way and hope they can join us at the next meeting. And we'll also feel much more at ease when our secretary, Fay Douthitt, recovers from a bad back strain and is able to take to the air again.

Yours truly is getting back in the air again, too; this time with Bowen-Aero at Bermuda Dunes Airport, Piper and Aero Commander dealer.

Let's fly more in '64!

EL CAJON VALLEY CHAPTER

By Doris Ritchey

Our January 29th meeting was held at Harriet Allen's home. Highlight of the meeting was the presentation of two autographed pictures of Amelia Earhart to the Chapter. They were presented to us by Mr. A. E. Clauss, who had received them personally from Amelia Earhart



Mr. A. E. Clauss presents two autographed pictures of Amelia Earhart to El Cajon Chapter Chairman Isabelle McRae. Mr. A. J. Quicker is shown on the right.

the day before she left on her ill-fated flight around the world. Mr. Albert J. Quicker accompanied Mr. Clauss and loaned the Chapter two books on Early Aviation History. Both men are Past Commanders of the El Cajon Chapter of the Veterans of World War I and came to our meeting in their uniforms. Mr. Clauss worked in the Experimental Department of Lockheed Aircraft and met Amelia while they were preparing her plane for the flight. Mr. Quicker worked at North Island Naval Air Station in the 1920's when naval aviation was just beginning. Both men told interesting stories about the famous early aviators they had met. Our Chapter is very grateful to Mr. Clauss for presenting these pictures to us.

We officially welcomed Karen Whited as our first new member of the year. Karen is a high school senior who soloed on her 16th birthday. With her youth beauty, and enthusiasm she will be a real sparkplug in our chapter. Welcome aboard, Karen.

Our Lady in Waiting, Judy Backman, is still waiting for the stork to fly in. Ida Gay had a shower for her Jan. 25th and we were afraid she might be in the hospital then. The old bird must have gotten "off course" or "weathered in." Check your next Newsletter to find out whether we have a potential 99 or 49½er.

Dottie Sanders reports the best news she knows is that the new Gillespie Field runway is finally completed and Dottie was the first pilot to take off when it was officially opened. We really have a modern airport now, all ready for the 1965 Race Start.

LONG BEACH CHAPTER

By Carole B. Dunn

Windy February here, takeoff from Santa Monica and land in Long Beach in a Cessna 172—ETE 10 minutes, ATE five minutes. One good reason to drive to our February meeting at Margaret Ross' house. Only 15 members and one guest came, but Iris Critchell came all the way from Claremont to let us know she's doing nothing but flying at the college. Juanita Tanger, a member of the All-Ohio Chapter came for a visit, we hope she'll come more often. Also saw Margo Callaway and Norma Gunderson, Olive Tuttle and Ruth Gay. Olive and Ruth have been busy with their teaching activities. Norma has been off to her ranch in Nevada, while also looking for a new Comanche to buy.

Mary Pinkney and Ruth Nitzen and 49½ers flew to Apple Valley for breakfast but not with the fly-in group on February 8th when 20 planes flew over from SMO airport. Betty Faux and Claire Walters both flew over with students on X-countries. I can't tell you anything about any of our other members, as they haven't been to the last few meetings. Maybe we'll be seeing them soon as its time again to talk about the Powder Puff Derby and we have to find sponsors and co-pilots, etc.

Emma McGuire, Mary Pinkney, Lee Title and I are going to a meeting of the California Counsel of Aviation Ass'n. in San Jose to see if we, the 99's, would like to help them in their campaign to help save small airports that the cities want to swallow up. Their organization also helps pilots in need of lawyers or inter-country relations, ie: Calif.-Mexico, and just general furtherance of aviation to city planners and councils and public complaints. We hope to visit with Dee Taurmond, Betty Hicks, Mary Ann Wetherby and Irene Leverton while there as they are all working on San Jose Airport. See you So'westers at the Spring Sectional.

ORANGE COUNTY

By Evelyn Sherwood

Meeting in old Control Tower headquarters on the Orange County Airport, the Orange County Chapter members had discussion on air hours logged and flight activities, from the November to January meetings.

Many members attended the San Gabriel Chapter Weather Seminar held at Brackett Airfield, Feb. 9. This occasion was a valuable review for many pilots and a renewing of inter-county 99 ties.

