

MAY, 1964

# *Ninety-Nine News*



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

## President's Column

Though it is said, "There is nothing new under the sun," something has been added to our International Ninety-Nine Convention to be held in Cincinnati, Ohio, August 14-16 . . . "A CHAIRMAN'S COFFEE" . . . for chapter chairmen.

The importance of the chapter chairman and the responsibility she faces in leading her chapter cannot be stressed too greatly. She is the one who is ultimately responsible for new members, for retaining old members, for keeping peace in her chapter, for presenting interesting and informative meetings, for keeping her community informed about Ninety-Nines, and a myriad of other details. Her responsibilities are endless, and she probably very often feels that she is alone with her problems.

The "CHAIRMAN'S COFFEE" is designed to dispel any such feeling. It is here that new friendships will be made and old ones cemented. There will be a sharing of ideas, problems and their solutions. The chairman's scope will be widened. Not only will she be able to take back to her chapter the ideas of other chairmen in her section, she will gain ideas from chairmen throughout the whole Ninety-Nine organization.

As the Ninety-Nines membership grows in numbers, it becomes increasingly more difficult to maintain the closeness and unity that a smaller organization can offer. It is vitally important that we continue our growth, but as we grow in numbers let us retain the closeness and unify our ambitions for the Ninety-Nines. I believe that the "CHAIRMAN'S COFFEE" scheduled at the International Convention may be a step in attaining this goal.

I hope that each chapter will recognize the importance of their chairman attending the convention and insist that she attend the "CHAIRMAN'S COFFEE" because it is almost impossible to attend a Section Meeting or the International Convention without a certain amount of enthusiasm rubbing off on everyone. Enthusiasm is contagious. Every cup of coffee served is going to be laced with enthusiasm. Every chapter chairman who attends will become so infected that she will infect her chapter members, too.

I am hoping that the "CHAIRMAN'S COFFEE" will prove to be one of the outstanding events of the convention because of the good that will come from such a meeting.

Sincerely,

Ruth Deerman, President

The Ninety-Nines, Inc.

## Coming Events

**May 16, 1964:** New England's All Women'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 Nashau, New Hampshire.

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

**June 20, 1964:** Howard Fisher-Truckee Tahoe Air Race, San Diego Chapter Project.

**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 12, 1964:** Chicago Area Chapter Annual Air Meet.

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

**October 2-4, 1964:** Michigan SMALL Race.

## Circle These Dates On Your Calendar

(Aug. 13, 14, 15, 16)

As Ed Sullivan would say . . . "It's going to be a REEEE-ALY BIG SHOW in Cincinnati and you won't DARE miss it!" Flamboyant aviation pioneer ROSCOE TURNER will recapture the past in the flying world . . . NASA's X-15 pilot JOE WALKER will bring us up to the minute on developments today and those projected for the future . . . a relaxing four-hour paddle wheel BOAT TRIP on the Ohio River with dinner served aboard . . . North Central Section's 30th Anniversary luncheon honoring past governors . . . WASP reunion (20 years deactivation from service) . . . MONTE CARLO night . . . etc., etc., etc.

Plan to enjoy the festivities of your '99's" 35th Anniversary Convention!!!





Charles W. Webb, Deputy Chief of Staff, Aerospace Education and Training, Headquarters, Civil Air Patrol, Ellington Air Force Base, Texas.



George G. Hughes, Manager, Aviation Sales Central Area, Shell Oil Company, New York, New York.  
—Shell Oil Company photograph.



James D. Ramsey, Director, Michigan Department of Aeronautics, Lansing, Michigan.

## Honorary Judges for 1964 Amelia Earhart Memorial Scholarship Awards

The 1964 Amelia Earhart Memorial Scholarships Awards Honorary Judges are as distinguished and as exceptionally qualified as have been their predecessors, among whom are personages such as James Doolittle, E. V. Rickenbacker, James Stewart, Olive Ann Beech, Robert Cummings, Gill Robb Wilson, Dr. Werhner von Braun and General Carl Spaatz to name just a few.

Pictured above are our three Honorary Judges who have so graciously and efficiently functioned this year in the final selections for the two Amelia Earhart Memorial Scholarship Awards. They are Mr. James D. Ramsey, Director,

Michigan Department of Aeronautics; Mr. Charles W. Webb, Deputy Chief of Staff, Aerospace Education and Training, National Headquarters, Civil Air Patrol; and Mr. George G. Hughes, Manager, Aviation Sales Central Area, Shell Oil Company.

It is no easy task to evaluate the merits of 17 very wonderful and very deserving Scholarship nominees. The Judges are unanimously of the opinion that 17 Scholarships should have been available. In this judgment your Board of Trustees heartily concurs. It can be said however that progress is being made. With the continuing support of every Ninety-Nine,

especially in the sale of the remaining Amelia Earhart Commemorative Stamp First Day Covers, it is not unrealistic to hope that three Scholarship Awards might be available for 1965.

We salute and commend our three fine 1964 Honorary Judges and the two Award selectees.

To those splendid 15 nominee runners-up we say God bless, with sincere wishes for attainment of expressed desires mindful that "where there is a will, there is a way." With a reminder that 1965 is available for another try for a Scholarship if all else fails during the interim.

### AIR MEET COLUMN

#### CHICAGO AREA CHAPTER

September 12, 1964, Chicago Area Chapter Annual Air Meet. All Ninety-Nines invited. 49½'er's can be co-pilots. Banquet and awarding of trophies Saturday night at St. Andrews Country Club. Race being held at Du Page County Airport, West Chicago, Illinois.

Louise Kokesh, Chairman

#### MICHIGAN SMALL RACE

Announcement has just been made that the 1964 Women's SMALL Race will be held at Mt. Pleasant, Michigan, October

2nd thru the 4th. Opening date for entry applications is July 15th and closes September 15th. Watch each publication for additional information but right now reserve those dates and reserve your STRENGTH for a really EXCITING weekend!

Toni Kent

Publicity Chairman

Michigan Small Race Board

#### HOWARD FISHER TRUCKEE-TAHOE AIR RACE

San Diego Chapter has a new project—planning the Howard Fisher Truckee-Tahoe Air Race, which has been set for Saturday, June 20, 1964. The one-day race, open to all women pilots with private license or better, promises lively competition and a fun filled exciting weekend

for all participants.

Take-off will be at 9 a.m. from Lindberg Field, San Diego, with a fly-by finish line at the Truckee-Tahoe Airport, located at the north end of Lake Tahoe. Festivities continue through Sunday with the dedication of the new Truckee-Tahoe Airport, which is operated by Fisher Aircraft of San Diego.

Trophies and prize money, totaling \$350 is being offered with \$200 going to first place winner and \$100 and \$50 to second and third place winners respectively.

Impound deadline is 12 noon, Friday, June 19. Entries open May 5 with a fee of \$15 and close June 5. For details and entry kit, write to Ruby Keaveny, 1141 Van Nuys Street, San Diego 9, Calif.

## All - Woman Transcontinental Air Race Powder Puff Derby

From: Alice H. Hammond  
1203 Gilbert Road  
Meadowbrook, Pa. 19046  
Phone: (215) TU 7-7428

**REMINDER: Entries, now open for the 1964 Powder Puff Derby, must be postmarked not later than June 5, 1964, to qualify!**

If you are unable to race, you will find it exciting to be at the Start in Fresno, June 30-July 4, the Terminus at Atlantic City, July 5-10, OR at any of the en route stops to cheer the girls on as they clock in! Better still, if you'd like to volunteer your services at any of these spots, do contact the local chairman as follows: Fresno, DOT KENT; Las Vegas, MARGARET MOORE; Winslow, PAT LAMBERT (Phoenix Chapter Chairman); Albuquerque, MARIE GROSSETETE (Chapter Chairman); Amarillo, CHARLOTTE HUNTER; Oklahoma City, RITA EVANS; Fayetteville, LOIS MARTIN; Cape Girardeau, ALICE GODWIN; Lexington, CLARA THARPE; Morgantown, GEORGETTA DIX; Atlantic City, IRENE KEITH. All of their addresses are listed in the Ninety-Nines Directory.

Chapters wishing to order Official Programs at 75c each, to sell for \$1.00 (making 25c a copy for the chapter), should send their requirements to AWTAR, Teterboro Airport, Teterboro, N.J., by June 1st, accompanied by a check to cover their orders.

