

APRIL, 1964

# *Ninety-Nine News*



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Official Publication of  
The Ninety-Nines, Inc.  
Headquarters, Terminal Building  
Will Rogers Field  
P. O. Box 99  
Oklahoma City, Oklahoma  
Headquarters Secretary,  
Carol Craig

## Editor

DONNA T. MYERS  
11603 E. 6th Place  
Denver, Colorado 80010

## Associate Editor

DOROTHY L. YOUNG  
6512 N.W. 20th Drive  
Bethany, Oklahoma

## INTERNATIONAL OFFICERS

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RUTH DEERMAN  
405 Camino Real  
El Paso, Texas

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719 W. Orchid Lane  
Phoenix 21, Arizona

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2704 Milton  
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c/o Catlin Aviation Co.  
P.O. Box 2398  
Oklahoma City, Oklahoma

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421 Edgedale Drive  
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3219-A South 40th Street  
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3001 Quail Creek Road  
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DEADLINE FOR NEWS —  
The 20th of Each Month

## President's Column

What do we owe Ninety-Nines? You and I enjoy the privilege of belonging to the world's most unique women's organization. We are proud of our affiliation with such an organization, proud of its reputation. We also feel a sense of pride for its growth and accomplishments, and a sense of respect for its position in the world of aviation. This pride and respect we feel, imposes a duty on each of us.

At the International level, we 'Ninety-Nines' sponsor two big projects. The Amelia Earhart Scholarship and the All Woman Trans-continental Air Race. So long as we sponsor these projects, we have an obligation to support them. We will do less than we ought, unless we do all that we can.

The Amelia Earhart Scholarship is given to an active Ninety-Nine who is a member in good standing. She must have a minimum of 200 hours pilot in command time, must intend to carry on some work in an aviation field, and must agree to maintain the certification or rating acquired through the Award for at least two years. Half of the money we send goes into the Trust Fund and only the interest is used for the scholarship. As this fund grows, the interest will assure us of at least one scholarship a year. The other half we send in is used for that year's scholarship. Last year we gave two scholarships and we hope to do the same this year. We expect the Amelia Earhart Trustees to select the most worthy applicants for this Award, but it is our duty to see that the Award is available.

The All Woman Transcontinental Air Race enjoys an enviable position of prestige in the aviation world. We expect the AWTAR Board to maintain a race all Ninety-Nines can be proud of. This has been accomplished by adhering to the high standards set for pilots and planes. But, eight members of the AWTAR Board cannot retain the glory this race has achieved by themselves. They need the backing of all Ninety-Nines. At the start, the stops and terminus of the AWTAR, Ninety-Nines solicit the funds and do the leg work. Individual members and chapters send in their donations. We can all contribute, some more than others. Without the Ninety-Nines, the AWTAR could continue, but its growth and future can not be assured without the support of all Ninety-Nines.

What do we owe Ninety-Nines? We owe our cooperation and effort in fulfilling the obligations we, as Ninety-Nines, have assumed.

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

## Coming Events

**April 18, 1964:** Middle East Section Spring Meeting, Arsenal-on-the-green at New Castle, Delaware, Eastern Pennsylvania Chapter, hostesses.

**April 24-26, 1964:** Southwest Section Spring Sectional Meeting, Los Angeles Chapter, hostesses, at Lococo's Cockatoo Hotel, Hawthorne, California.

**April 24, 25, 26, 1964:** North Central Section Spring Meeting, at Shanty Creek Lodge, Bellaire, Michigan.

**May 1, 2, 3, 1964:** South Central Sectional Meeting, El Paso, hostesses.

**May 7-15, 1964:** IAR Race.

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

**May 22-23, 1964:** Southeastern Sectional Spring Meeting, Memphis, Tennessee.

**June 6, 1964:** New England Spring Sectional, Northern New England, hostesses, at Nashua, New Hampshire.

**June 18, 1964:** 13th Skylady Derby, WNAA sponsored, Tulsa International Airport, triangular course beginning and ending at Tulsa.

**June 30 - July 10, 1964:** AWTAR.

**July 4, 1964:** AWTAR start, Fresno, California.

**July 5 - July 10, 1964:** AWTAR Terminus, Atlantic City, New Jersey.

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

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

**August 28-29, 1964:** Northwest Sectional Fall Meeting (tentative only).

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

**September 25-26, 1964:** South Central Sectional Fall Meeting, Dallas Chapter, hostesses.

## 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

## AWTAR Increases Membership

In the March issue, I missed a most important result of the AWTAR to the chapters. Membership increases are a direct result of the Race.

To those of you who have never had the experience of flying a TAR, DO! It will sharpen your navigation, improve your radio technique, and make many endearing friendships. Besides, it's the most fun you'll ever have on a cross-country.

If your chapter has never had a start, terminus, or en route stop, contact the Board with the idea of bringing the Race through your town. You will be amazed at the results. Many cities which have had the Race have found that they were able to bring new business to the community through the publicity gained from the Race.

This concludes my appeal to you to support the AWTAR that does so much for the Ninety-Nines. If you have already sent your chapter check and it does not represent the goal of \$5 per member, have a fling at fund-gaining and keep your section in the running for the Trophy!

Remember, the AWTAR Board members voluntarily devote their time and energy to the planning and operation of the Race on a year-round basis. They need your support and encouragement. Be sure that you have done your share to support the AWTAR, the one event that does the most to bring women pilots before the public and to prove that they are good pilots.

Now for the "AWTAR 1965 CONTRIBUTION CONTEST" send your checks, payable to AWTAR to me, Geri M. Hill, Chairman Ways and Means, 500 Avenue G (No. 10), Redondo Beach, California, as soon as possible — but **no later** than Aug. 1, 1964, to be eligible for the Trophy. Contributions received up to Aug. 31, 1964, will be credited to your chapter for the 1965 Race, however.

## Up-To-Date Knowledge Vital To Pilot Safety

Increased emphasis on safety by both FAA and CAB has resulted from the recent flurry of general aviation accidents all over the nation. Among those recorded accidents, too many have resulted from faulty navigation and shaky knowledge of weather problems.

Too many pilots today are relying on vague recollections of meteorology and navigation subjects, which they knew well at one time . . . but have not kept up on. Constant refreshing on these vital subjects should be a scheduled part of every pilot's experience.

To make this "refreshing job" as easy and painless as possible, Jeppesen & Co. has made available to all pilots a new

## Project MAP

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 our 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 your 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.

Dorothy Mitchell  
Virginia Thompson

type of Refresher Course. Each course is "programmed" for simplicity. Unnecessary material has been eliminated. Essential material streamlined and presented in easy steps. A little text, a written response . . . a little more text, another response. They're actually fun to study. And, each course contains a self-grading exam, so the pilot can be certain he has absorbed the subject.

The Jeppesen Refreshers are designed for use by both inexperienced and professional pilots. Courses include "Weather for Pilots," "Airplane Instruments and Their Use," "Pilot Communications,"

"Radio Navigation for Pilots," and "Charts and Publications for Pilot Use." Each course is priced under \$10 and all are available from Airport Dealers and Jeppesen Distributors.

Thousands of these new Jeppesen Refresher Courses are already in use (they have only been on the market since January). Pilot reports indicate they are by far the best means available to keep themselves current on these vital subjects.

Nearly all pilots like to think of themselves as "good, safe pilots." It would be impossible to over-emphasize the axiom that a good, safe pilot uses constantly every tool of knowledge he possesses. One of the most important of these tools is his up-to-date, working knowledge of weather problems, navigation and communications. If every pilot maintained this working knowledge, general aviation's accident rate could be drastically cut immediately.

## Amelia Earhart Memorial Scholarship Fund

Forty-one Ninety-Nines applied this year for the Amelia Earhart Memorial Scholarships! These were screened by the Section Scholarship Committees who sent in their quotas from among those applying from their sections. These seventeen were then sent to each trustee for her evaluation and rating. The top five from among these are now in the process of being scored by the three Honorary Judges, outside of the Ninety-Nines, whose ratings will determine the two winners of our 1964 \$700 Scholarships to be awarded at Convention in August.

The aims and accomplishments of all of these applicants are so impressive that eliminating any of them from the competition isn't an easy assignment. Although we are delighted that we can give two awards this year, it certainly will be gratifying when the Fund can earn enough to help more of these deserving Ninety-Nines in their chosen careers in the field of aviation. The faster the Trust Fund grows, the sooner this can be accomplished, and the means to this end lies with us — in our chapter contributions and in the First Day Cover Project.

Imagine my surprise when I read in the February News the suggestion that a local Ninety-Nine go to a **Philadelphia** Club to tell the story of our First Day Cover! Of course, it should have read **Philatelic** and the type got scrambled somewhere along the line! (A philatelist is a **specialized** collector of stamps, covers, etc.) And they are good prospects for our First Day Covers.

Alice H. Hammond, Chairman  
AE Memorial Scholarship  
Trustees

## 1964 AWTAR Takeoff

**Takeoff:** Fresno Air Terminal, Fresno, California, July 4th, 8 a.m.

**Headquarters:** Fresno Hacienda Motel, P.O. Box 1228, Fresno 15, Calif. Write directly to motel for 99 reservations.

**Registration:** \$15 fee includes tickets to:  
Fresno Welcome Party June 30  
Pre-Flight Banquet July 2  
AWTAR Luncheon July 3  
Takeoff Breakfast July 4  
Send registration to:

Dorothy Kent  
Fresno Chapter 99's  
1576 Arthur Ave.  
Fresno, California 93728

**Transportation:** Regularly scheduled bus service between airport and motel for contestants, visiting 99's and guests.

Let's have those reservations early to avoid a last minute stampede.

Dorothy Kent  
Start Chairman

# Thirteenth Annual SKYLADY DERBY

June 18, 1964

Sponsored By

WOMENS NATIONAL AERONAUTICAL ASSOCIATION

NPA Sanctioned

OPEN TO ANY LICENSED WOMAN PILOT  
Co-Pilot Need Not Be Licensed

ANY STOCK MODEL AIRCRAFT — SINGLE OR TWIN

TRIANGULAR COURSE

Beginning and ending at Tulsa International Airport with stops at Texarkana Municipal and Dallas Addison Airports. Alternate course planned—Tulsa to Topeka to Springfield, Mo., and back to Tulsa.