PHOENIX CHAPTER

By Mary Vial

Margy Crowl was hostess for our Feb. 12th meeting, and it will be a long time before we forget her beautiful, delicious,

red and white Valentine's cake. Ummm, good! We were delighted to welcome guests Charmayne Cook from Jackson, Mich., and Gretchen Yingling, a Phoenixian who is currently working on her private. She and her husband own a Cessna 170 and a 172. Gretchen says she has relegated her husband to the 172—she prefers the 170! Especially welcome too were prospective members Jane Lockwood of Phoenix and Cleveland, and Jesse Wimmers. Jesse, who has recently moved to Phoenix, now works for Mercury Aviation where she types, files, ferries planes from Wichita, and keeps her eyes on those Aero Commanders which she hopes to fly some day. The Kansas Chapter's loss in Marie Engleman is our gain. Marie has recently moved here from Hill City, Kan., where for 19 years she was a newspaperwoman, had her own newspaper, and did public relations work for a small airline there. Welcome, Marie. We can hardly wait to put you to work!

Generous and ambitious Bev Periman was chairman of our welcome committee to greet the 12 99's who were flying 12 brand new Cessnas from Wichita to their home base in Van Nuys. She had lots of help from Alice Roberts, Juanita Newell, Joan Winterling, and Melba Beard who were also on hand to greet the gals with cookies and coffee. Bev also was the only one of us Phoenix 99's who managed to finagle a ride on the Goodyear blimp while it was here. After waiting patiently for one full day, she decided to try a new tack. Next day she got all dressed up in her best bib and tucker, nylons and heels—and presto, there she was on the blimp! Who says it doesn't pay to be feminine?

Jimmy Lou Shelton and Thelma Berger spent the first weekend of February in Finetop—along with their husbands and four other couples—all in one cabin. And when it got too stuffy inside, they went outside to play in the snow. Jimmy Lou reports that she and husband Frank recently flew an Aztec to San Diego to watch their son in dress parade at San Diego Military Academy. And in March they'll be flying to San Francisco on business and then hoping to fly to Puerto Vallarta, Mexico with the children for Easter. Their Thanksgiving holiday there was so successful that they want to return.

Juanita Newell reports that she, Ruth Reinhold and Betty Slater flew in a 310 to Marana, Ariz., on Feb. 1st for the Antique Air Show. Juanita, who hunts everything and anything, will go next for an javelina (wild pig) with husband Elgin. Thanks to Juanita, Mary's 16 year old son, Steve, who is a brand new avid hunter, is now well briefed on the fine points of hunting the elusive javelina. Good luck to both of you!

Nancy Sullivan tells us that flying has

opened up an exciting new world for the whole family. They load the three little Sullivans in their Skyland every weekend and take off for Palm Springs, or the Rose Bowl Game, or perhaps picnicking at Site Six on the Colorado River. Keep it up, Mary!

Mary and 49½er George had a week in Los Angeles on business (fun for Mary) and squeezed in a day of golf at Laguna Beach and a day of fun at Las Vegas on the flight back. But now back to work and study for that brain busting instrument written.

REDWOOD EMPIRE CHAPTER

By Bette Smith

Our chapter were guests of the Zonta organization at a luncheon meeting on January 23, in observance of their Amelia Earhart Month. We all gathered at the beautiful Los Robles Lodge in Santa Rosa where we were met by our wonderful Anna Brenner, who is also of our chapter and an officer in the Zontas. Members attending were Hazel Bertagna, Myrtle Wright, Anita Conley, Didi DeGolia, Becky Lightfoot, Phyllis Cantrell, Bette Smith and Lynn Leva, who is a prospective member.

A tour was arranged by our chairman, Myrtle Wright, to visit the University of California Richmond Field Station to see the airport Runway Lighting Laboratory or "fog chamber." It is sponsored by the FAA, and is built to a one-tenth scale in the one thousand foot long building. The runway lighting and strobe lighting systems were explained and demonstrated. Then the fog was produced by compressed air and water piped at intervals along each wall. The building became so intense with fog that it was impossible to see the lights, then as the fog cleared you began to see each one-hundred (represented as ten) foot lights, then the thousand foot before touchdown row of lights, then the threshold lights. We were sorry that the airplane, that was attached to metal ramps, was not demonstrated for us.