And now for some frosting! As we go to press, position numbers are being drawn for those entries bearing the April 15th postmark. By special arrangement with some jet propelled carrier pigeons, the list is being "rocketed" to the Ninety-Nine News to be included in this issue!

## Rules Governing The Use Of Aeronautical Apparatus

Instructions Issued With The 1911  
Glen Curtis "Curtis Pusher":

1. The aeronaut should seat himself in the apparatus, and secure himself firmly to the chair by means of the strap provided. On the attendant crying "contact" the aeronaut should close the switch which supplies electrical current to the motor, thus enabling the attendant to set the same in motion.

## OPENING DAY "POWDER PUFF" ENTRIES RECEIVE TAKE - OFF POSITIONS

The coveted NUMBER ONE position for take-off in the 1964 Powder Puff Derby, AWTAR, was won today by CAROL KENNEDY of San Andreas, Calif., 7,000 hour pilot sponsored by the Calaveras County Fair and Jumping Frog Jubilee and Martin W. Miller, Real Estate. Her co-pilot will be Ruth Nitzen of Torrance, Calif. They will fly a Cessna Skylane.

SECOND in the line-up for take-off will be BETTY MILLER, Los Angeles, Calif., renowned for her recent solo flight to Australia. She will fly a Piper Comanche 250 solo under sponsorship of Pacific Piper of Santa Monica, Calif.

THIRD to be flagged off will be JUDY WAGNER, Palos Verdes Estates, Calif., soloing a Beech Bonanza K35 in her 8th race.

Nineteen entries, postmarked the opening date, April 15, were drawn in Washington at Federal Aviation Agency Headquarters. No. 1 selected for take-off was drawn by MR. NAJEEB HALABY, FAA Administrator; No. 2 by GEN. LEE WADE (Maj. Gen. USAF, ret.) whose records include his piloting "The Boston," Douglas Cruiser biplane in the U. S. Army's first round-the-world flight in 1924; No. 3 by MRS. FAY GILLIS WELLS, charter Ninety-Nine and first woman to qualify for membership in the Caterpillar Club; No. 4 by MR. LINTON WELLS, Director of Storer Broadcasting and WWI pilot who, as an AP correspondent, accompanied General Wade in 1924 as the only civilian to participate in the group flight. Remaining entries were drawn successively.

An estimated field of 75 competing planes will start on July 4th at Fresno, Calif., following a 2,573 mile course to an Atlantic City ocean front finish line opposite The Ritz-Carlton. Pilots will continue their flight off-shore from the famous "Boardwalk" to land at the Federal Aviation Agency's National Aviation Facilities Experimental Center (NAFEC), the FAA's System Research and Development Service test center near Atlantic City.

Start Headquarters is the Fresno Hacienda and Terminus Headquarters, the Hotel Dennis Dennis, Atlantic City.

The women will be competing for an over-all purse of \$3,000, plus additional monies in special categories. Each plane will be flying against its own assigned handicap as entries are accepted from stock aircraft of 145 to 400 horsepower.

Entries close June 5, 1964.

Simplex clocks will be used en route to record take-off and landing times. Honeywell will compute the running and final scores.

2. Opening the control valve of the motor, the aeronaut should at the same time firmly grasp the vertical stick or control pole which is to be found directly before the chair. The power from the motor will cause the device to roll gently forward, and the aeronaut should govern its direction of motion by use of the rudder bars.

3. When the mechanism is facing into the wind, the aeronaut should open the control valve of the motor to its fullest extent, at the same time pulling the control pole gently toward his (the aeronaut's) middle anatomy.

4. When sufficient speed has been attained, the device will leave the ground and assume the position of aeronautical ascent.

5. Should the aeronaut decide to return to terra firma, he should close the control valve of the motor. This will cause the apparatus to assume what is known as the "gliding position," except in the case of those flying machines which are inherently unstable. These latter will assume the position known as "involuntary spin" and will return to earth without further action on the part of the aeronaut.

6. On approaching closely to the chosen field or terrain, the aeronaut should move the control pole gently toward himself, thus causing the mechanism to alight more or less gently on terra firma.

(Sent in by Orange County Chapter)

## Roster Changes

Eastern New England Chapter, page 16, Lois Auchterlonie, Telephone No. 263-5165.

Greater New York Chapter, page 20, Marian Lopez, Active.

All-Ohio Chapter, page 34, Caroline N. Jones, Telephone No. 357-6420.

South Dakota Chapter, page 73, add: Mabel Grace Anesi, P.O. Box 278, Lander, Wyo.

Eastern Pennsylvania Chapter, pages 22-24:

Barringer, Alberta N. has been changed to Peterson, Alberta N. (George). Same address for the time being.

Barcus, Kate C. (W. Herman), 112 Mansion Drive, Media, Pa.

Fleisher, Ruth S. (Maurice T.), 7501 Ramey Circle, Biggs Air Force Base, El Paso, Texas.

Pfatteicher, Ann C., College Town Club Apts., B-10, 163 Elkton Rd., Newark, Del.

Sacchi, Louise (1-717-748-5511), P. O. Box 54, Ferry Service Co., Inc., Lock Haven, Pa.

Shields, Anne M. (VI 4-3585), 43 W. Ashmead Pl. N., Germantown, Philadelphia 44, Pa.

Sturtevant, Elizabeth A. (Clyde).



# FIRST OFFICIAL CONTESTANTS IN THE 1964 ALL-WOMAN TRANSCONTINENTAL AIR RACE

(Number designates Official Race Number and Take-off Position)

- |  |               |
|--|---------------|
| 1. Carol Kennedy, P. O. Box 845, San Andreas, Calif.                       | Cessna 182    |
| Ruth Nitzen, 3030 Merrill Dr., Apt. 19, Torrance, Calif.                   | Skylane       |
| 2. Betty Miller, 3316 Inglewood Blvd., Los Angeles 66, Calif.              | Piper PA-24   |
|  | Comanche 250  |
| 3. Judy G. Wagner, 2516 Via La Selva, Palos Verdes Estates, Calif.         | Beech K35     |
|  | Bonanza       |
| 4. Frances S. Bera, 4284 Pepperwood Ave., Long Beach 8, Calif.             | Beech 23      |
| Dorothy Van Zante, M.D., 4064 Via Valmonte, Palos Verdes Estates, Calif.   | Musketeer     |
| 5. Jewel Y. vom Saal, 1010 North Broadway, Yonkers 3, N. Y.                | Cessna 182A   |
| Eleanor McCullough, 3 Willow Brook Ave., Apt. 4-B, Bay Shore, L. I., N. Y. | Cessna 182    |
| 6. Hazel McKendrick, 8536 Mediterranean Dr., Dallas, Texas                 |               |
| Phyllis Jane Emmert, 9244 Meadowglen Dr., Dallas, Texas                    | Piper PA-22   |
| 7. Caroline Huntington, Box 2263 Bostonia Sta., El Cajon, Calif.           | Tri-Pacer 150 |
| Elsie Watson, 3485 Unida Pl., San Diego, Calif.                            | Beech 23      |
| 8. Margaret Ringenberg, 9900 Hosler Rd., Grabill, Ind.                     | Musketeer     |
| Yvonne Davis, 209 S. Superior St., Angola, Ind.                            | Cessna 180    |
| 9. Alice H. Hammond, 1203 Gilbert Rd., Meadowbrook, Pa.                    |               |
| Jean H. Pearson, 1319 Three Mile Dr., Grosse Pointe Park 30, Mich.         | Piper PA-28   |
| 10. Gay D. Maher, Taunton Blvd., R. D., Marlton, N. J.                     | Cherokee 180  |
| Helen A. Ellis, 101 Winding Way, Haddonfield, N. J.                        | Cessna 182    |
| 11. Shirley Gilmore, 1844 Highland Oaks Dr., Arcadia, Calif.               | Skylane       |
| Dorothy Geddes, 10 Ontare Rd., Arcadia, Calif.                             | Beech B95A    |
| 12. Pat McEwen, 16206 E. Central, Wichita, Kan.                            | Travelair     |
|  | Piper PA-28   |
| 13. Yvette J. Hortman, Brick Yard Rd., Titusville, N. J.                   | Cherokee 180  |
| Mary June Loch, 214 Penn Valley Terrace, Morrisville, Pa.                  | Piper PA-24   |
| 14. Audrey M. Shutte, 8626 Keokuk Ave., Canoga Park, Calif.                | Comanche 250  |
| Ellen R. Trindle, 3777 Deervale Dr., Sherman Oaks, Calif.                  | Cessna 182G   |
| 15. Jacquelyn R. Markham, Rt. 7, Box 150-A, Battle Creek, Mich.            |               |
| Mary (Muff) English, 150 Frances Dr., Battle Creek, Mich.                  | Beech 95      |
| 16. Myrtle Amelia Wright, 2627 Henry Ave., Pinole, Calif.                  | Travelair     |
| Anita J. Conley, 1041 Western Ave., Vallejo, Calif.                        | Piper PA-28   |
| 17. Kay M. Stewart, 421 Ocean Blvd., Atlantic Highlands, N. J.             | Cherokee 235  |
|  | Piper PA-28   |
| 18. Jackie Petty, 1015 Solana Dr., Mountain View, Calif.                   | Cherokee 235  |
| Ardell Hauk, 105 Orange Dr., Salinas, Calif.                               | Cherokee 235  |
| 19. Pauline Glasson, 9858 Redbud, Corpus Christi, Texas                    | Cherokee 235  |
| Patti Kennelly, 4217 Cambridge, Corpus Christi, Texas                      | Cessna 175    |