TROPHIES AND CASH AWARDS

1st Place \$300    2nd Place \$200    3rd Place \$100  
Entry Fee \$15.00 — No Sporting License Necessary

IMPOUND DATE  
Wednesday, June 17

RACE DATE  
Thursday, June 18

AWARDS BANQUET  
Friday, June 19

For Information Contact:

Jan Mauritsen

3129 East 58th Street, Tulsa 5, Okla.

## Powder Puff Derby

Entries are now open, and must be postmarked no later than June 5th, 1964, to be eligible to compete in the 1964 Race from Fresno to Atlantic City, July 4-10. Race numbers indicating starting positions are assigned according to postmark, except those which are postmarked April 15 — the opening date. The starting positions for these are determined at a public drawing. Complete kits containing applications for entry, handicaps, and all pertinent information on the 1964 Race may be obtained by sending 50c to All-Woman Transcontinental Air Race, Inc., Teterboro Airport, Teterboro, N.J.

As of March 10, contributions for the operation of the 1965 Race have been received from a number of chapters attaining the goal of \$5.00 per member, four chapters have sent more than \$100, including one with a gift of \$250! This wonderful start is greatly appreciated, especially since the ground work is already well

under way for the 1965 Race. More on this later.

You will also be pleased to know that as of March 15th, substantial financial support for this year's Race has been received from Continental Motors, Shell Oil, AC Spark Plug Division of General Motors, and Champion Spark Plug Co. (Did you see Champion's ad in Life Feb. 7th, Look Feb. 25th, and the February issues of Mechanics Illustrated, Popular Mechanics and Popular Science featuring winning cars, boats, etc? Right in the middle is Virginia Britt's Cherokee that won the 1963 Powder Puff Derby!)

Whether you participate directly in the Powder Puff Derby as a contestant, by helping at the start, the terminus, or at an en route stop, or indirectly by virtue of your membership in the Ninety-Nines, your interest and thoughts are always appreciated. Questions or suggestions concerning the Race or its operation are welcomed at all times and given careful consideration at AWTAR Headquarters, Teterboro Airport, Teterboro, N.J.

## Know Your Aircraft

The following is quoted from a letter sent to Dr. Herman Heise from Mr. Jack H. Quick, Manager, Aviation Department, Ohio Casualty Insurance Company.

Dear Dr. Heise:

You may or may not have seen the Federal Aviation Agency's Advisory Circular AC 60-1 captioned "Know Your Aircraft."

We believe that the contents, which items have been mentioned in other types of safety articles before, are of such importance that they are worth reading again.

In reviewing accident reports, we feel that many accidents could have been prevented, had the pilot followed such recommended practice, and we quote verbatim from the Advisory Circular:

1. **PURPOSE.** To call to the attention of all pilots certain potential hazards associated with operation of unfamiliar aircraft and to recommend certain good operating practices.
2. **BACKGROUND.** The complexity of modern aircraft demands a thorough familiarization checkout for pilots who change from one aircraft to another. Previous flying experience is not enough. Full pilot proficiency in any aircraft requires, in addition to normal operating procedures and techniques, a complete understanding of such items as preflight inspection, weights, speeds, operating limitations and emergency procedures.
3. **SUGGESTED GUIDELINES.** The following safe operating practices are strongly recommended when checking out or familiarizing yourself with a strange aircraft:
  - a. Study the aircraft Flight Operations Manual and the Pilot's Operating Handbook. If a Manual or a Handbook is not available sometimes the case in older aircraft), obtain all pertinent data applicable to the particular aircraft.
  - b. Know the various systems of the aircraft, i.e., fuel system, lubrication, hydraulic, electrical, control, and brake systems.
  - c. Be able to use the approved loading schedule, weight and balance information, and learn the performance characteristics associated with different loading conditions contained in the take-off, cruise, and landing charts.
  - d. Be certain that you are familiar with emergency procedures, range vs. endurance, and altitude vs. horsepower capabilities of your aircraft.
  - e. Study the control, instrument, and radio layouts so that, upon

## Editorial

Your editorial staff would like to thank the many of you who have taken a minute to comment favorably on the News, and those of you who have had a criticism, we also thank you and have and will do our best to right any oversight, etc.

By "staff," I would like to state that Dottie Young is a wonderful Associate Editor and has done a lot of "leg work" and been a liaison between headquarters, the printers and me. However, it is not impossible for her to dash over to my house in Denver from her house in Oklahoma City once a month to help edit the News. So, after getting down on my knees, letting a tear trickle down a cheek — I "Tom-Sawyered" two Colorado members into this job as assistants: namely, Marilyn Nordstrom and Helen Maxson! You have no idea what a help it is — and with three heads to "mull" things over, decide what to and what not to put in, it has simplified the editing a great deal, and I'm sure gives you a better News. (The above mentioned Ninety-Nines do not know this is going into this issue, but I felt they should have credit as "Unsung Heroines!")

Editor

checklist reference, you can immediately touch the instrument or control with your eyes closed.

- f. Obtain the services of a qualified check pilot and heed his recommendations with regard to your abilities, techniques, and procedures.
- g. Practice stalls and slow-flight in various configurations, gear and flaps up and down, and flaps at various intermediate settings.
- h. Memorize the various significant speeds recommended by the aircraft manufacturer, such as:
  - Best rate-of-climb speed.
  - Best angle-of-climb speed.
  - Stall speeds in different configurations.
  - Minimum control speed (multi-engine aircraft).
- i. Be familiar with the density altitude chart and the associated performance characteristics of your aircraft.
- j. Practice landings at various airports during your checkout with partial loads and at full gross weight.

These guidelines are designed to help accomplish a safe and effective checkout and transition to an unfamiliar aircraft. Don't gamble with safety.

## Section News Column

### From Dottie Sanders Governor, Southwest Section

Plans of the Los Angeles Chapter, hostessing the Southwest Sectional meeting, sound better all the time. Speaker at the Saturday luncheon will be Capt. Max Schumacher, radio announcer and patrolman of the busy Los Angeles freeways, reporting condition of traffic from a helicopter.

Roger Smith, TV star, formerly of "77 Sunset Strip," will be banquet speaker, singing some funny little songs about pilots and narrating comedy flying pictures from Mexico. Joan Merriam is to be our honored guest if she has returned from her trip around the world by that time.

Worthwhile door prizes are in store — an hour's dual in a Hughes Helicopter, an Air-O-Ear 4-band radio, a 2-band portable radio, a weekend in Apple Valley, plus more to be confirmed.

If you have not already made your reservations, be sure to make them now!

SEE YOU AT HAWTHORNE April 24-26!!!!



### WASHINGTON D.C. CHAPTER

By Janet R. Hitt

The March meeting of the Washington, D.C. Chapter was held at the home of Dorothy Mitchell on March 17th. We are happy to welcome new member, Mary Ann Shelly into the chapter and guest, Jo Petropoli from the Oklahoma Chapter. After all details of chapter business were concluded, we adjourned to watch interesting movies on Air Traffic Control and Instrument Flying which were graciously provided by 49½er Major Ernest Reese. During the movies, Dorothy's special St. Patrick's Day refreshments were enjoyed by all.

Jean Ross Howard gave a demonstration of the benefits of helicopter service at the Providence Hospital in Washington, D.C. on March 21st. This is the beginning of a number of visits to hospitals in this area to show the great need for heliports at local hospitals. The military hospitals long ago recognized this, and we hope that civilian hospital administrators will act favorably to provide this great service for such small consideration.

Mitzi and Gil Keller recently returned from a delightful trip west in their Cessna 180. They went to Los Angeles and San Diego and spent 10 days in Palm Springs. Mitzi reports that, in spite of temperamental weather, they made amazing time on some parts of their trip, thanks to some whooping good tail winds.

On their return trip, they stopped in Terre Haute, Ind., and visited former Wash. D.C. chapter member Barbara Jenison and her husband Ed, who are now living in nearby Paris, Illinois.

On March 3rd, Blanche Noyes was a guest at the fourth Federal Women's Award Banquet at the Statler Hotel, Washington. Blanche, who was a winner of this award last year, also attended a party given by the past winners of the award for this year's honored women on Sunday, March 1st. On March 18th, Blanche was the guest speaker at the Woman of Achievement Banquet of the Council of Joint Women's Club at the Hotel Sheridan in Cleveland, Ohio.



### CAROLINAS CHAPTER

By Estelle M. Bradshaw

Congratulations to Louise Smith on getting her instrument rating. With all the flying she does, I'm sure she is putting it to good use.

A banquet was held in the main ballroom of the Sir Walter Hotel, March 5th, in Raleigh, N.C., honoring Tiny Broadwick who was the first woman to jump from a balloon in 1908 and the first woman to jump from a biplane in 1913 with a parachute. The tiny 70-year-old great grandmother from Henderson, N.C., also was the first to demonstrate to Gen. George P. Scriven, who was Chief of the Aviation Bureau, the practical aspects of the parachute as a life-saving facility. She made more than 1000 jumps and her first 'chute was presented to the National Air Museum, Washington, D.C., a branch of the Smithsonian Institute.

The Tiny Broadwick citation for Pioneer Woman in Aviation was presented to our own Louise Thaden, who is very deserving of this high award. Among the 99ers and 49½ers attending were Herman and Louise Smith, Dave and Gale East, Page Shamburger and, of course, Louise Thaden.

While in Raleigh, Page Shamburger had several appearances for interviews on her book, "Tracks Across the Sky." Among them was on the Betty Elliott TV Program and for Bob Farrington's radio program Sunday evening at 9:30, "Flying is my Fancy"; also on Margaret Brinkle's show Monday mornings, "Time for Margaret." Incidentally, her books are selling as fast as they can get orders filled. Do you have yours?

We had a very delightful meeting with the Georgia Chapter in Orangeburg, S.C., March 8th, with Virginia Kleeb arranging a most interesting program on parachutes. Six young jumpers were there

from the Ft. Gordon Sports Parachute Club who gave a ground demonstration of the maneuverability of the parachute using the cut-out sections to guide it with. They also packed 'chutes for jumping and made many jumps before and after the delicious buffet at the Holiday Inn. We had five members and one 49½er present.