Then the group toured the Seawater Conversion Laboratory which proved to be very interesting. We were told that it would cost \$1.30 per thousand gallons to produce drinkable water through the "solar system" using the heat from the sun. About 26, including husbands and children, were able to attend.

On January 22 my request for a jet ride out of Hamilton Air Force field was granted. I flew with Capt. Bernard Pettiette in a T-33 trainer for one hour and fifty minutes. Paul Donovan, of the Napa Register took pictures, and it was released the following week under my bi-line. It was one of the most exciting moments in my flying experience.

Our February meeting was held at Buchanan Field in the brand new flight lounge, thanks to Betty Boggess. We motored to the Concord Inn for lunch, returned to the field and had our business meeting in the lounge. About 15 members plus guests were present. Myrtle Wright flew her Cessna Skyhawk, Pat Stouffer flew their club plane, the 1964 Cessna Skyhawk, from Napa, and Phylis Cantrell flew the Cessna 180, from Santa Rose. There were so many girls present that I didn't get the ones flying in from Sacramento and San Francisco. Forgive me.

Now it can be told—Janet Meyer has bought an A-35 Bonanza, and her first trip, after her check-out, was to Redding with the family. She has sold the Stinson Voyager and enjoys flying the Bonanza.

Myrtle Wright, our chairman, is working on her instrument and multi-engine ratings.

We are all busy with plans for the Sectional meeting in September at Hoberg's Resort, of which we are the hostesses.

We are still having a lot of fog and haze which hampers our flying activities a little, but we go when we can.

Lots of flying fun to all.

SACRAMENTO VALLEY CHAPTER

By Joyce Evans

The weather has been heavenly this February, just like Spring, so we've taken to the air. Ruth Wagner flew to Detroit,



Shown at a joint Ninety-Nine/Zonta meeting in January, on the left, Sacramento Valley Chairman Darlene Marsh, Capt. Stephen Vogel and Capt. Rose Marie Bitschnau (552nd Early Warning and Alert Sq.), McClelland Field, and Ruth Keeler, Bonta President.

Mich., with John Drew (Dodge dealer) in his Beech Baron to pick up a new car. She was so busy as co-pilot she didn't have time to smoke one cigaret the whole time they were in the plane. Edith and Jim Brewer had a brief vacation in Las Vegas and San Diego traveling commercial pet. Helen, their exchange student, spent last week at Ft. Bragg, so they flew over last Sunday to bring her home. Clear and sunny and just a perfect day to fly. LaRue Brown has made several short trips recently; Napa for lunch, Red Bluff for coffee, as well as checking out in the Cherokee 235 in preparation for "Lady Bug" trips. Feb. 13th was "the day" for Florence Breen. Carol Hammond invited all "Lady Bugs" to a luncheon and birthday surprise party for Florence—and she really was too! LB's were: LaRue Brown, Ruth Wagner, Cleo Merrill, Claire Raley, Joyce Evans, Anna Marie Ball, Esther Phipps, Elaine Lancaster and Beryl Eissinger. Jim and June Devine both sent cards from Palm Springs where they were getting ready to leave for Guatemala. Edith Brewer and Darlene March, unable to attend, sent cards too. Darlene went commercial to Las Vegas to bring back a C-182 last month. She had good weather, smooth flight and home in four hours. Last Sunday she flew some friends in C-172 to Concord and then to Napa for dinner.

The trip to Las Cruces Palmilla, Baja, Calif., was fabulous. We did get suntans and FISH. Hugh Evans got a Marlin the first day; the next day both Joyce and Hugh had a fish on at the same time, and they boated both Marlin. They each had one that got away too. Veja and Haskell Berry caught a Marlin about 90 lbs. Everyone caught fish. Veja piloted their C-72 to Lancaster where they spent the night, then to Palm Springs for lunch and on to Calexico where they met the group and were briefed for the flight the next day. On the return trip they decided to leave the plane in Calexico because of severe turbulence and returned home commercial.