## AWTAR Terminus

by Irene B. Keith

Just a quick reminder that the Terminus is getting better as it goes along. Our guest speaker is Mr. James Pyle, vice-president of General Precision, Inc. In 1956, Mr. Pyle became the deputy administrator of CAA and was appointed administrator in 1958. He became deputy administrator of FAA in 1959. Presently he is vice president of General Precision, Inc. Mr. Pyle began his active

flying career with Pan American World Airways in 1935. He was assistant vice-president when he left the company in 1946. He keeps his pilot certificate current, holds an ATR rating and has logged more than 12,000 hours.

Have you heard the complete story of the first race women pilots ever flew? It was called an "Air Derby." It had two classes of equipment. Know who won this race? Come to the Terminus and find out. Will have a list of the pilots and their airplanes flown in this race. I can say this race was the forerunner of the idea to form the Ninety-Nines, Inc.

See you at the Dennis Hotel on the Boardwalk of Atlantic City in July — July 4th thru 8th the AWTAR — July 9th the Banquet — and July 10th NINE-TY-NINES "DAY" AT THE WORLD'S FAIR. Make reservation by contacting Mrs. Clarence Whims — Dennis Hotel, Michigan Avenue, Atlantic, New Jersey.

## NOTICE

A request has been received for clippings of Joan Merriam's flight. Will you please mail them to: Joan Merriam, 719 East Wardlow Rd., Long Beach, Calif.

## AWTAR Contribution Contest

### Ways and Means

Many chapters have already sent in those lovely checks representing the full \$5 per member goal and are helping to win the AWTAR CONTRIBUTION TROPHY for their Section. The contest will close as of midnight July 31, 1964. While contributions for AWTAR 1965 will still be credited to your chapter as late as August 31, 1964, we will have to close the contest on the earlier date to have the results ready for convention in August. Don't let your Section lose a chance at the trophy just because you have delayed putting the check in the mail. Get that check off TODAY.

As you know, entries opened for the 1964 Powder Puff Derby on April 15th. This means that women pilots all over the world will be thinking, talking, plugging the 99's and the Derby in the newspapers, over radio, and on TV. All of us who have participated in any way know the interest that is aroused along the route and the great spurt in 99 membership that is a result of the race.

AWTAR gives so much to all 99's in publicity, prestige, and the challenge to upgrade that the goal of \$5 per member really seems quite small in comparison. This is actually less than 50c per month for which you as a member of the 99's receive national and international recognition that few pilots could achieve individually.

If you are having a problem raising funds for AWTAR, contact your Sectional Ways and Means Chairman. She will have good ideas to suggest. Two quick and easy ways to extract money from the public, to gain publicity for your chapter, and to fill your chapter treasury as well as meet the \$5 per member goal for the AWTAR Contribution Contest are to have a Penny-a-Pound flight or an air show with chance on a flight.

Let's go, Go, GO on the AWTAR 1965 Contribution Contest, make your check payable to AWTAR and send it to me, Geri M. Hill, Chairman Ways and Means, 500 Avenue G (No. 10), Redondo Beach, California.

## Four New Chapters!

Welcome and congratulations to the following chapters:

Fallon, Nevada Chapter

Northern Arizona Chapter

Top of Texas Chapter

Southern Oregon Chapter



# Anchorage 99 Reports on Alaskan Disaster

Below is a portion of a letter received by Mrs. Charlie (Ruth) Deerman, International President of The Ninety-Nines, Inc., an international organization of licensed women pilots, from Mrs. Wesley (Helen) Stoddard, who with her husband owns the Stoddard Aero Service in Anchorage, Alaska. Helen Stoddard is an active member of the Alaska Chapter of the Ninety-Nines.

"Wesley left for the 'south 48' on the morning of March 14 so he was in Nogales, Ariz., at the time of the disaster. The day was calm and snowy and I had left the shop early as I had been invited out to dinner with some friends in Spenard (a part of Anchorage to the southwest). I stopped in a department store in Spenard, took an escalator to the second floor and made a purchase there. I was waiting for my change when the first tremor was felt but thought nothing of it as slight tremors occur quite frequently and are merely a topic of conversation for a day or two.

"When lamps and dishes started falling off the shelves, I decided that it was time to leave and took off down the escalator without even waiting for my change. The escalator stopped when I was about half way down and I nearly fell the rest of the way as I was even running down the moving stairs. At the foot of the escalator I stumbled over a child and fell, at the door, two bicycles had fallen in front of me and I went down again.

"It was almost impossible to stand up, the ground was shaking so. I lost my purchase and my bill fold and so far as I know, they have not been found yet. After what seemed an age of trying to get to the door, with all the light fixtures and merchandise falling all around, I found myself outside the door almost unable to stand. Everyone was holding on to the cars in order to keep on their feet. Large plate glass windows were falling out and the manikins were falling into the street.

"There seemed to be no panic as people stood around waiting for the tremor to stop. They seemed to be too stunned at what was happening. Everyone got out of the store but I saw one woman with a gash on her head.

"After it was over I went to see what damage had been done to our home and hangar. If there is any, it is very slight, and only a few things were thrown to the floor. Across the street from our hangar was the new Fifth Avenue Chrysler Building (just completed at a cost of over \$200,000) constructed of cement block and pre-stressed reinforced concrete beams. This building was a total loss and

the beams fell on several new cars. A hangar just east of ours went down and ruined a large helicopter, and a brand new cement block hangar just across the runway from us was left in a heap. It seems that buildings made form wood or steel stood the shaking much better than those of masonry construction.

"In the exclusive residential section of Turnagain-By-The-Sea was where the major damage occurred. Many of the fine homes slid off into the ocean, and those that were left were reduced to rubble. The loss of life in this area is not yet known and may not be known for a long time. I flew over the area and it looked as if a huge plow had just turned everything under.

"In the downtown area, some of the buildings settled into the ground two or three stories, and all of the buildings that are more than two stories high have been condemned as unsafe, even though some of them show little damage from the outside. Many of the buildings were designed to withstand severe earthquakes but this one even exceeded the intensity of the San Francisco earthquake of 1906.

"It was a miracle and a blessing that few fires were started, as no water was available from the moment of the first impact, and an amazingly few lives were lost.

"The cities of Seward, Valdez (Valdeez), Cordova, and Kodiak suffered loss also. I flew to Seward a few days after the quake and found it to be completely wiped out. There is no industry left. The tidal wave was the main cause of their damage. The city of Valdez was totally destroyed also as was most of Cordova. Kodiak suffered extensive and terrible damage.

"Except for a few miles of track near Fairbanks, the Alaska railroad has been wiped out as was most of the highway between here and Seward. The bridge across the Kenai River was destroyed which prevents any surface travel to the Kenai Peninsula.

"The runway at the International Airport was destroyed as was the administration building. The control tower toppled to the ground taking the life of one of the tower operators and injuring two more. The Elmendorf Air Force field suffered some damage but is being used as a commercial terminal pending the rebuilding of Interantional. Luckily Merrill field escaped damage and planes are flying in and out regularly.

"Mountains in the area show great land and snow slides. Many boulders rolled

from the sides and peaks of the rugged terrain. Several years ago a tunnel was dug through the mountain to Eklutna Lake and a power plant was put in to furnish power for the Anchorage area. Now, even the lake is gone and will probably never return so it seems that the entire plant is a total loss.