#### FLORIDA CHAPTER

By Virginia Britt

Florida 99's stretched February a little and met March 1 at Tursair's Executive Lounge, Opa Locka Airport. Four guests were present, and by next meeting date at least three of them should be NEW members. Marie Thompson and Lola Haas flew in to the meeting in Marie's twin Bonanza. In a discussion in connection with Aerospace Education, prompted by a letter received from Betty McNabb, Aerospace Education coordinator, it was learned that several of our number are, or have been, actively engaged in aviation education. Janet Huber, a prospective new member, volunteered to work on ideas for developing a program for our group.

Miriam Davis and Vera Bratz have joined a flying club with a Debonair and a 172, and they help keep them active. Jan Wagner and her husband flew to the Pahokee Aviation Seminar on March 15 in the Debonair in which they are now part owners. Dorothy Davidson and Freda Gokey, with husbands, spent another week-end in Leesburg. The entire 99's group, with the Florida Women Pilots Association, join in a get-together to wish Joan Merriam "Bon Voyage" on her around-the-world flight, Friday, March 20.

On the local calendar: April 4, the Round Robin Race organized by the Grasshoppers in connection with the St. Petersburg International Aviation Exposition.

#### GEORGIA CHAPTER

By Betty V. McNabb

Your Georgia News Editor has come to the conclusion that a joint meeting with the Carolinas is NOT for her. At the sectional in Pinehurst, we got weathered in at St. Louis en route across country. The following year we sat on the ground three hours at Panama City waiting for VFR weather, and this year first sat at Albany and then when we finally took off, the throttle locking ring fell off the panel and the throttle stuck out at a weird angle which made us decide the radio man had kicked it accidentally, and when we landed to have the A&E check it — he had gone home to lunch!

At any rate, Carolyn and Biff Kennedy Comanche'd up to Orangeburg, S.C., for the joint Georgia-Carolinas meeting. Virginia Kleeb and Mary Fender made it from Augusta (they were the Georgia hostess team), Jean Voyles came over

from Atlanta with Mary Lou Nix — but the rest of us JUST DIDN'T. Ruth Miller was waiting for Betty McNabb in Tifton and never did see the top of the water tower.

The Millers have bought a Twin Bonanza and Ruth is off to Atlanta next week for some dual, but at this point she wasn't quite ready to tackle a solo trip to Orangeburg.

Feature of the meeting was sky-diving by a paratroop and sky-diver team from Fort Gordon at Augusta and the 99's and 49½ers were thrilled with the grace and skill of the highdivers.

Georgia 99's are neck-deep in airmarking plans, beamed on by the state and Blanche Noyes, and plan to airmark Parrott, Georgia, aided by Civil Air Patrol Cadets, on April 4.

Betty McNabb is a member of the Dougherty-County Chamber of Commerce Aviation Progress Committee, an active group in Albany.

#### MEMPHIS CHAPTER

By Thelma R. Scott

Memphis Chapter has been very busy laying plans for the Southeast Sectional Meeting to be held in Memphis, May 22 and 23 at the Holiday Inn, Riverbluffs, overlooking the Mississippi River.

Our Membership Committee, Ina Walker, Christine Brown, Martha Tobey, and Margaret Meadors flew to Caruthersville, Missouri, to visit prospective member Eileen Chaffin. Clarice Pike, Eileen Chaffin, Hilda Savage and Terry Wharton have been visitors at our last two meetings. All are working on their private licenses.

Five plane-loads of Memphis Ninety-Nines were ready to take-off for Nashville on February 15th, to participate in a joint meeting with the Tennessee Chapter, but the "elements" had other ideas on the matter — we were grounded by bad weather. We hope to have another go at it later on.

Rosemary Williams and her 49½er visited Nassau in their new Bonanza. Ina and Mike Walker are the proud owners of a Cessna 172.

We are quite proud of two of our members, Martha Mahaffey, who graduated from Memphis State University — Summa Cum Laude, and Bonnie Whiteleather who is chairman of Aerospace Education in Memphis.

We'll look forward to seeing many of you in "Memphis in May."



#### CAPE GIRARDEAU AREA CHAPTER

By Millie Limbaugh

Our March meeting was held at Carbondale Southern Illinois Airport. The

flight was enjoyable and much business transacted.

Some of us met with the Chamber of Commerce Aviation Committee and discussed details regarding the Powder Puff Derby. Since our city is the only Missouri stop there is much enthusiasm and I'm certain the red carpet will be out. We're eagerly awaiting July!

Nell and Dick Rice now have a Cessna 170. Polly and Art Freytag left this week for Denver in their new Skymaster. Alice and John Godwin had a delightful week-end flight to Knoxville and Marge and Frank Hall flew to El Dorado, Ark., recently.

#### CENTRAL ILLINOIS CHAPTER

By Leah Warren

Two of our new member arranged our Saturday, March 14, meeting at Peoria Municipal Airport. Advance publicity by newspaper, radio and TV brought out some prospective members. The coverage of the meeting was also on two "news spots" later Saturday evening. We really have a publicity chairman there.

Chief of Tower, John Rezac, told of "Practical Applications of Air Traffic Control" and Richard Murray of Ozark Airlines conducted a tour of the Ozark Centrex Reservation Center.

We were pleased to have 14 members, six guests, and four prospective members with the group. Anne Roethke of Milwaukee made use of her Comanche and nice weather to be with us. We appreciate her visit and hope she had tail winds home.

April 4, Redwood Inn, Urbana, 11 a.m., will be our next meeting. All will be ready to go to Michigan Sectional then later in the month.

Maybe we should have a sectional in Florida in the winter. So many of our North Central girls seem to make it down there. We are sure Marjorie Kelly went down to fly this winter not to play golf. From their home base, trips were made to Ft. Myers, Palm Beach, Ft. Lauderdale, and St. Petersburg.

Betty Common of Peoria and Helen McBride of Mattoon also enjoyed Florida, while Theo Sommers tried the climate of St. Francis Hospital of Peoria. The climate must have been good there for she made our meeting Saturday and is busy again planning her AWTAR trip.

Deed Holcomb of Princeton will be putting some time on the Cessna. Max is working Wood River plant for a few months so Deed can go from north to south with reason. Evelyn Farley of Princeton headed west instead. Her parents at Las Vegas had been in an accident. We hope she finds them much improved.

Helen Greinke (hangar flying) has the new VFR manual just off the press. A radio manual will be out in about two months. The books are small, compact in a very usable loose-leaf form. Members of our chapter are having a revival of the game "Air Derby" of Helen's.

We find that if Mother or Dad fly, youngsters like the idea of taking an alternate route or going back to the airport that they just left due to weather.

Dolores Adamson, our chairman, has the spot on "get-acquainted" this month. She started her flying in September, 1958, while employed as a Bookkeeper at Illini Airport, Urbana, Ill. She received her private license in the fall of 1959 and her commercial in 1961. Much of her flying has been in a 1947 TAC-Aeronca. The plane was club-owned when she started but she has since bought it for herself and in 1961 made the trip to Texas and in 1962 to Idaho in it. She has logged over 600 hours in 20 different makes and models, some multi-engine, and in 1963, she and Velma Hite of Lebanon, Mo., flew a Comanche in the AWTAR. Barney Griffith of Illini Airport who has worked with many of us in this area, has been instructor and flight-examiner for Dee. Brother and sister have student permits and brother-in-law is an Army pilot. Dee is now assistant manager and bookkeeper for the Federal North Grain Company at Newman, Ill. Hope she can make the Michigan Sectional so you all can meet her.

#### **ALL-OHIO CHAPTER** **By Marilyn Collette**

Four inches of snow in the morning and prediction of four more to come kept this reporter from attending the January meeting at Bev Mather's lovely home in Columbus. From all reports Bev was an excellent hostess and everyone who did get there had a lovely time.

Our February meeting had the weather man cooperating and the fly-in response was excellent. The meeting and luncheon was held at the Holiday Inn with wonderful facilities and gourmet food. We especially enjoyed hearing from Mr. Hissam, flight operations manager at Zanesville, in reference to the shut down of the flight service station at Zanesville. We are glad to hear that Zanesville, at least, is fighting this shut down and we hope to be able to help them in their fight. Our hostess, Bessie Caton, did an excellent job in setting up this meeting, and we extend our thanks.

NEWS—NEWS—NEWS—Marge and Jim Gorman spent a week at Bayne, Mich., skiing. Jean and Pete Bonar missed the February meeting as they were attending a medical meeting in New Orleans. Kathleen and Don Woods just returned from a two week trip to Florida. Isn't that a nice way to break in a new car?

Marion and Chuck Betzler spent a week recently on Eleuthera, Bahamas. Mary "Bunny" Foley is still busy with speaking engagements. Recently spoke to the nurses of USAF Hospital WPAFB on the "Civilian Aspect of Aviation Medicine Research." This gal's abilities are far reaching. Connie Jones and Janet Gibbs checked out in a 180 Cherokee on the same day, same instructor. He soloed

them together, is that what you call the blind leading the blind?

Bev Mather returned from Hollywood, Fla., just in time for the meeting at Zanesville. Bev. was visiting her parents there, and what a lovely place. Dorothy and Don Belville just bought a share in a Comanche 180 and are planning on a trip to Denver, Colo., to visit Dorothy's brother who is working toward a flight engineer rating for United Airlines. Autrie Lehr, who has been working in aviation sales in Dayton while the Netzley's have been enjoying a Florida vacation is busy making plans these days for the IAR. Roberta Netzley plans to co-pilot for Aurtie again this year. Mary Scheafer is busy plotting courses and helping this reporter put her girdle on in preparation of flying co-pilot for me in the IAR.

CHANGE OF ADDRESS: Clara Tharpe, 652 Vay View Dr., Dayton, Ohio.

CHANGE OF TELEPHONE NUMBER: Virginia Schumacsher, Springfield, Ohio, FA 3-1358 or FA 5-7220.