Lillian and Dave Gray took their plane to Phoenix early this month for a couple of days and then on to Prescott for two days. They came home via Las Vegas and Reno with beautiful weather making it a delightful trip. Beryl and Art Eissinger went as guests in a C-172 for an overnight visit to Carmel recently. They plan to go in their C-182 to Las Vegas for a convention Feb. 27, 29, 29.

Elaine and Burt Lancaster traveling with Lou and Esther Phipps in their Deb to visit the Phipps' son attending college at Corvallis, Oregon. They had a tour of the campus, an early dinner, and were home by 8:30 p.m.

SAN DIEGO CHAPTER

By Stella Hardin

The February meeting of the San Diego Chapter was held on the 17th at the Aero Space Museum in Balboa. Thirty-four members and guests were present. Hostesses were Mirian Jepsen and Martha Mullen.

A tour of the museum was conducted by Sandy Fleet. Of special interest was the J. Montgomery glider exhibit and the reproduction of the Navy's first airplane, a Curtiss seaplane (1911) which flew from San Diego Bay in July, 1961. Further plans for the museum include forming a women's auxiliary, a reference and periodical library, bulletin service, secretarial service, etc.

After a short business meeting, Mr. Pazmany showed a film and gave a talk on his two-place PL-1, which appeared on the cover of Jan. 1964 Pilot.

Dottie Klotz and Pat Osmon finished commercial ground school at City College, Pat is very busy in flying, having been checked out in a Debonair and flying out of Gibbs on Bank of America flights. Montgomery Field will have a control tower in the near future. Ruby Keaveny and 49½ Jack, just back from four days in Las Vegas, flying a Comanche 250. Won some money too.

Congratulations to Dottie Daub on the January arrival of a baby boy.

Welcome to June Hickox, new member to our chapter.

SAN FERNANDO VALLEY CHAPTER

By Trixie-Ann Schubert

The weather-frustrated flight of the 12 flighty females of our chapter who ferried the Cessnas from Wichita in February ran the gamut from snow and low scud to severe turbulence and 50 knot headwinds. But the worse the weather, the warmer the welcomes and the hotter the press. Fronts and low pressures dictated the route which did not follow the scheduled stops to 99 headquarters at Oklahoma City or Midland, Texas, and decided our next stop sometimes within the half hour before takeoff.

Southwest Section Gov. Dottie Sanders flew to Los Angeles to wave the ferry contingent off at LAX.

Arriving in Kansas City via TWA jet, we were greeted by the local 99 chapter with cocktails and buffet. The process was repeated a couple hours later in Wichita by 99's there at the Cessna Yingling lounge after a short flight by Braniff Lockheed Electra.

Grounded the next day, we were kept happy by the wonderful Cessna staff people who catered to us with everything from tours of the Cessna and Wallace factories (we were the first group to watch the 310-I being built) to an eve-

ning at the Wichita Symphony. It was at concert intermission time that we ran into Olive Ann Beech and received an invitation to her plant should our stay extend. And certainly a Wichita highlight was the fabulous cocktail party at the 10,500 square foot country home of 99 Pat McEwen replete with everything from a priceless lithophane collection, comfort and beauty built in, seven children, buffalos, prize horses, you name it.

Weathered in again at Ponca City, unexpected there, FAA's Bill Davis came to the rescue beyond the call of FAA duty. With his help we pushed the grand opening of the plush Quo Vadis with our residency, received the keys to use, gratis, some new Bowker agency Fords; and albeit without his help, we welcomed to Ponca City General John Roberts of Michigan whose Air Force plane rolled in to be greeted by 12 female fliers all dressed alike. It was Jerri Cobb's home town but she was in Florida.

Somewhere between Ponca City and Amarillo we crossed the snow line and after stretches of dazzling white, arrived in Amarillo coincident with its worst storm in 40 years. Municipal field was closed to all air traffic. The first bulldozer sent out to clear a landing for us twelve, turned over. The second made, and we came in rolling between drifts up to our wingpits. Late steaks, Texas hospitality, icicles and cool crisp air.

Airborne early the next morn we refueled at Roswell with snow flurries swirling and worse to come, and the Cessna dealer throwing his arms to the sky and yelling with pleasure and surprise, "Hey, look, it's RAINING Cessnas."