"The earth opened up in many places and entire buildings were swallowed. One man saw the earth open up, swallow his two children and the crack closed again.

"Schools have been closed for several days now and no one seems to know when they will reopen. West Anchorage High was demolished, even the roof of the auditorium fell in. They will have to double shift the schools for the rest of the term in order to have school at all.

"The Denali Theater, that was three stories high, now comes up just a little above the surrounding ground. The force of the quake was estimated to be one hundred million times the energy of the atomic bombs that leveled Hiroshima.

"In view of the huge property loss and terrific damage surrounding us, we feel extremely fortunate to have been only 'shaken up a bit' with no real serious loss and receiving no injuries.

"Wesley was in Nogales at the time he received news of the disaster, which was but a couple of hours after it happened. He immediately headed back to Alaska, driving the 1,106 miles to Burley, Idaho, in 23 hours to where he had parked his plane, due to the bad storm that was stationary throughout Nevada and Utah. From there he flew the remainder of the way home in two and a half days which covered an additional 3,500 miles. He arrived in Anchorage Wednesday afternoon just five days after the earthquake, and found us in much better circumstances than he had anticipated.

"We had been without lights for a few nights and had slept in the shop one night as it was the only place that had heat. Our water is still off at the house because the mains froze up during the period just following the quake and though the mains are now open, we haven't been able to find anyone with the time to thaw out our line from the main to the house, so we will do our best until we can find someone with an electric machine and the time to get to us.

Helen"

Mr. and Mrs. Deerman flew to Anchorage, Alaska last September and were the guests of the Alaska Chapter of Ninety-Nines at their fall meeting.



## SECTION COLUMN

### THE STORY OF WOMEN PILOTS "DOWN-UNDER"

By Irene Keith

This story printed in the June, 1963 Monthly Magazine of the Aircraft Owners' and Pilots' Association of Australia, was so interesting that I requested permission from Mr. Peter Kelly to reprint it in the Newsletter. Received a very pleasant yes.

"Quote:

#### AMERICA'S BETTY MILLER CHARMS WHOOPS

By Peter Kelly, Senior Vice President  
(Australia AOPA)

America's famous first-ever solo Pacific flier, Mrs. Betty Miller, conquered an ocean and won the hearts of all Australians when her Piper Apache touched down in Brisbane after her magnificent four-hop ferry flight from California last month.

Warmest, proudest and loudest heartbeats in the land naturally pounded the feminine ribs of the national 230 WHOOPS—snazzy personal nickname for themselves of Australia's Women Pilots.

All of them pilots or ex-pilots without exception, the ladies of A.W.P. Ass'n welcomed Betty as a new female flying star and as yet another ace among the intrepid band of the world's great women pilots.

And deservedly so—for, in 1963, Betty has chalked up one of the few remaining FIRSTS in world aviation. For hers was the honour and the glory, this unassuming, attractive, nonchalant and quietly confident American housewife-cum-business-woman, of being the first woman pilot ever to lick the 7,000 miles of the Pacific solo. Longest leg was California to Honolulu of 17½ hours. All the lasses, to say nothing of the men, are intrigued as to how she coped in the personal comfort department—something to do with milkshake carton, it seems.

Betty coaxed top performance from her Apache with the skill born of 14 years and 6500 hours as a pilot, as she charmed her hosts with her personality. After the Piper people, these were the WOOPs or Women Pilots who first welcomed Betty in Brisbane, and those who repeated the welcome as she passed through Sydney.

230 in A.W.A.P.—Charmers all in their own right, and not without their own skills and honour and glory, Australia's WOOPs are a small band of 230 women proud indeed of their universal right to wear the cherished insignia of a pilot's wings.

Probably the charmer-in-chief of the WOOPs is their effervescent, pixie-ish founder, Nancy Bird Walton, A.R.Ae.S., a private pilot at 17, a commercial pilot at

19, organizer of Australia's early ladies' flying tours, winner of the Ladies Trophy in the 1936 Brisbane-Adelaide air race, wartime commandant of the Australia Women's Air Training Corps, founder of the Australian Women Pilots' Association in 1950, and a gentle suffragette for the rights and recognition of women pilots for nigh on three decades.

Among their ranks are a handful of pre-war pioneer women pilots, lasses still young in heart like chief WOOP, their Federal President, Maud Gardiner, and other famous members like Barbara Selby-Brown, Margaret Davis, Dolores Bonney, Pat Redman, Evelyn Follett, Freda Thompson, Bobbie Terry and others of their proud like who in the long ago flew quaint little aeroplanes stuck together with dope and hope—in the days when the grass in the paddock that is now Mascot, for example, was kept cropped by horses and cows.

PETROL FOR BLOOD? Like their male colleagues of the cockpit, the WOOPs as a band have little in common except their sex, their individuality and their love of flying. Scratch them (if you dare) and you could well smell petrol rather than blood. They abound in personalities who mix business with pleasure and who have invaded man's one-time domain in the air with impressive success.

Shirley Anderson and Olga Tarling are Australia's only two women Air Traffic Controllers.

South Australia's Helen Blackburn and N.S.W.'s Senja Robey and Pat Rutherford are past or present aerobatic champs against all-comers.

Carmel Brown (N.S.W.), Jean Hackman (Tas.), Elizabeth Lower (S.A.), Bronwen Amer (Vic.) and Jocelyn Priebe (Qld) are five commonwealth Scholarship winners pursuing their instructor's ratings. (Can you best Joselyn's performance for motivation! each weekend she travels 200 miles there and 200 miles back, between Bundaberg and Brisbane, for her part-time instructing at R.Q.A.C. Keen!)

Christine Davy (Asst. C.F.I. at Goulburn, N.S.W.), Beth Garrett (Assis. C.F.I. at R.V.A.C., and the only woman in Australia to have held her A.T.P.L.), Jane Virtue (Qld), and Eileen Steenson (Vic.) are current instructors. South Australia's Timmie Cornell and W.A.'s Winifred Wells are Sales Demonstration pilots for Cessna.

Margaret Clarke (S.A.) is a cross-duster. Peggy Kelman and Hazel Roberts (both of Qld.) and N.S.W.'s Joan Russ from the Darling are countrywomen who fly and use their aeroplanes like other folk use their cars.

JET PILOT—Versatile and widely-experienced Nancy Leebold was Australia's first woman pilot to hold a first-class Radio operator's ticket, was a winner of an AMELIA EARHART SCHOLARSHIP, an ex-flying instructor, ex-second dickie on Lodestars, has a U.S.A. jet in

her log-book and is commercial pilot to whom flying and navigation are second nature.

Lady Casey, Patron of the A.W.P.A., is a Life Honorary Member of the Association, and a member in her own right. Lady Casey flew the family 180 to the Association's annual meeting in Adelaide in April, with Lord Casey in the right-hand seat as second-dickie. And—Beryl Young, a C.P., has twice ferried Tiger Moths from Perth to Melbourne town.

And so they fly on and on, these flying school ma'ams, housewives, nurses, secretaries, engineers, doctors, accountants, company directors, graziers, a garage proprietress, commercial artists, an airline public relations officer, social workers, hair-dressers, air hosties, and what-have-you.

There are the Senior WOOPs with memories of flying as far back as 1927, when Canberra was but a babe being christened, and there are the 17-year-olds, the teenagers of 1963 with their careers all in front of them . . . the youngest, Pam West, who is but three days younger than Anne Carter, both off solo; and Christine Henderson, who won her P.P.L. while still at school and who picked up the prize as winner of the Novice Section of the Women's Air Reliability Trial to Adelaide in April. And then there is Susan Williams, R.A.C.S.A.'s entry for the 1960 A.O.P.A. Pilot-of-the-Year Trophy, being contested at Banks-town this month.

THE EXECUTIVES—Offsiders to Federal President Maud Gardiner are Vice-President Shirley Harris, Federal Secretary Alix Newbigen and Federal Treasurer Stephanie Day; N.S.W. State President is Gwen Caldwell (a good type, ex R.A.A.F., or W.A.A.A.F., to be correct, of course), with State Secretary Beverly Shaw and State Treasurer Lyn Clancy. In the Banana State are President Olga Tarling and Secretary Lorraine Bradley. Victoria has President Esther Mather and Secretary Annette Murphy. In W.A. are President Robin Miller and Secretary Judith Rayner. Down south in the Apple Isle of Tasmania are President Mary Atkinson and Secretary Jean Hackman; and in S.A. there are President Helen Blackburn and Secretary Alexa McAuley.