These members planning on making sectional at Bellaire, Mich., are: Autrie Lehr, Joan Hrubec, Connie Jones, Clara Tharpe, Helen Sammon, and Rosalie Bracht. Your reporter hopes to get there Saturday morning.

We were so pleased to see some new faces at Zanesville, and welcome our prospective members Peggy Cline, Pat Fairbanks and Nancy Lehner. We are looking forward to your active membership shortly. Our membership chairman reported that we have six new members since September, and four more prospective members on the list.

DON'T FORGET THE 35TH ANNI-VERSARY CONVENTION, CINCINNATI, OHIO, AUGUST, 1964.

#### **INDIANA CHAPTER** **By Martha Holst**

Our March chapter program was called "Speak Up For Aviation." Martha Holst acted as Toastmistress for the program. A guest, Mrs. Frank Delacroix of the Lafayette Toastmistress Club, told about Toastmistress International and summarized our speech activities of the day.

The program included a topic session on hangar flying in which seven members participated by giving impromptu one-minute speeches on common hangar flying topics.

The seven speakers and their topics were: Betty Nichols, The Flight I'll Never Forget; Roena Milan, My First Solo Flight; Dorothy King, My Flight Instructor; Rae Cawdell, My Favorite Co-Pilot; Mildred Cassidy, How I Learned About Weather While Flying; Dorothy Smith, A Flight I'd Like To Take Some Day, Somewhere; and Dorothy Pilitz, How I Got Lost.

A group of three prepared five-minute speeches were made by: Verda Brittingham, How I Feel About Gliders; Gloria Richards, The King of Sports; Shirley Mahan, Flying Farmers.

Billie Smith acted as time keeper for the speech making sessions.

Marshall Lincoln, Indianapolis Radio Club chairman, has set up a state-wide radio network especially for 99's use in connection with airmarking and the air-lift we are planning for April. It is called the 99net." We are urged to use this net as often as needed for communication. The name and telephone number of your local operator will be available for you.

Rae Cawdell had a very pleasant experience recently. She had a ride in the Aero, a twin prop-jet. The plane was in Indianapolis on a demonstration mission in connection with an evaluation program of aircraft as replacement of DC-3's by Lake Central Airlines, where Rae is employed. Rae says the take-off was TERRIFIC. Off in 900 feet and landed in 700 feet.

Now that Tannie Schlundt is no longer a working gal, she and Paul are enjoying flying the twin-Bonanza around the country. One of the nicest flights was to Memphis, Tenn., where they enjoyed a tour of the lovely terminal. Miami is next on their agenda!

Shirley and Mark Mahan spent an enjoyable week in New Orleans. They flew with a built-in head wind all the way down and back! They enjoyed the French Quarter tremendously.

Marty Wyall made an instrument flight to Zanesville, Ohio in a twin Bonanza recently.

Betty Nicholas is not flying much lately. She is definitely grounded for a while by the wind which pushed her plane around enough one very high velocity day to do damage to an aileron and a flap.

Peggy Coulter was promoted in the Civil Air Patrol to Wing as staff member. She is the assistant woman co-ordinator.

#### **MINNESOTA CHAPTER** **By Ginny Mayer**

Meetings and events through the winter months:

Regular monthly meetings were held during the winter months, which we all welcomed, at the homes of several of our members, Bernice Johnson, Joyce Johnston (a wonderful Christmas party gathering), Marion Radke (who served us a wonderful dinner at their "Chick House" in St. Paul), and Ruby St. Onge.

Discussion took place regarding our plans for the year: fly-in meetings, various fund raising functions (to include the Amelia Earhart fund), chapter's membership increase plans, air marking, and of course, the Fall Sectional to be here in Minnesota in 1965. Various interesting aviation films too were shown at these meetings.

Reports were given to members at each meeting of other chapters' planned functions and fly-in get-togethers.

Our next meeting will be held at the home of Jane Reeves and reports will be given by various committees appointed during the winter months.

## OZARK CHAPTER

By Hazel Matz

We met—and everyone ate salads except Mayme. Now what does that mean?

There seems to be good and bad aspects to all our meetings. Shall we consider the good ones first? A NEW MEMBER! Naomi Joe Winchester of Pittsburg, Kan. The cutest doggone little gal these 99's have seen in a long time. She is of the ripe old age of 18, a student at Kansas State Teachers College in Pittsburg, holder of a private license, a commercial written passed, time for same logged and only awaiting the o.k. from her instructor for the flight check. She is checked out in several types of single engine planes and also has several hours twin time. Besides all this she also works as a secretary and bookkeeper. Now tell me—why do all these young people have all the good looks besides all the brains?

Mayme Burtin and Patty Hurst made it in from Lebanon on four wheels. They were late but we forgave them. Mary Morriset and daughter, Penny, were also present but had to leave early to keep a date with a dentist. Sybil Reid, a local gal with a record student license (in length of time held) joined us for lunch and opened her mouth once too often. Mary and I are going to keep her office open the next time the FAA is in town so she can take her written. We decided she had used that excuse long enough. As she works for the local Piper dealer, we only hope Mr. Piper will forgive us if we don't sell many aircraft that day.

Jean Fuldner was on a flying business trip to Dallas with the old man. Edythe Vernon was keeping some sort of office in business and Velma Hill was keeping the airport in Lebanon in operation.

The weekend of March 7, Jean and I flew to Sedalia, Mo., with Terry Fuldner for a Missouri Pilots Association seminar and board meeting. We landed just minutes before a storm broke and the next morning ran smack-dab into ice on the way home. It was our first experience with ice so were quite happy to have a pilot who had been there before and knew exactly what to do. This past Sunday the two of us were among 45 people from Southwest Missouri flying into Cherokee Village, near Hardy, Ark., for lunch and a tour of the village.

This completes the March report from the Ozarks. See you next month.

## MICHIGAN CHAPTER

By Adele Binsfield

As customary, the weather did not cooperate for our reunion meeting at the Thunderbird Lanes in Troy, Mich., on the 8th of March. Fresh snowfall made flying impossible and driving difficult. At that, we had 22 members, four husbands and four children present. 'Twas fun seeing Lee and Cliff Hammerlee again. We kept the men and children busy bowling while we conducted our business meeting. After lunch, Bill Steinhagen showed

the film "Freedom 7" (the story of Alan Shepard's space flight).

Lorainne McCarty is training prospective member Dorothy Ligon the right way. Has put her to work flying and gathering material for the Spring Sectional meeting on April 24, 25, 26 at Shanty Creek Lodge, Bellair, Mich. We have a special note to the Eastern Section, Frank Smith, Flying D Ranch, Medford, N. J., will be flying a charter trip to Bellair for our meeting. If anyone is interested in a good rate, please contact him.

Our special collection has totaled \$76. This is the fifth year we have undertaken this worthwhile project of helping to send the Flint Handicapped Girl Scout group to camp for a vacation period. If anyone has any time to offer, the camp can use you.

Frank and Alyce Lodge reported on the lovely week they spent in Hawaii, mostly on Waikiki Beach, then a week in Phoenix on the return trip. While in Honolulu they had dinner and a meeting with 99'er Dorothy Kelsey, who hopes to fly in the AWTAR.

Marjorie Sanders, director of McLaren Hospital, Flint, will retire April 1. She plans to travel (probably with her 172) through Florida, Texas and California before deciding where to locate. Wanda Jubb and Polly Huitt are working hard on their instrument ground school course. Good luck, girls. We received cards from South America from Margaret and Eric Windfuhr.

Flash! Eloise Smith, Michigan SMALL Race chairman, has some advance information. The race will be held in Mt. Pleasant, Mich., possibly the first weekend in October. Maisie Stears will be entry chairman—so prepare!

## ST. LOUIS CHAPTER

By Irene Rawlings

Shamrocks were the fashion of the day for the St. Louis Chapter of Ninety-Nines, for the March meeting, on Saint Patrick's Day, at the home of our former chapter chairman, Dorothy Haupt, and co-hostess Ruth Taksel. We all enjoyed one of our very best meetings and an excellent attendance, and many interesting guests. The girls represented just about every airport in our area. Tom Murphy, director of FAA, our guest speaker, presented a film on Safety, and reviewed the Blue Seal Program and discussed the importance of the instrument training with a private pilot's license. Mr. Murphy reminded us that this knowledge is an insurance policy in a jam, he related many interesting and educational incidents in his long career with the FAA and reminded us of safer and more enjoyable flying that is ours if we take advantage of all the services offered in aviation. A very lively discussion period followed.

The Cape Girardeau Chapter has named July 6 St. Louis Day, our chapter to assist with the 18th annual Powder Puff Derby. We are looking forward to joining them and all of the excitement that

goes with this great AWTAR race.

We accept with pleasure the invitation from Alice Godwin to a May 10 luncheon with the Cape Girardeau Chapter.

We are discussing plans for a hangar dance at Walston Civic Memorial Airport in June!

Our guest list for the evening for the Saint Patrick's Day meeting included the following: Janice Pocock, pilot from Arrowhead Airport; Betty Walston, pilot, Walston Civic Memorial Airport. Julia Wilson, pilot, flies 170 Cessna from Creve Coeur Airport, also from Creve Coeur Gloria Weatherford, student pilot and Beatrice Hlatko, pilot, flies a 140 Cessna. A very interesting Betty Williston, private glider pilot and the mother of three children and the wife of an instructor and has been flying gliders for four years. We had the honor of having Jenny McWilliams, a Liberian pilots license issue No. 0134, and is an instructor at Tom Foster's Flying Service. Joe Meisenheimer, pilot, 172 Cessna from Weiss Airport, and Margaret Walsh, student pilot, training in an Ercoupe, also of Weiss. Last but not least Bonnie Laws of the daughter and mother Laws flying team.

Margaret Orscheln checked out in a 205 Cessna and on completion of this left by jet for Hawaii. Margaret had arranged to go island hopping with one of our 99's there. On the last report words could not describe Waikiki at 2000 feet, we will be waiting for more!

Dorothy Haupt is making real cross country news, Dorothy delivered a 172 Cessna to Memphis, Tenn., and returned in a 150, she also was co-pilot in a 210 Cessna to Pine Stone, Minn., and return.