At El Paso International 99 prez Ruth Deerman and her chapter gals were on hand, in smart look alike outfits (thought they were airline stewardesses until they came closer) to welcome us with luncheon and a tour by Mr. Champney of his 35,000 square foot new lounge and aviation facility. Off for Tucson despite light plan advisories of severe turbulence in the area. As elsewhere, 99's on hand with everything prearranged for our consideration and comfort at Tucson's elegant new terminal.

Next day, first stop Phoenix where 99 international vice prez Alice Roberts and her chapter gals were on hand with hot coffee and etc'tras for the quick fuel stop. Plans were to proceed to Palm Springs but they were changed en route on the last leg and Blythe Omni notified the Cessna Skyways fleet to go into Thermal. Then Blythe blacked out, leaving each of us with the impression that our omnis were out in each plane.

Eleanor Wagner and 99's on hand to whisk us to luncheon and back for take-off. We rendezvoused, for the first time, in formation (O.K. WE called it forma-

tion), buzzed with permission, the Beechcraft show at Palm Desert, coming in for touch-and-go on the strip in quick succession, then on into Van Nuys where we found NBC, CBS, ABC, all the metropolitan press and radio and TV there to welcome the 12 little red and white Cessnas and us.

At the welcome home banquet the following evening, catered as Skyways, FAA's William Schulte and Joseph Tippets, and a host of other aviation notables were on hand with kudos which we wish we had space to print in total; and Walter von der Ahe, president of Skyways, presented each of us with a string of cultured pearls, breathlessly beautiful reminder of a rather breathless week. It would take a compilation of the 99 roster chapters in places we stopped to thank adequately all the 99's who were so wonderful to us. Skyways representative Fred Hollister showed monumental patience in accompanying his happy housewife harem of highfliers and the press in the persons of Dee Dickson, Larry Paulson and Ralph Samuels proved to be great first-flight troopers. And, finally, Mary Kemper's handling of the mass ferry flight without conflict or confusion, is one big tribute to her careful planning and organization. Navigation-wise, we all came in within 10 minutes of each other, despite adverse weather, at each stop, except one in which one girl made an extra landing for gas.

There was OTHER chapter news too: Libby Svenson got her private license, and took husband up as first passenger. He's a non-pilot. Audrey Schutte got her instrument rating. Jan Hardin is hot on the heels of a glider rating. Shirley Stephenson flew to Las Vegas, Naomi Cummings moved her plane from Conejo to Hawthorne Airport. Loreli Cangiano flew to Oregon and hosted 99 Hialeah Reilich at her home.

Catherine Black, Katie Nibley, Renny Shapiro and Beverly Woodward, some new, some prospective 99's, joined us at the Feb. meeting. Jeannie Ceccio is grounded temporarily by jury duty. Lo's Mauer and Millie Ow have been doing some local flying. Great day at Los Alamitos where we invited other nearby chapters to join us for a day of Navy type hospitality, tour of the base, and a chance to try skill at Link flying the jets.

Deputy NASA Administrator Walter Williams and Scott Crossfield, X-15 pilot, will head the speakers table at our March 21 Woman Pilot of the Year banquet, and not till that evening will the gal, who has won the honor on an aviation point system, be announced.

We shall miss Mathilde Moisant, second licensed woman pilot in America, 44th person to be licensed, who died Feb. 5. She

had spoken several times over the years to our chapter about her barnstorming days with Moisant's International Aviators.

SAN GABRIEL VALLEY CHAPTER

By Sally Matson

We are now holding our meetings in the pilots lounge at Brackett Field. You are all welcome to drop in on our meetings. Our pilots were busy during the holidays. Gertrude Barnes flew to Tiajuana, Mexico with her family to purchase a new guitar for her boys the Sunday before Christmas. She also took her husband and friends to Las Vegas.

June Denney and 49½er John left El Monte early one morning and arrived at Whites City in time to take the last tour through Carlsbad Caverns. On to Albuquerque to spend the night and up at dawn again to visit Monument Valley, Glen Canyon Dam and Grand Canyon on the way back to El Monte. Harryette Barker and family spent two days on a trip to Arizona stopping at Phoenix, Tucson and Yuma.

Virginia Wegener and family spent Christmas in Kansas City with relatives. The weather was a beautiful three degrees below zero. On the way home they looked for airplanes for 49½er salesman Jack to sell. She was really thrilled with her first trip in an Apache.