N.S.W. has 85 women pilots as members of A.W.P.A., Victoria 35, S.A. 39, Queensland 40, W.A. 14, Tasmania 7, and there are four in N.Z. and six resident overseas.

Gone are the days (if they ever existed) when A.C.T. shuddered, D.C.A. Examiners took their long service leave, C.F.I.'s locked their hangars and mere males made themselves scarce at the mention of woman pilot." Today, the ladies are an integral part of Australia's expanding Aviation, to which they bring not only their talents and enthusiasm, but which they adorn with their charm and welcome femininity. Unquote"

I believe you have read a good cross



section of Australia and a complete introduction to the women pilots down-under. Let's make them Ninety-Nines.

By Irene B. Keith

#### MIDDLE EAST SECTION

By Virginia Thompson, Governor

Pre-sectional festivities began with the arrival of our International President, Ruth Deerman, and International Vice President, Alice Roberts, at Dulles International Airport on Friday, April 17. They and all sectional officers and chapter chairmen had been invited as my guest for dinner at the Fort Lesley J. McNair Officers Club in Washington, D. C.

That evening, open house was held at my home for members of the Washington, D. C. Chapter.

The following day, "spring was bursting out all over"—the birds were singing, the trees were dressed in their new green foliage, and even the sun added its blessing to our day. It was truly heaven sent weather for our spring sectional meeting at the Arsenal-on-the-Green, New Castle, Del. Ninety-Nine members and guests registered for the meeting and festivities, our largest attendance to date.

It was a great pleasure to welcome such distinguished guests as: Ruth Deerman, International President; Alice Roberts, International Vice President; Captain Kyung O. Kim of Seoul, Korea; and a number of girls from the Greater New York Chapter.

One of the highlights of our meeting was the welcoming of our New Maryland Chapter with an original poem by Kate Macario, Vice Governor, and the presentation of the charter by Ruth Deerman, International President. As she called the members forward, each was presented with a white carnation corsage tied with a bow of blue ribbon, the 99 colors. Ruth spoke of our pleasure in having them as a part of our organization and outlined their duties and responsibilities as members.

During the business meeting, all were asked to write to their Congressmen and Representatives urging the continuation, perhaps on a part-time basis, of the 42 Flight Service Stations which the FAA plans to discontinue in the near future. These provide air-ground communications for en route aircraft which are so helpful in general aviation flying.

Upon adjournment, a delicious luncheon was served in the Amstel Room. This was followed with a leisurely tour of historic buildings and homes on or near the Green. It was such fun but hard on the feet to trod the old cobble stone streets and take a peek into life as lived several hundred years ago.

We owe a deep vote of appreciation to the Eastern Pennsylvania Chapter, our hostess; Barbara Bonnett, General Chairman; Mr. Stradley Jr. and Mr. Johns of the Arsenal-on-the-Green, the transportation and registration committees and the many companies who contributed door prizes and favors.



## SOUTHWEST SECTION

#### BAY CITIES CHAPTER

By Ruth Magill

The February meeting of the Bay Cities Chapter began with a visit to Eleanor and Glenn Wilson's new plane. It looks very professional—smooth skin made of ceconite, much easier to put on than cloth. The radio is unique—a microphone on each door and they can be used for either inter-com or radio transmission. The ribs for the wings hang in neat rows, ready for covering when the fuselage is finished. They report it won't be much longer.

The reports on our booth at the Sports and Boat Show at the Cow Palace in San Francisco were interesting. About 60 women signed as interested in learning to fly. Most people went by with a glassy eye—and when any of us would address one with, "Wouldn't you like to learn to fly?" the answer would be a quick and positive "No!" Some military fliers brought their wives to us for flying sales talks. The response by the members was excellent, all who could were on hand for their stints in the booth. The booth was sponsored by Piper Sales and manned by 99's. A Piper Cherokee was flown in to the Cow Palace parking lot by Dave McElhatton, 49½er of Jeanne, Santa Clara Chapter.

Before the beginning of the Sports Show some of the girls had lunch with Mr. Piper, founder of Piper Aircraft Corporation. He feels strongly that private pilots need to be more active in trying to save small airports and in establishing new ones.

Caroline Schutt, our new member, and her husband arrived at the meeting in their brand new Volkswagon camper. It had been driven just far enough to be loaded for a fishing trip to Sierra Pines. They were going directly to the mountains from the meeting.

Ruth Jacquot has returned from El Centro and Martinez is now her home. We are glad to have her back.

The weather has been good for happy flying this month. The Reilichs, Cobbs and Jones flew to Columbia and took the stagecoach (yes, really) into town for a look at an authentic Mother Lode Town. It is a California State Park and has been reconstructed as it was in the gold mining days. In repairing the old Wells Fargo building, enough gold dust was reclaimed from the dirt under the floor to pay for the expenses on the building. The airport is a good one.

Elaine Loening has a Skylane and has been flying with her small fry for week-end trips. She is also working on the 140 again. Elly Jones has been airport hopping over northern California as air taxi

for her husband, Roy. She has met several prospective 99's this way. Gladys Cobb, Elly Jones, Hialeah Reilich, Kenny, and Cindy (Gladys' pomeranian) flew into Carmel Valley for lunch in Gladys' Cherokee. Mary Devaul and her family had a fabulous trip to the lower end of Baja, Calif. Their Stinson Voyager performed nobly.

About ten of the Bay Cities 99's joined the Santa Clara Chapter March 6. All were very enthusiastic about the Central and South American trip of Jack and Pat Gladney, Mary Standish and Patty Sherwood. They went down to visit Mayeleta Behringer who now lives in Chile.

Mary Fielding had a progressive auction of vases donated by Elly Jones. The fun was fast and furious before they finally found an owner.

#### EL CAJON VALLEY CHAPTER

By Doris Ritchey

Judy Bachman was the hostess for our March 25th meeting and we all enjoyed meeting Judy's new baby daughter. Guests present at the meeting were Dottie Daub from the San Diego Chapter, Grace Paige, who recently moved here from Las Vegas and is transferring to our chapter from the Tucson Chapter, Betty Wharton, a prospective new member, and Dottie McGann, a new roadrunner. Plans were discussed about the next two cents per pound flight to be held May 24th to raise more money for the 1965 AWTAR. Ida Gay showed movies taken at our first two cents per pound flight Dec. 29th.

Mr. Filby, manager of the Grossmont Shopping Center, donated a helicopter for six hours on April 4th and we earned over \$250 by charging two cents per pound for helicopter rides. We also had a 99's display and a Spage Age display from the Aerospace Museum in the Mall of the Shopping Center. The girls who helped weigh in and collect money and set up the display were Harriett Allen, Jean Bussey, Barbara Hill, Isabelle McCrae, Dottie Sanders, Barbara Tucker, Karen Whited, and roadrunners Dottie McGann and Marilyn Gerhrke. All got free helicopter rides for working. The weather was cold but everyone still felt it was a big success and the Shopping Center may do it again.

The Aerospace Museum Auxiliary held their second meeting April 8th in the Georgian Room at the U. S. Grant Hotel. Our chapter was represented by seven members. A banquet will be held in May to install officers. The Auxiliary will be hostesses for special functions at the Museum and help with the Membership Campaign.

Aileen Saunders' son, Frank, is now in Paris, France studying medicine. He is a second year pre-med student.

Barbara Hill is excited about getting to fly to Sacramento and San Francisco for the P-TA Convention. Barbara is P-TA president at Cleveland School. This will be her first trip on the airlines.

Dottie Sanders and Isabelle McCrae





Claire Walters giving Joan A. Merriam Smith the Amelia Earhart covers that she is taking around the world with her, as Betty Faux, Long Beach Chapter Chairman, looks on.

plan to fly to El Paso for the South Central Section meeting in Dottie's 140.

Dottie Davis will be the hostess for our April 22 meeting.

### LONG BEACH CHAPTER

By Carole B. Dunn

March found us all congregated around Joan Merriam Smith, captivated as she told about her planned Amelia Earhart route round the world flight. The trip seems just as dangerous and exciting in this day and age, with all our modern equipment. She is flying her own twin-engine Piper Aztec named "City of Long Beach" for one of her sponsors; and her plane is equipped with other sponsors' products, i.e., ARC radio, Breloxix of Seattle, Reilly Rajay turbo-chargers, AC spark plugs, Goodyear tires, Mitchell auto pilot, Jeppesen charts, to name a few. In fact it is so fully equipped and gassed (300 gallons), there's hardly room for Joan and she is only 5' 3", 106 lbs. For those of you that have not yet had the pleasure of meeting her; she is a very attractive, unassuming, vivacious and knowledgeable girl.