Amy Laws, Ruth Taksel and guest passenger Loretta Nelson, combined business and pleasure and flew to Wichita, Kan. Ruth Taksel attended a writer's convention and while there they toured the Cessna plant. The girls report this a very worthwhile visit.

God speed and good luck to our fellow flyers Jerrie Mock and Joan Merriam.

## WISCONSIN CHAPTER

By Dora Fritzsche

Our February meeting was held at the home of Marilyn Fifield who provided us not only with a buffet lunch, but an opportunity for the more active of us to demonstrate our ability on ice skates. Marilyn also showed slides of the flight she and 49½'er Tom took to Alaska last Summer. Now all of us wish we could go there, too.

In the absence of Chairman Deedo, Ruth Lembke conducted the business meeting, highlight of which was the nominations for the various national officers.

Deedo and Dr. Heise have returned from their winter flight vacation, this time to the Yucatan Peninsula. We look forward to seeing their usual excellent pictures.

Not much news this time—maybe something will happen next month.



**RECENT WINNER** in a Round Robin Race from Winter Haven to Sebring, Florida, sponsored by the Winter Haven Chamber of Commerce, was past Ninety-Nine President Edna Gardner Whyte, shown on right, of Fort Worth, Texas, and her co-pilot, Mrs. Betty Cones of Albany, Georgia.

—Photo by Callaway Gardens



#### **ABILENE CHAPTER**

**By Beverly Tarpley**

Our own personal fairy godmother has at last returned to us—we actually got to fly again. For one day she eliminated problems like sick children, virus bugs, and lots of lousy weather. We had a beautiful day for our trip to Greater Southwest International Airport at Fort Worth and the tour through the Air Traffic Control Center there. We all came away duly impressed with the wonders of modern electronics and the efficiency and devotion of the men who operate these modern miracles. It sure is nice to know that when you are up there, somebody downstairs is helping you. We arrived in time to watch on radar as one of the sonic boom flights in the current series of tests moved over Oklahoma City. Note to headquarters—if the boom sounded particularly loud on March 17, it was because of all those Abilene 99's peering intently at the radar screen. Gloria Puckett arranged our trip for us even to providing her 49½er Bruce to chauffeur. Gloria and Bruce now operate Abilene Flite at municipal airport, so if you are in our area, be sure and drop in to see them.

Last month we took our Girl Scout Troop

on a tour of the weather bureau. Their enthusiasm is wonderful. Their questions kept us and the weathermen hopping. With the coming of spring, we plan to channel some of that enthusiasm into some air marking. I'm sure that aching backs won't hurt quite as much this year with the assistance of these fine high schoolers.

We have further cause for enthusiasm since we have two student pilots—Mel Hall and Ann Jones. Both have soloed and are working on their licenses. We hope to be able to report two new members soon.

Margaret Mitchell and Yvonne Lee English from Plainview met us in Fort Worth for our tour. They were full of plans for their new chapter—to be called the Top of Texas Chapter. They are waiting for their charter now. We hope it comes soon and we wish them much success.

#### **HOUSTON CHAPTER**

**By Frances Castleberry**

Hi, fly gals! Not much news this month as our activities have been confined to a couple of large projects.

Everyone remembered to attend the A.O.P.A. flight clinic at International Airport on April 16, 17 and 18. This is a first for this area and everyone will benefit by attending.

The March meeting was held at One's a Meal as a dinner meeting. A large group of 28 members was present. Bob Marsh joined us and offered us an exciting course on helicopter orientation, ground school and ADF course. So, let's all learn to fly a helicopter.

Mariyn Stoneberg and Louise Bickford both took 30 minutes helicopter time on

the 17th. Louise says it is exciting and fascinating.

Everyone who joined the San Antonio Chapter for the fly-in to Burke's Ranch reported a wonderful time. Our thanks to the San Antonio Chapter for a nice day.

The April meeting will be held at One's A Meal again so come join us for dinner.

#### **OKLAHOMA CHAPTER**

**By Nema Masonhall**

Had one of our largest turnouts for a 99 meeting at Marie and Jack Ketchum's home, east of Duncan, the 15th. Jack is the present president of the Oklahoma Flying Farmers, so it was almost a joint meeting of the 99's, Flying Farmers and Soon-Airs. We laughingly say, one has to wait till the meeting comes to order to know which one is in session, there are so many of us who belong to all three organizations, so we recruit each other. Those who enjoyed the good Ketchum food and fellowship were: Guest Kim Bailey, who flew down from OSU with Arlene, Trish and Sol Smith, 49½er; Carol and Mary came in Mary and Edsel Cornelson's "purty" Comanche along with Ferd, Carol's 49½er; Velma and Susie took advantage of Catlin's Air Taxi Service with guest Marcey Gyer, Beth and Smitty brought with them in their 170 two sand-baggers, Ruth and Skip and Leonard flew Rita down in their Cougar, which has taken so many prizes and trophies. Those un-airborne ones were: Jean, Dorothy, Marie Hall, Jane, 49½er, Rogers and their guest, Red Holly; Jeanne Anderegg, our new member, Fern, Betty, Nema, Broneta and 49½er, Clyde, whose birthday it was. If this isn't the way everyone came, I'll soon hear about it, I'll probably get a salary cut over it.

Rita and Leonard showed over 100 slides of experimental (home-built) aircraft to the Flying Aggies, OSU, March 11. Arlene flew down for the OFF board meetings at Duncan and Lake Texoma. Velma had a tail wind both ways for her Chicago trip and in somewhat different weather and winds than her trip to Vero Beach with Broneta after a Cherokee 235. Jean and Chuck made an overnight flying trip to Denver and return. They are back at the Hexagon Club now with their usual good music and songs. Arlene, Carol and Nema took 56 Tango to Amarillo March 7, for the organization of the Top o' Texas Chapter, which the Kansas Chapter sponsored. Including transfers they will have about 12 or 15 members. Too bad the rest of you gals missed this, the weather wasn't the best and the terminal forecasts were a bit off, too. It was a beautiful day in AMA but at the state line it weren't on in.

#### **ALBUQUERQUE CHAPTER**

**By Linda Swann**

The Albuquerque Chapter of the Ninety-Nines had their Christmas party-meeting on Saturday, Dec. 7, 1963, at the home of Charles and Linda Swann.

December 15, Gerogia Tillery invited



Left to right: Marie Grossetete, President of the Albuquerque Chapter; Ruth Deerman, International President; Randa Sutherland, Albuquerque Chapter; and Mary Francis Seidl, President of the El Paso Chapter. Ruth Deerman and Mary Francis Seidl flew in for the Amelia Earhart Scholarship Banquet. —Photo by Milner Studios

the 99's and their 49½ers to her home in Mortiarity for a fly-in breakfast. It was very much enjoyed by all attending.

We had a joint meeting with the Zontas in January for the Amelia Earhart Scholarship Fund. Ruth Deerman, International President, and Mary Francis Seidl, chairman of the El Paso Chapter, flew in for the banquet.

The February meeting was held at Donna Downey's home. Attending were Marie Grossetete, Margaret Perez from Vaughn, Randa Sutherland, Shirley Kay, June Peters, Linda Swann, our new member Shirley Morris, and guest Millie Armstrong. Margaret Perez has recently been elected Queen of the Flying Farmers, representing the state of New Mexico.

Traveling 99's — Randa and 49½er John flew to Phoenix for a little water skiing. On their return trip to Albuquerque, they were caught in a snow storm and had to take the bus from Socorro. Margaret Perez and husband, Eugene, went to Phoenix. While they were there, Margaret called Vice President Alice Roberts. Donna Downey with her 49½er Irby, had a wonderful trip to Phoenix, visiting with Roland and Betty Burritt at Deer Valley Airport. Donna had a checkride in their new Skylane with Rollie. Like old times and wonderful. The Downeys then flew to Hawthorne, Calif., and then to Catalina. Then flew home by another route,

by way of the Grand Canyon. They got in just ahead of the big storm. The Downeys said they had perfect flying weather all the time. The Grossetetes and Swanns flew to El Paso to attend a luncheon given by the El Paso Chapter. We really had a wonderful time.

#### SAN ANTONIO CHAPTER By Marian Burke

The San Antonio Chapter was recently honored by a visit by two of our 99's, Ruth Reinhold from Arizona, flying the "Goldwater" twin Bonanza, and Jean Pearson from Michigan who was attending a medical meeting at Brooks Field Aero Space Medical Center. Come back again and visit us real soon, Ruth and Jean.

March 15 was the date of the big "Hill Country Fly-in" at Marian Burke's ranch. It was a beautiful day and the fly-in was a tremendous success—only had five more plane parking places left on the airport and very few car parking places left. With nearly 100 visitors and food and fun for all the place was really buzzin'. The greatest number of planes were from Houston, Corpus Christi and San Antonio. Smallest plane was a Piper flown by Rhea Allison from Houston and the largest plane was Chuck and Marilyn's Stoneberg's Cessna 310 from Houston. Anyone who missed this "get together" missed some flyin' fun! Proceeds will go

toward the hosting of the International Air Race in McAllen in May.

Race time is getting near—better crank up the favorite family flyin' machine and join us in Monterrey for the Int. Air Race and Fresno for the Powder Puff Derby.

#### TIP OF TEXAS By Shirley Pagan

Lucille Van Tyne is still working on her instrument rating but due to all our bad winter weather it is a slow process. She is doing real well with her toy poodles in dog shows all over south Texas.

Lena Jackson is flying again after a short lay off.

Pauline Glasson, our local can collector, is requesting that we all save and send to her any coffee, nut, etc. cans that measure approx. five inches in diameter and approx. three and one-fourth inches tall. She uses these cans for our airmarking trips to hold paint and she never seems to have enough.

Marian Burke of the San Antonio Chapter had an all day affair at her ranch on Sunday, March 15, as a benefit for the IAR race in May. A large group from Corpus went and had a wonderful time. The weather was perfect and from our chapter Lena Jackson, Patti Kennelly, Veda Tennet, Pauline Glasson, and the Wing Scouts went.