Our big news in February was our Weather Seminar. We had a turnout of about one hundred people. Our speakers from various branches of the weather bureau certainly didn't miss much. I'm sure all who attended went home with all kinds of new information. We really missed our able chairman, Ginny Graham who is recovering very satisfactorily from surgery. She has been assured she will be back with us and flying real soon.

Jane and Roy Haag watched their son, Dave, make two "static line" jumps at Elsinor on Dec. 28th. He is a student pilot too. February 1, Roy and Jane flew to Phoenix for a reunion with a classmate who graduated with Jane from high school in Indiana. March 8 will find the Haags in Calexico with the California Flying Farmers for a trip to Guatamala via San Blas, Mexico, Guatamala City and return via Vera Cruz, Tampico, Monterrey and Laredo, Texas.

Margaret Medrano and June Denney flew to Las Vegas for our chapter fly-in. Nine girls in three airplanes went. Harryette Barker had a ball taking Girl Scout Troop 117 for rides three at a time. Gertrude Barnes and her 49½er flew to Palm Desert to see the new Beechcrafts. They took Vern and Barbara Forbes. Shirley Gilmore and Dorothy Geddes with 49½ers will leave with 11 planes for Guatamala the latter part of February.

A full report is promised upon their return.

Penny Swope and Norma Wilcox flew to Apache Junction Jan. 28 to spend Penny's birthday with her sister. Later that week Norma soloed the Skylane.

Polly Stoeher and Gretchen Dockum flew to Wichita last month stopping at Winslow to visit Jean Black then to Dalehart, Texas to pick up Polly's sister, Nell Alexander, also a pilot. Last month Polly and Gretchen flew to Lordsburg, N. M., and Phoenix. While there they visited a former International Queen of the Flying Farmers.

Major Nancy Morrison of Civil Air Patrol was our guest speaker at our February meeting. We had many prospective members attend also. Learning more about the CAP was very interesting to us all.

SAN JOAQUIN VALLEY CHAPTER

By Jean Murray

The January meeting was held at the home of LaVerne Gudgel in Merced, after a lovely luncheon. LaVerne and her 49½er plan to attend the Aircraft Agricultural Ass'n. at Disneyland the end of January.

Final plans were made for our Anniversary Dinner Party on March 7th. Fred Goerner will speak on his recent trip to Siapan on which he was continuing his investigation into the disappearance of Amelia Earhart. He has been busy on this project for the past four years and is convinced she died on the island. His story was recently published in an issue of a national magazine. This promises to be a very fastinating evening.

Our president, Margaret Andrews, and her 49½er spent the holidays in Las Vegas with their son who is a pilot for Bonanza Airlines. Margaret says they are enjoying their new cruiser every weekend and she is getting to be a very good boat pilot!

Marie McDowell and husband spent Christmas with family at Bullhead City (on the Colorado below Las Vegas). There is a good strip there and wonderful fishing (not much night life tho). They plan to fly to Arizona in February to attend the annual convention of the Arizona Flying Farmers.

Terrie Holm and spouse plan to week at Squaw Valley for some skiing at the end of February. They recently returned from a weekend at Palm Springs where they just sat around the pool and soaked up the sun.

Dorothy Kobel and spouse plan a driving trip to Ohio in February to visit relatives.

Laura Mae and Gene were in Palm

Springs. Gene is still recuperating slowly from his boat accident.

Ev Hendley says Walt is still in Springville Hospital and loves to get cards from all the gals. She has to go down there to get all the news from home! He will be able to come home for a two day visit in February and is progressing very slowly. If anyone is going by and wishes to stop and visit there is a pickup at the airport for that purpose and all pilots are welcome any hour (not only at visiting hours) Porterville Airport. It's about 15 miles to Springville.

Jean Murray and Harley are flying down to Baha Feb. 10th. Plan to meet "the Propwash" somewhere, possibly Lapaz or Loreto. The boat is leaving Feb. 1st, and will be there about three months for owners and friends to use. A vacation of skin diving, fishing and sunning is planned. Drop in on us if you are down that way and see the boat! I guess this is about all for now!

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February, 1964

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