A pilots do—we had to ask her what instruments she intended to use. She has two compasses, two ADF and one VOR and a sextant to navigate by if all else fails. Joan said she doesn't know how to shoot the stars very well, but she can come within seven miles of her location by taking a sunline shot, but then she won't need the stars so much as she intends to fly mostly DVFR for 27,000 miles in 30 days. Naturally we want her back safe and we were reassured as she told us she has an inflatable raft and survival

kit and a granger beacon that can transmit for 80 hours, also we'd like to think that the whole U. S. 7th Fleet would look for her too. The wives of her husband's shipmates on the USS Endurance gave Joan a silver shamrock engraved "Enduring Luck." She's also wearing a St. Christopher medal given to her by Fran Bera, and a solid gold carved medal, St. Christopher on one side and the Star of David on the other, and the Pilots Saint medal lent to her by Mrs. Wally Shirra, the same one he wore around the world—in orbit. Joan is also carrying 100 AE covers to postmark at each stop and will be signed by her and given back to HQ to be sold for the AE Fund.

Joan took off from Long Beach Airport March 16, at 12:30 p.m. Members of the Long Beach and Orange Co. and San Diego Chapters were there to see her off. She took off amidst our cheers and happy tears and the Long Beach city band playing "California, Here I Come" and flew the pattern to make a low pass down the runway for a farewell. It was a windy day here—gusts 30 to 80 knots and only airlines flying. She plans to land at Oakland Airport on April 14th. I think it would be very fitting that as many 99's that can be there—should be—to welcome her back.

Other News: Dr. Van Zante is flying co-pilot with Fran Bera in this year's AWTAR and Lee Title and 49½er are off for a flying vacation to the Bahamas. Betty Miller and Joan discussed flying over the water and some possible problems. Betty said she'd be off to Canada soon for another speaking engagement. We had another guest—Mohammed Hori

of Somali, Africa, he and three others are here in this country to learn to fly as they will be flying policemen for their new country. He and Joan talked about his country as she will be flying through there.

### LOS ANGELES CHAPTER

By Vivian Thompson

Many members of the chapter have been really working hard on the plans for the Spring Sectional. Because we are the hosts this spring we have had many business meetings in the last few weeks. On March 19th many of us met at world famous Olvera Street in Los Angeles where we enjoyed a marvelous dinner and entertainment. Our trip there was in search of favors and decorations for the Fly-esta which is the theme of our Spring Sectional.

Our April meeting was held at Sally LaForge's home where final plans were set in order for the sectional. Sure do hope to see many of our fellow 99's there.

Elsie and Norm Smith and Tillie Klements enjoyed a flight to Bakersfield on Easter Sunday weekend which was a joining of the Claire Walters Flight Academy group of 35 pilots and student pilots.

The Heaneys and Duports flew to Phoenix for a weekend of dog races, car races and an evening at Playboy Club. Due to bad weather they had to leave the Apache in Palm Springs and drive home in a rented car.

Beulah and Bill Kee, Imogene and Bob Sawdon flew to Columbia, Calif., Saturday, April 11, and returned on Sunday. Had quite a trip, fought head winds going and sailed home on the push of ever loving tail winds.

Dee Kluppel reports she was a guest of Guy Van Alstyne's at his installation as president of the Icarins. Had a great flight in his new Mooney.

### ORANGE COUNTY CHAPTER

By Evelyn Sherwood

Orange County Chapter has inaugurated a "fly-in" breakfast meeting on one Saturday morning each month at the Orange County Airport.

The members are also awarding a trophy to be presented to the "Woman Pilot of the Year."

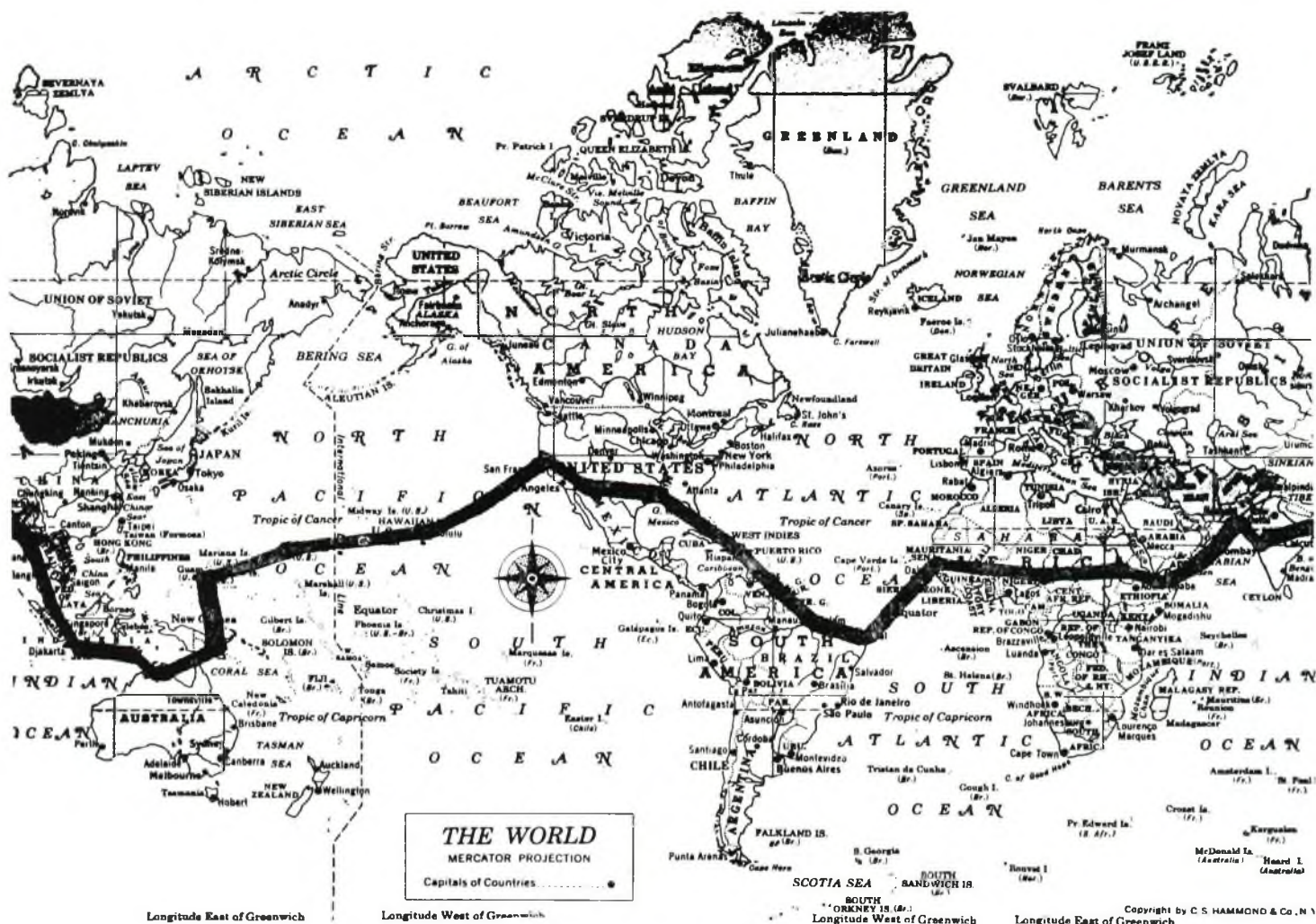
This will be an annual event and the winner will be decided on a point system.

The chapter will announce their entrants in the Powder Puff Derby at the next meeting. A plane pool will be in operation every day to and from Fresno in aiding and cheering the chapter contestants on.

Members of the chapter are busy with mailings—income tax and flight time papers for the contest to see who is Pilot of the Year.