Louise Clarkson and her husband are leaving soon on a field trip to Canada and then on to a vacation to Alaska. They will go by car and will be gone for about two months.

We have ordered more candy to sell as our fund raising project this month and the cases have all come in. It is wonderful chocolate candy and easy to sell if you try. There are some of us who end up eating it instead of selling it, the profits are all the same but it sure is hard on the figure.

#### TULSA CHAPTER Jean Engler

Lois Martin entertained the local group at our monthly meeting so royally the rest of us are gonna have to snap to. We met at the Tulsa North Airport conference room. If you haven't been up there go by, you'll be pleasantly surprised. Agnes Hellman won the door prize.

Along with Agnes and Lois were Coleen White, Mary Shaddock, Dorothy Rice, Gay McCauley—who is leaving us—Jan Mauritsen, Mary Burke, Jean Williams, Mary Krutsch, Lee Baker, Jean Rand and me. Lois is hoping she can have her bird out of the sick shop soon.

We plan to meet with the Little Rock Chapter in Fayetteville April 4th to polish up for the AWTAR. Don't miss this stop girls, we are now practicing welcome mat unrolling and big howdies, along with the various other necessary duties we are happily anticipating.

Mary Burke and Mary Shaddock took the scenic route to Dallas in a record time of three hours. We're trying to raise a



**TWO MEMBERS** of the Colorado Chapter of the Ninety-Nines, Pat Luther (left) and Marion Tankersley (in cockpit), were given T-33 jet orientation rides as guests of Lowry Air Force Base in March. The Air Training Command approved flights were awarded to the two women pilots in recognition of their contribution to the Civil Air Patrol search and rescue program as Owner-Pilot Specialists over the past two years. Capt. Arthur V. Hanson III (right) explains cockpit procedures in the USAF T-33 as part of the pre-flight briefing.

—Photo by William Madsen

quarter to buy them a chart.

Agnes and Paul Hellman hopped over to Hot Springs and Olathe, Kan. Daughter 99 Judy Hellman is now working for Executive Flight and is in instrument ground school too.

Jan Mauritson is chairman of the Sky-lady Derby. Any of you who want to enter please contact her pronto.

We're pretty sore losers when we have to give up a good member like Gay McCauley. We wish her much happiness and hope she will soon find a home port. We'll see you in El Paso.

#### **COLORADO CHAPTER** By Marilyn Nordstrom

Rescue missions and ferrying have occupied many of the Colorado members of late. At least 50 days of the year, Pat Luther and Marion Tankersley will be found sleepily spending the hours between 2 and 4 a.m. glued to the phone. It isn't that they enjoyed these wee hours for chatting; these two are busy alerting Colorado's 70 Owner-Pilot Specialist Members for the Civil Air Patrol. By 6 a.m. of the same day, both Marion and Pat are in the pilot's seat of their own planes, each searching her assigned area for the current Search and Rescue Mission. These two gals received the surprise of

their lives when the Air Force said "Thanks for all of your help" by treating them to a fabulous tour of the Rockies in a T-33 jet trainer. Hope we can bring them down off "cloud 9" before too long. Francis Warner has also been very active in this department—spending as much as a week on a rescue mission. Much credit and many thanks go to these dedicated pilots.

In the ferrying department—Grace Longbrook delivered a Cessna 120 to Bristol, Tenn., in February. Francis Warner went to get an Aztec in Washington, D. C., for Denver delivery, then picked up Grace in Bristol and they flew back to Denver together.

Ruth Mugele, our talented artist, participated in a show sponsored by the Denver Art Club and held at the Denver U. S. National Building. Made a sale too. Fredda Turrill turned model of late, is busy traveling around the country modeling. A modeling trip to Paris is in the offing. Thelma Thomas just returned from Hawaii. Denver seems to be just a stop-over between trips for Thelma. So far Pat Luther, Sue Everett, Betty Cannon, Ruth Mugele, Fredda Turrill and Donna Myers have plans for the Spring Sectional at El Paso.



#### **EASTERN WASHINGTON CHAPTER** By Helen R. Crum

Instead of the tour of RAPCON and the tower at Fairchild Air Force Base planned for the March 14th meeting, those who were not held up by the weather had an interesting and educational tour of the facilities of the Washington Air National Guard at Spokane International Airport. Present were Chairman Barbara Thisted, Millie Shinn, Minnie Boyd, Terry Becker, Jean Carbon, Lygie Hagan, Helen Dewey and Ginny Harper. Lt. Col. Charles Nelson's office was used for the meeting and the girls had chow in the mess hall.

Betty Jane Seavey sent word that the chairman for the Sectional Air Tour, August 26 and 27, terminating in Boise and preceding the Fall Sectional to be held there August 28 and 29, has not yet been confirmed. Lygie reported that Seattle will be the terminus for the 1966 AWTAR.

Barbara read a request from the National Aerospace Education Council for a "lively" chapter representative to report on our local air age participation. Helen Dewey is the lively one. She also is designing a pin for past governors and chairmen.

The Spokane Wing Scouts have been dropped because of lack of interest. Another class for men and women in Elementary Aviation Education requested by the YMCA will begin next fall.

There was some discussion about our chapter's way of raising money for the 1965 AWTAR. It was decided that each member will be assessed 5\$ and that \$10 will be taken from the treasury for the AE Scholarship Fund.

Gini Richardson has been appointed to a national committee of thirty women to serve as advisors to FAA Chief Halaby on matters pertaining to General Aviation. Minnie was looking fit after seven weeks in the Islands. Ethel Wikstrom and her husband enjoyed their golfing vacation in the South and has been on several business trips with him in the Aztec. Georgia Connick has been in a bowling tournament. Bonnie Henson and her husband are flying again to Central America for more pictures. Millie has offered to be your reporter for next month.

Another attempt to see the RAPCON facilities at Fairchild will be made April 19 when the families are invited. There will be an overnight dinner meeting in Yakima May 17.

## **FAR WEST CHAPTER**

**By Margaret Layton**

The weather man heard our plea and presented us with a nice day for our last meeting at Arlington.

Carole Phillips and Bettye Wadsworth flew down from Nanaimo, B.C. We always enjoy seeing the gals from Canada. Some of their regulations are quite different from ours, and it's always interesting to discuss them.

Lynne Mahlberg, Darlene Hugo and Margaret Matternick flew in from Bellingham in the same blue and white Tri-Pacer that Lynne and I had flown in the Lipstick Derby.

Barbara LaRue and husband Evan LaRue flew in from Port Angeles.

Van Anderson flew in from Seattle and I flew over from Port Townsend. It was really a flying day.

We had asked Van to bring her sample case of cosmetics when she came. The afternoon was spent trying different scents and colors in make-up plus some good hangar flying. It was a fun afternoon and we all hated to start for home.

Our next meeting is to be held at Port Angeles.

## **MONTANA CHAPTER**

**By Betty Nunn**

The March meeting of the Montana Chapter of 99's was held in Havre on March 14th. Girls flying in were met with coffee and cookies served by Hensley Flying Service. The Havre girls then furnished transportation down town to the Elks Club for luncheon and a short business meeting.

In the absence of chairman or vice-chairman, Laulette Hansen presided over the meeting. Twelve members and three guests were present. Weather seems to be against us, as only one plane came from across the mountains. This was the sturdy Cessna 175 piloted by Pud Lovelace and Dorothy Sabo, co-pilot, navigator. Pud has added the Blue Seal to her Private License. Two airplanes flew in from the Lewistown area, Vivienne and her 49½er came from Jordan, and Pearl Magill and 49½er flew from Glasgow. The rest of the gals came by road.

On the return to the airport, the wind had increased quite a bit with blowing dust reducing visibility. One Cessna 180 took off and reported in the clear at 9300, with the dust laying like fog as far as he could see. For once we were glad to be driving.

Bobby Kramer, our treasurer, has an article published in last month's Pilot magazine.

Betty Nunn reports an addition, grandchild number three, born a few minutes before Leap Year Day, on February 28.

Martha Gaunce, our member from Williston, North Dakota, flying to Billings on business, stopped in Jordan and talked Vivienne Schrank into going with her. On

their way home, they stopped in Miles City to view the Centennial train, which will soon be on the way to the New York's World Fair.

## **OREGON CHAPTER**

**By Rivka A. Pratt**

That old deadline surely sneaks up on you, but will try to bring you up to date on the happenings in Oregon Chapter 99's since last you heard from me.

At our October meeting in The Dalles (not many fly-ins because of the putrid weather) was quite well attended. Nicky Thom and her helpers treated us to a very fine fashion show of knit wear. Guest speakers were Louis Kulisek of FAA and Larry Moore from FSS. Mr. Moore talked to us about the importance of FSS stations to private pilots and Mr. Kulisek invited us to share their open house November 1, 2 and 3, to celebrate their anniversary with them in The Dalles, but weather did not permit our accepting.

During October, Ann Brown and her 49½er Val, Jr., flew to Carmel, Calif., where they were joined by Marcy Wolfard and her 49½er Jim. Lillian Oringdolph and Betty Johnson attended the Plantation Part at Palm Springs — while there Betty took a soaring lesson. Reports were that there were well over 2000 in attendance with about 18 or 20 from the Portland area.

Ruth Wikander has made several charter trips to Anahim Lake, British Columbia on fishing excursions and off the record we learned she had really learned to do a little fishing as well as serving as chief cook for the bunch. Among other things she has made ambulance runs to Sioux Falls, South Dakota, Vanderhoof, British Columbia (West of Prince George), Belton, Texas, and various other points all over the country including Oklahoma City.

In November the FAA celebrated their fifth anniversary with an open house and a no host luncheon in the Zodiak Room at the Portland International Airport. We were represented by Ruth Wikander.

November 19, Jeanette Chapman, our youngest member, was hostess for our meeting at the Corvallis Airport. At this meeting we held a very exclusive auction of jewelry from various private collections and raised a grand total of \$26 for the chapter coffers. Ann Brown officiated as auctioneer and kept bidding at a fevered pitch. Five airplanes and three cars brought 20 girls to this meeting. A very nice luncheon was enjoyed at the Town House. Among new members reported were Ruth Buffington and Virginia Cason, from Gold Beach, Oregon, and Joan Jorgine Shapera from Vancouver, Wash. Marcille Carson, a chapter member of the Oregon 99's, was welcomed back to the area after an absence of many years.