Compliments were paid, during the meeting held in the old tower at Orange County Airport, from the members to member Edna Stennett who helps with





## "WORLD FLIGHT PROJECT OF 1964"

Pilot: Joan A. Merriam

TOTAL DISTANCE: 27,000 Statue Miles

### AMELIA EARHART ROUTE OF 1937

Start: Oakland, California

Planned stops and route:

1. Tuscon, Arizona
2. New Orleans, Louisanna
3. Miami, Florida
4. San Juan, Puerto Rico
5. Paramaribo, Surinam, S.A.
6. Natal, Brazil
7. Dakar, Africa (Senegal)
8. Gao, Africa (Mali)
9. Fort Lamy, Africa (Chad)
10. El Flasher, Africa (Sudan)
11. Kartoum, Africa (Sudan)
12. Massawa, Africa (Ethiopia)
13. Assab, Africa (Ethiopia)
14. Gwadar. Pakistan

15. Karachi, Pakistan
16. Calcutta, India
17. Rangoon, Burma
18. Bangkok, Thailand
19. Singapore, Malaya
20. Bandoeng, Java
21. Soerabaya, Java (Indonesia)
22. Koepang, Timor (Indonesia)
23. Port Darwin, Australia
24. Lae, New Guinea
25. Guam Island
26. Wake Island
27. Honolulu, Hawaii
28. Oakland, California (finish)



the newspaper, Plane Tales, while helping her clients with their tax problems.

The next money making project will be a "penny a pound" flight around Orange County that will have all 99 pilots and planes taxiing for the turn-around in the flight patterns to give anxious customers a glimpse of the territory.

Members will be taking part in the Powder Puff Derby start and there will be some who will be in on the finish line and it is hopeful at least two will join the cross country tour en route the route.

Last Flight: Flo Tracy, Orange County Ninety-Nine.

## PHOENIX CHAPTER

By Mary Vial

Wilma Bland was our gracious hostess on April 9th and we were almost outnumbered by guests — Tye Nakagawa, Marie Engleman who is a 99 from Kansas, student pilots Beverly Powell and Bernie Hall, prospective pilot Mary Lee Cornell, and Gail Fleming who recently earned her private ticket. We were also honored to have with us Frank Shipman, a fixed base operator at Litchfield Park and OAPA Clinic manager for the Southwest. Frank told us in interesting detail about the three AOPA four hour courses being offered in the clinic and asked our help for a clinic to be held in Prescott starting Sept. 10, which we will be delighted to help plan and sponsor.

A special welcome to brand new member Jane Lockwood of Cleveland and Phoenix. Jane spends several months a year here in our valley of the sun, and we're proud that she has chosen Phoenix as her home base 99 affiliation.

Our exciting news this month is that the International Executive Board has approved the new Northern Arizona Chapter and they will receive their charter on July 4th at Winslow, an AWTAR stop! A grand group of Arizona 99's from Phoenix and Tucson lunched in Flagstaff on March 21 with the Northern Arizona gals for an organizational meeting. Jean Black of Winslow was proposed as Chairman of the new chapter, Helen Lawrence of Flagstaff as the vice chairman, and Dot Ward as secretary-treasurer. These three in particular have done such a great job of organizing and contacting prospective members that when they receive their charter on July 4th, they may well be the largest chapter in Arizona! Congratulations, gals!

The sad story of our March fly-in was so well told by Pat Lambart that I now quote her verbatim: On March 22nd, disappointed Phoenix members and guests gathered glumly in the Weather Bureau. Bev Periman went home to relieve her sitter. Alice and Chas Roberts and the Yinglings settled for breakfast at the Sky Cove. Virginia Hash took one look at her anemometer and decided to sleep in. Louise and Doug Boyd, Trudy Murphy, June Kaiser, Pat and Ric Lambert and



Luncheon at the Hotel Monte Vista, Flagstaff, Arizona, March 21, to organize the Northern Arizona Chapter. From left to right: Pat Lambart, Phoenix Chapter Chairman; Helen Lawrence, Flagstaff, proposed Northern Arizona Chapter Vice Chairman; Jean Black, Winslow, proposed Northern Arizona Chapter Chairman; June Ely, Williams, prospective member for Northern Arizona Chapter; and Virginia Edwards, Tucson Chapter Chairman.

guests battled 30 40 knot surface winds just to reach Tucson. Of all things, three El Paso Chapter plane loads got in ahead of the storm to enjoy our mariachis at the Columbus, N. M., Las Palomas, Chihuahua fly-in that was so well arranged by June Kaiser.

Betty Sharman of Sedona was hospitalized for several days in Phoenix last month but is now recuperating and enjoying their new Bonanza. Race stop coordinator Pat Lambart, chief timer Trudy Murphy and Jean Black met with route director Marian Jepsen in Winslow early in April. Jesse Wimmers has achieved her commercial ticket and is now busy working on her instructor's rating. She recently ferried a C-150 from Wichita back to Phoenix for Mercury Aviation. Mary flew her daughter to Denver and then returned to Phoenix in one day. Ten hours in the plane, and that was enough! Whirly-Girl Marge Crowl dined with AWTAR Board member Terry Vasques, and Ruth Reinhold is supervising the installation of a transponder and new dual 360 channel Collins radio in her Goldwater twin Bonanza. Melba Beard is busy nursing a new calf that was born without hair. Many thanks. Melba, for doing last month's newsletter while Mary was busy with out of town guests. Juanita Newell reports that she is now flying charter and ambulance ser-

vice for Sky Harbor Air Service in a C-195, Beech Bonanza and a C-310H. She and husband, Elgin, will fly to California late in April for a high school reunion and to see her mother. And Betty Condon will soon start brushing up her techniques in their C-175.

Trudy Murphy will host our May meeting and June will find us at Alice Roberts'. Welcome to all!

## REDWOOD EMPIRE CHAPTER

By Bette Smith

Myrtle Wright, our chairman, has a new granddaughter born in March, who weighed in at five and one-half pounds and was named Denise Elaine. Mert is grandma twice and loves it.

Our April meeting was held in Santa Cruz and the group enjoyed lunch at Gordon's Chuck House who provided the transportation from the airport. Members present were Myrtle Wright, Lynn Leva, Anita Conley, Phyllis Cantrell and Becky Lightfoot, Betty Shunn, Coral Bloom and Barbara Graber. Our newest member, Patricia Sprague, and husband, Jerry, flew down in their Cessna 175. Mert's guest was Bessie Roberts of Pinole.

I was unable to attend the Santa Cruz meeting as my husband and I were scheduled to go along on a pilot training flight aboard a Pan American Boeing 707



jet, compliments of Pan American at the San Francisco International Airport. The flight lasted three hours and was most interesting to us as they did stalls, dutch roll, etc., and emergency procedures. It takes a pilot about 18 hours of training in the jet before he takes his check-ride. Pan American is having their largest training program in their transition from prop to jet planes, and in upgrading their pilots.

June O'Donnell and Patricia Stouffer flew to Porterville recently in their club ship, a Cessna Skylark, to visit friends there.

Representatives from the Mainichi Broadcasting System, Inc. of Japan were visitors at our Napa County Airport. For six months they will be traveling across the U. S. doing half hour TV shows to be shown in Japan. They were interested in a sequence of a typical American housewife learning to fly. Suzanne Jamison, who has had about three hours of light instruction, and Caesar Bertagna, our FAA check pilot, demonstrated the different phases of learning to fly.

Geraldine Mock and Joan Merriam stand to be congratulated on a good job well done. May we hear more good news on their accomplishments.

#### SACRAMENTO VALLEY CHAPTER

By Joyce Evans

It was a happy St. Pat's Day for women pilots in our area—Florence Breen invited us for a delicious lunch featuring Irish Stew. We had a chance to visit with Hialeah Reilich from Bay Cities Chapter, Barbara Graber from Concord (SAC Ch.) and their guests. Barbara was flying her completely rebuilt pink and white Navion away from home for the first time. She's just returned from a week in Hawaii where she acquired a beautiful tan. Hialeah has both commercial and instrument ratings. Barbara has the commercial rating and is starting the instrument ground school now. Ruth Wagner and June Devine finished the instrument ground school last week and raced over to take the written. June and Jim Devine had a fabulous time on their trip to Guatemala with the Skylarks. They met Skylarks Dorothy Geddes and Shirley Gilmore (San Gabriel Valley Ch.). June reports Dorothy received special treatment being greeted with "nice landing, honey" from the tower at Acapulco and they serenaded her with "Guadalajara" as she departed for GDL. June and Jim met Mr. Jeppeson at Palm Springs last month at the Beech Show. He was so interested in June's instrument course. When she arrived home from her trip, she found he'd sent her his whole course to help her study for the written exam. We are all enjoying looking through it.