The December meeting was hostessed by Althea Adams and Judy Fleming, at

Skyways, Troutdale, Oregon, with a very fine chicken and dumpling luncheon at Tad's on the Sandy River. Althea Adams reported on the need of help in the form of scholarships by the Oregon Aero Space Educational Council. Also there will be an Aero Space Workshop on July 17 at Skyways which will include a tour of the plant, a 45-minute flight which will explain navigation and its different uses such as forestry, etc. The Civil Air Patrol is also interested in co-operation of the 99's. A transfer member from Santa Barbara, Dorea Sokol, joined our chapter. The new members help make up the loss of old friends such as Norma Cassidy, who has moved to Denver and Jane Capuzzi, who now resides in Spokane.

Our January meeting was at Merrill's in Hillsboro. Twenty-two members and nine guests braved the stormy elements to hear Lev Richards, Aviation Editor of the Oregonian, speak. Lev compared our flying now to the kind of flying that used to be before they had all the radios and instruments we now take for granted. He feels, however, that since we fly so high today, we are unable to appreciate nature's wonders, many of which can only be seen by air and by flying low. Our chapter is busy at work compiling a History of Aviation in Oregon and each area has members working on this project. Bernadine Benning and Jean Shaw, both of Grants Pass, Oregon, flew the greatest distance to our meeting.

A Southern Oregon Chapter is in the offing. We should be hearing more about this soon.

We were saddened to learn that Judy Fleming is moving to San Francisco. We are all going to miss her tremendous enthusiasm for flying and her happy, good nature.

On December 28th, our youngest member, Jeanette Chapman became Mrs. Robert Good. Bob was heard to remark, at his wedding reception, "Now I'm a 49½," and the youngest one we have. They will continue their college work and although Bob doesn't fly, except with Jeanette, it won't be long until she has him flying, too.

Althea Adams has been doing a tremendous job as our Aero Space Education Chairman and not only holds this chairmanship for our chapter, but also for our section. Lucy Drucker is in charge of the Section Scrapbook; Lillian Oringdolph, chairman for flight activities for the section. Margaret Teufel is taking care of the Oregon Chapter Scrapbook this year and Charlotte Dodson is Public Relations Chairman.

Joan Beuerman now has her instrument ticket, and Bernadine Benning, a new member from Grants Pass, has just passed her Commercial written.

In looking around for something worth while to do in helping others, Marcella Othus has found that from a beginning as

a volunteer aid twice a month at Dammasch State Mental Hospital since 1961, as a "visitor" to the wards, she managed to bring a little bit of the outside world into the wards. All the patients at Dammasch are curable and her job was to mingle with the women who were soon to return to live in society. She has had no particular training for working with the mentally ill but because of a certain amount of "ham" in her she started telling stories about some of her crazy flying experiences and the patients. As a result of this, the patients seemed to forget why they were in the hospital for a little while. The staff told her this can be very beneficial. Now, they have Marcella telling flying stories and talking aviation in the men's wards. Since these men have so little in life that is exciting, one short tale is all it takes to turn a whole group of men on and she backs out of the conversation. In January she spoke to a whole assembly of the men patients — sort of a hangar flying discussion with question and answers . . . all for fun since some of the men there know more about aviation than she does, but they seem to have fun talking aviation with a female. Marcella feels that she benefits most of all from the experience and wonders if anyone would care to join her. She also mentioned that her experiences dealing with the mentally ill make even better stories than flying. Maybe there is a similar situation in other areas that 99's could fill.

Evelyn Rackleff and 49½ headed for a vacation in Death Valley — they made it as far as Reno and were snowed in for three days. Can you imagine a better place to have such a thing happen? Bonnie Bradford and her 49½ flew to Mexico — went as far down as Acapulco although they hadn't intended going that far down. They were simply trying to find some warm weather and finally found it there. Had good flying weather until reaching Tucson on the way back — had to spend an extra day there and then were grounded in Las Vegas for two days by dust storms. Dr. Virginia Gilliland and Marcella Othus escaped weather long enough to enjoy four days of California sunshine (filtered through three miles visibility of haze). It should be noted that while they were away, the Oregon rain stopped for the first time in three months. The day they returned it resumed raining.

In January our own Ruth Wikander spoke to the Zonta Club in Eugene where she was very well received. They enjoyed her talk on personal experiences and later several members asked questions which Ruth answered and two members of the group were so enthusiastic they thought they would try to take instruction. We all want to thank Ruth for representing us so ably.

While vacationing in Mexico, Nicki Thom and her 49/ had lunch in the same dining room with Liz and Richard.

Word from Judy Fleming is that she has not been doing any flying as yet but has made some contacts and will shortly be at it again.

We would like to take this opportunity to extend an invitation to any and all 99's in the Northwest (or elsewhere) to attend our next meeting on Saturday, April 18, at Portland International Airport. Ruth Doland and Juanita Ellingson are hostesses and have planned a Jantzen Style show of sport things for us as well as tours of the tower. Gini Richardson has been invited to talk to us about qualifying for the 1966 Powder Puff Derby, and will show us a film in conjunction with her talk. Bring your 49½. A special invitation has been extended to our section governor, Helen Appel to come and bring her 49½. A no host luncheon has been planned in the Zodiak Room at Portland International Airport. See you there.

#### **SOUTH DAKOTA CHAPTER**

**By Mabel Anesi**

A letter from our president, Ruth Deerman, reminded us that we have not sent any news to the monthly newsletter. Although it was a mild reprimand, we were happy to know that someone was thinking of us.

Our first organizational meeting was held late in June at Sioux Falls; July and August meetings were held in Rapid City.

In July our Chairman Maxanna delivered First Day Covers to Cheyenne, Wyoming, Bismark, North Dakota, and Pierre, South Dakota.

The August meeting was held during the International Flying Farmers' Convention and we were glad to have members of a number of other chapters present. At this meeting, on August 4th, Terry Kellogg presented us with our charter. We all enjoyed Terry's visit immensely, and hope she will come again.

At the September meeting in Pierre, we had as our guest Mr. Lynn Hansen, state aeronautical director of South Dakota. His informal talk was interesting and informative. We accepted our charter, which will be displayed in the State Capitol Building.

Weather interfered with the meeting which was to have been held on November 9th at Pierre.

Carol Rayburn has recently received her instructor's rating. Carol is a student at Brookings State College, and is a very hard working gal.

We now have 19 members in our newly-formed South Dakota Chapter, and we are all so proud to be 99's!

As new co-chairman of publicity, I'll try not to get too enthusiastic about this most wonderful group of gals I've ever met. We're scattered as far west and south as Lander, Wyoming, north to Bismark, N. Dak., and east to Sioux Falls, S. Dak.

The January meeting was held in Rap-

id City instead of Pierre as originally planned. FAA girls Jean Tough and Dorothy Lee were so generous with their offer of room and board, that Georgia Fike and I flew in the night before; it was so essential for us to attend our first 99's meeting. The morning of our meeting was bright and clear with 40-50 knot winds. Since there were already six members in Rapid, our chairman, Maxanna Carlson drove down from Belle Fourche and conducted the meeting at the home of Jean Tough. We enjoyed a carry-in dinner, and listened hopefully for improving weather. Airmarking was our main topic for discussion, and we also sent in our nominations for the international officers.

We took advantage of the extra day in February for our second meeting of the year. The Rapid City gals were again our gracious hostesses. Jean Tough met all the 99's as they arrived at the airport, and transported them to Dorothy Lee's for coffee and cake before departing for the Holiday Inn for the meeting. So many of the gals brought their 49½ers, that we're planning a formal invitation soon, so that we can meet them all. Jo Ann Thomas sold a few more First Day Covers to our guest, Audrey Baird, of Dickinson, N. Dak. We're hoping that Audrey will transfer to our chapter, as weather so often prevents her attendance at Minneapolis. Kay Vogel never has to worry about losing her job when she gets weathered in. Her boss is a very understanding man: a pilot who once though he had to get home regardless of weather, and is still recuperating from the accident. Secretary Wanda Busfield caught up on reading of the minutes from last September, when we received our charter. Dorothy Lee's broken leg hasn't slowed down her activity as far as working for the 99's best interest. She expects to have the cast removed soon, and then we'll never match her enthusiasm and ambition. A committee of Olive Jacobs, JoAnn Thomas and Wilma Jacobson was named to plan the raffling off of a weather-band radio as a Ways & Means project. Lois Chisholm was appointed chairman of a committee. Jeane Krause was appointed to contact Wyoming FAA officials on the subject of Airmarking Wyoming.

A letter was read from the Idaho Chapter urging our attendance in Boise for the Fall Sectional meeting on August 28 and 29.

Our meeting dates were stabilized for the third Saturday of the month. There were twelve members and one guest in attendance, and we all had a wonderful time.

#### **WESTERN WASHINGTON CHAPTER**

**By Winnie Blythe**

I missed our last meeting at Marian Morton's home, but Jay Lawrence gathered some news items for me.

Our busy chairman Pat McGee was on television when she made her Jet orien-

tation flight at McCord AFB. Her flight was made in a T-33, the two seat version of the F 80 Shooting Star, with Capt. Tom O'Connor, an AF T-33 instructor pilot. I hadn't known until I saw the program that she had been an Air Force nurse, along with being a flight instructor, Pat does public relations work and is a free lance writer.

Van and Gordon Adderson are Skylane-ing south for a nice vacation with stops in several states then back home along the coast.

We welcomed a new member this month when Amelia Carter got her license. Terry Kellogg met with the Alaska Chapter in February, and Mary Ellen Russell of the No. New England Chapter was here on a one day speaking tour.



#### EL CAJON VALLEY CHAPTER

By Doris Ritchey

The big news for our chapter this month was the notification that we have won the bid for the 1965 AWTAR Race Start. Our Chairman, Isabelle McCrae, is busy appointing committee chairmen. Jean Bussey and her assistants Ida Gay and Judy Bachman, who organized our successful two cent a pound flight in December, are busy planning another flight to raise the rest of the money we will need. We hope all you gals will begin making plans now to participate in the 1965 Race because we can promise you a wonderful time here and excellent airport facilities at Gillespie Field.

A future 99 was born to Judy Bachman and 49½er Wesley on February 15. Jennifer Ellen weighed six pounds, nine ounces and was 19 inches long. Judy reports she is a good baby but still keeps her busy.

The San Diego Aerospace Museum is organizing a women's auxiliary to act as hostesses for special affairs and help improve the museum through public relations. El Cajon Valley Chapter members attending the organization dinner at the U. S. Grant Hotel were Isabelle McCrae, Dottie Sanders, Leah Liersch, Harriet Allen, Ida Gay, Aileen Saunders, and Dorothy Davis. Lois Bartling and Marian Jepson attended from the San Diego Chapter. The officers pro tem elected from our chapter Aileen Saunders, vice president; Ida Gay, secretary; Isabelle McCrae, treasurer; and Leah Liersch, public relations chairman. All the women attending the dinner became charter members of this new organization so our chapter is well represented.

Dottie Sanders reports she will fly to Van Nuys March 21 to attend the San Fernando Valley Chapter's Woman of the Year banquet at the Sportsman Lodge in North Hollywood. San Fernando Valley

Chapter members earn points for flying and 99 activities to determine the winner of the award. This seems like a good idea to make a more active chapter.

Our next meeting will be March 25th at Ann Bledsoe's home in Oceanside. We will meet at 5:30 p.m. to consolidate rides for the drive to Oceanside and stop for dinner en route. Ann is going to show movies and slides of her travels in the Orient.

#### PHOENIX CHAPTER

By Mary Vial

March came in like a proud, roaring lion with 19 present at Vee Shawver's house out Scottsdale way, and the first topic of business was the AWTAR stop in Winslow. Pat Lambert and Winslowite Jean Black will be co-chairman, Trudy Murphy will be in charge of the time clock assisted by Bev. Periman and Wilma Bland, and Juanita Newell will handle race publicity for the state. Bev kept us on our toes with a game to test our knowledge of the time of day in various parts of the West compared to Greenwich time, and also a game to see how well we know the phonetic alphabet.

Chairman Pat Lambert pleaded with everyone to locate and return the aviation books which had been widely circulated two years ago. Anyone possessing one of the books, please contact her, as the chapter wishes to return them to the original owners as soon as possible.

All we need is time, airplanes, money (and an understanding hubby) to do all the wonderful things coming up soon—the March 22nd fly-in for brunch to Columbus, N. M., planned by June Kaiser, who has added a side trip into old Mexico as a bonus, the South Central Section meeting in El Paso with a trip to the White Sands Proving Grounds, the Southwest Section spring sectional April 24-26, the Skylady Derby in June, the AWTAR in July.

A resolution was presented and approved endorsing the foundation of the new Northern Arizona Chapter, which is being started with four transferees from the Phoenix Chapter. Our hard working gals who want to start this chapter will start the ball really rolling on March 21 with a luncheon at the Monte Vista Hotel in Flagstaff. But more about this great news event in the next newsletter, when we can really do them justice.

Lots of chit-chat this time. Alice and Chaz Roberts flew to El Paso to try out the newly installed engine in their Bonanza. The Bonanza that Ruth Reinhold flies for the Goldwater family has just been redecorated inside and out, has a new engine, and is awaiting an additional radio. Louise Boyd and hubby made a quick round trip to Indio and Bev Periman says she spent most of her air time this month listening to the Sky Harbor Tower on their VHF radio. Melba Beard, president of the Phoenix Chapter of the Antique Airplane Association, flew her

antique Bird to that association's winter fly-in at Marana Air Park. Juanita Newell winged down in the 310 with Wilma Bland, Betty Slater and Ruth Reinhold, and several gals flew in from Tucson. And our president, Ruth Deerman, flew over from El Paso in a flight of some dozen people. Mary will fly to Denver March 20th to bring her college daughter and multitudinous belongings home for Easter vacation, weather permitting. We're happy to report that Bev is our enthusiastic Air Age Education chairman and Joan Winterling our new scrapbook chairman.

Our April meeting will be at Wilma Bland's and Trudy Murphy will host our May meeting. Welcome to all!

#### REDWOOD EMPIRE CHAPTER

By Bette Smith

Our March meeting was held at the Napa County Airport, with lunch at Jonsey's. Attending were Janet Meyer and daughter from Buchanan Field, Betty Shunn and 49½er Bill from Santa Rosa, Hazel Bertagna, Myrtle Wright, Anita Conley, Patricia Stouffer, Lynn Leva, Gladys Haney and Bette Smith.

Leona Osborne flew in from Santa Rosa in a Cessna 172 to visit our group. She has her private license. A new member was Patricia Sprague, who received her license last October, and owns a Cessna 175. A new prospective member was Barbara Fagundes, who is working toward her license. We did have a good group and was able to get a lot accomplished.

We are all still thrilled with Myrtle getting her multi-engine rating.

Barbara Graber missed the meeting as she was vacationing in Hawaii. Lucky girl!

Phyllis Cantrell and Becky Lightfoot were awaiting arrival of two new club ships and couldn't come. They are also planning to participate in the Powder Puff Derby this year.

Janet Meyer had the opportunity to fly in a Hughes helicopter out of Buchanan Field, as a passenger. She and the pilot explored the hills around Mt. Diablo and were aloft about an hour.

Hazel Bertagna flew a Cessna 150 to Sacramento to take one of Bridgeford Flying Service men to pick up another ship there and bring it back to Napa. It gave her some good radio practice which we can all use, especially since we do not have a tower at Napa, as yet.

Anita Conley spent an adventurous day flying her Aeronca to Bodega Head and landing there, then off to Lake Berryessa and landed on the island in search of Buffalo which were reported to be there a couple of months ago. She saw no buffalo but enjoyed the flight anyway.

Pat Stauffer and I watched the christening of the City of Napa and the City of Vallejo ships at the Napa County Airport. Christened were two C-119 "Flying Boxcars" on March 11, and as luck would have it, weather was chilly and cloudy, and the two girls that christened the ships

were awfully good sports and braved the cold. Pat and I went through the ship after the ceremony. On takeoff "our" plane did a steep climb-out, and then leveled off giving us all a thrill at what the big ship could do. Then they flew back to Hamilton Air Force Base. The drill team called the "Flying Rifles" from Hamilton did a superb performance for us.

Pat Sprague is going to fly her Cessna 175 into the Hoberg's Field and give us a report on her reactions to the field as a new pilot. The strip is a reported 5300 feet long at an elevation of 2150 feet.

We were very disappointed in not being able to meet with Lady Huntley, a 99 from Australia, on her visit to the Bay Area. Plans were made to all have lunch at the Nut Tree Restaurant, and then we were informed that she had taken ill on arrival.

Our April meeting will be held in Santa Cruz, weather permitting.

#### **SANTA CLARA VALLEY CHAPTER**

**By Jeanne McElhatton**

Here we are back in circulation again, after a strange case of absenteeism. Our most distant member seems to be our most active one. Mayetta Behringer in far off Chile has been flying visiting relatives all over southern Chile. Punta Arenas seems to be the favorite spot. She also has been around the cape in the Navy DC-3 and later when it broke down she played St. Bernard. Made two trips to bring back stranded personnel and greeted them with a thermos of martini's. Never get service like that in the Navy.

According to Marg Standish, Patty Sherwood and Pat Gladney who flew their Cessna 180 and Jack Gladney as far as Panama on their way to visit the Behringers, most of the smaller airports have only Spanish speaking operators. Soooo Mayetta's Spanish must have improved a great deal.

Our February fly-in to Monterrey was kind of a mix up. Pat Gladney flew down with Patty Sherwood, Alice Taylor and Vivian Esler. But could find no familiar faces and thought they had missed everyone. Turns out Jackie Petty (the late one) along with Natalie Bossio and Helen Kelton of Bay Cities Chapter arrived well after Pat's group. Your 170 isn't THAT slow Jackie—what happened? The next week Pat headed in the opposite direction and flew to the Nut Tree with Patty S., Gail (Pat's daughter) and a friend of Gail's. And on March 20th Pat, Jack and family are headed for Phoenix for the weekend.

Helen Nelson and husband Harry have been kind enough to share the benefits of Harry's new job with the McElhattons. Harry is now a salesman for Beechcraft in San Jose and demonstrated the P model Bonanza on a night flight to Napa for a very pleasant dinner. Beautiful weather for seeing the beautiful Bay Area at night.

Alice Taylor has been churning up the air a bit in her club plane—a 172, I believe. Don't know where all of her flights have been, but she did go to Hollister on one flight. Alice flew with Pat G., Natalie Bossio and one of Pat's students to Apple Valley hoping to join Claire Walter's group for breakfast. But those southern Cali-

fornians are fast eaters and had gone by time our little group arrived.

Due to the happy fate of being married to a flying "radio personality" (that's what the station calls him), Jeanne McElhatton was able to ride in the new Cherokee 235 while Dave flew it into the parking lot at the Cow Palace. Very fascinating landing with a nice rise of land just where the let down should start, some power lines right across the start of the parking area and a hill just at the other end of it — no going around! But Dave made a beautiful landing and Jeanne took movies of the whole thing to prove it to him. The plane was used in a display at the Sport and Boat Show at the Cow Palace in a booth manned by Bay Cities 99's. Understand they did a great job for the Piper people and the 99's.

As if this wasn't enough excitement, Dave persuaded friend George Rodgers, the West Coast Piper Distributor, to bring his Aztec to Oakland for the start of Joan Merriam's flight. Also flying with us to cover the fight for K.C.B.S. was Fred Goerner. Fred himself has made national headlines in his consistent efforts to track down the true facts of Amelia Earhart's disappearance. We took off in formation with Jean and escorted her for the first hundred miles while Dave did an air to air interview with her. Of course, the movie camera was along too, so we hope we have some nice air shots of Joan's Apache. It was a very thrilling way to see Joan on her way and we, along with thousands of others, wish her a most successful flight.

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