In March we were guests of Cartwright Aerial Surveys for our program and meeting. Mr. Vern Cartwright showed us the steps involved in aerial surveys and demonstrated the very expensive and

complicated equipment. He also has a new Hughes 300 helicopter which we inspected thoroughly and he showed us a color film about helicopters called "Up, Over and Around." In two weeks we are all invited to come back on a Saturday morning for a ride. Our 15 members enjoying this memorable evening were: Emily Sederholm, Carol Sutliff, Beryl Eissinger, June Devine, Joyce Evans, Veja Berry, Darlene March, Helen Mace, Ruth Wagner, LaRue Brown, Trish Marks, Gerry Mickelson, Betty Boyd, Ruth Lummis and Juanita Bigler. Our two guests were Dorothy Huntley, who recently received her pilot's license, and Laura Hale a former member of 99's.

Easter vacationing are Lillian and Dave Gray who left today for a ten day trip to Mazatlan, returning home via Alamos. Carol and Al Hammond and son, Russell, leave tomorrow by jet for nine days in Hawaii. Helen Mace and committee Ruth Lummis and Ruth Wagner are planning a family fly-in to Quincy on May 31.

Florence and Jack Breen have just returned from a vacation trip to the Phoenix area, where they attended a Giants baseball game.

Claire Raley flew Ruth and Bonnie Lummis to the Nut Tree recently, after they've slugged several buckets of golf balls. Claire is in Phoenix now for a few days.

Betty and Warren Boggess have recently moved their Pacific Aviation facilities to beautiful new quarters at Concord.

LaRue Brown is spending happy hours checking out in the Comanche. She and Norman have flown to Fall River Mills for a tour of the new PG&E dredge, to San Carlos for a delightful evening at Hyatt House, to Novato for a steak breakfast at the new Tomahawk Inn on a fly-in for the Solano Sheriff Air Squadron.

Many of our group see Juanita Bigler weekly at her "Aloha" Beauty Show, and it's where I read the 99 News each month.

The evening meeting in April was attended by 15 members who drove to the Elk Grove home of Edith Brewer. Our family fly-in will be Sunday, May 31, so Darlene Marsh and Claire Raley flew to Quincy last weekend to check the facilities. A flight for couples to go to Napa for dinner is planned for Sunday, May 3. Ruth Wagner, Darlene Marsh, Gerry Mickelson, Lillian Gray and Veja Berry are planning to attend Spring Sectional. June and Jim Devine left a wedding in Oakland at 3:00, and arrived in Fullerton at 6:30 in time to attend a reunion of the Skylarks that winged to Guatemala in February. Flying IS the only way to travel.

The most recent Lady Bug flight was to Monterrey. This perfect flying day was enjoyed by June Devine, Claire Raley, Edith Brewer, Florence Breen, LaRue Brown, Esther Phibbs and their guests. Trish Marks flew into MTY that same day.

Marianne McDonald recently piloted a

C-120 to Concord, bringing a C-206 back on the return trip.

Edith and Jim Brewer are the new owners of an Aeronca—Carol Hammond is eagerly awaiting her first ride in it.

LaRue and Norman Brown are on a trip east. They will return next week with the Bob Watts, flying their new twin Comanche.

Dorothy Huntley, our newest member, has checked out in the Cherokee 235. Helen Mace has her recent time in a Culver Cadet. Joyce and Hugh Evans on a business trip, inspected property in the Salinas area recently from their C-182.

Florence Breen flew to Las Vegas with friends, and while there visited the Dinosaur Caverns on Highway 66 near Seligman, Ariz. She highly recommends this fascinating view inside the earth, the restaurant, motel, and good airfield. They went to Phoenix to see the S.F. Giants play—saw Willie McCovey's first home run of the season at Tucson and Willie May's first home run in the new Phoenix ball park on Dedication Day.

Grandma flew the grandchildren to the Nut Tree on Friday before Easter to see the big live bunny, and have lunch, then met Jack for a flight to Boise for Easter. Nice arrangements—Jack flies the twin Bonanza one way and Florence flies it the return trip. She tried the new twin Comanche and was checked out last week.

#### SAN DIEGO CHAPTER

By Stella Hardin

The March meeting was held on Monday, the 16th, at the home of Betty Lambert. Guest Dottie Klotz was present.

Here is the opportunity for the women who have wanted a one-day race on the West Coast. The biggest project our chapter is undertaking this year is the Howard Fisher Truckee-Tahoe Air Race. A one-day, all-woman, 500 mile (approx.) speed race from Lindberg Field, San Diego to Truckee-Tahoe Airport with a gas stop at Porterville. The race will include a wide range of aircraft, open to women pilots with private license or better, co-pilot need not be rated. Mr. Fisher, a San Diego aircraft operator at Lindberg Field and Truckee-Tahoe Airport, sponsor of the race, donating a trophy and cash prizes. Contestants will race on Saturday, June 20, attend the awards banquet that evening, and be present for the official dedication on June 21 of the Truckee-Tahoe Airport. Entries open May 5 and close June 5. Contact Ruby Keavney, 1141 Van Nuys St., San Diego 9, Calif., for information kits. We would be very happy to accept entries from all sections.

Miriam Jepsen and Lois Bartling attended the Aero Space Museum supper-meeting at the Grant Hotel on March 12. Details for the Aero Space Museum Auxiliary were discussed.

Members planning to attend the SW Sectional at Hawthorne are Ruby Keav-



ney, Mirian Jepsen, Terry Vasques, Betty Lambert and Stella Hardin.

At the conclusion of the business meeting, a white elephant auction netted our treasury \$31.10.

The chapter is very busy these days working on the Truckee-Tahoe Air Race.

On April 1, Betty Lambert, Marian Jepsen, Stella Hardin, Dottie Sanders and Leah Liersch (El Cajon Chapter) met at Michael's in Lemon Grove for a birthday luncheon for Ruby Keavney. Ruby delighted us with the reading of the appropriate birthday cards. With lights dimmed, the waitress brought in a dish of ice cream with one lighted candle to Ruby, while Bing Crosby (on record) sang "Happy Birthday to You."

Thelma Bishop and Mirian Jepsen are both planning to race in the International Air Race.

#### **SAN FERNANDO VALLEY CHAPTER**

**By Trixie-Ann Schubert**

Our woman pilot of the year 1964 is chapter chairman Lois Miles who topped the list of endeavors this year with her multi-engine rating, several writtings passed, flight instructing, ground school teaching—all adding up points to merit her the '64 chapter trophy. Next in line were Florence Dittmar, Audrey Schutte, Ellen Trindle and Lauretta Foy. Southwest section governor Dottie Sanders, other 99's, aviation industry representatives filled the dining hall at Sportsman's Lodge, San Fernando Valley, and though the food was superb, the pieces de resistance went by the names of Scott Crossfield and Dr. Walter Williams of NASA. Crossfield, X-15 pilot who flew mach 2-plus in 1953 and made aviation history, hobbled in on crutches (did it driving, not flying), spoke briefly and then introduced Dr. Williams. "The NASA program has put 22,000 pounds of payload into orbit, so far as we know, greater than anything Russia has orbited," said Williams, "and it's only a token of what's coming in space capability." He emphasized the defense role we're searching for in space and said we'd find it if, as the late President Kennedy put it, we learn by doing and probing and "sailing this new sea," space. Williams tagged the Glenn, Shirra, Cooper space flights in '61, '62 and '63 as "ancient history" and spoke of the imminence of two-week orbits, rendezvousing and coupling two vehicles in orbit. He emphasized too, the role of women in space, physicists, biologists, etc., but nary a word about women astronauts (astronettes?).

And one final note before we drop the Wichita ferry flight reminiscences—until next time. Florence Dittmar held a dinner party to surprise Mary Kemper, our fly-away organizer, and we presented her with a thank you trophy.

Our February fly-in resolved itself into a tie-down fest, trying to anchor planes against the destructive high winds. Lola Ricci made it to Desert Air, however. She drove. Visibility nil, and the wind



**Lois Miles, Woman Pilot of the Year of San Fernando Valley Chapter, with Walter Williams, Deputy Administrator of NASA.**

blasting sand and debris against her windshield. And now the rains have come, which may put the damper on our March flight to Santa Maria. Martha Silva joined us at the March banquet; first time at a 99 meet since her baby arrived. Millie Ow, Jeanine Ceccio, Bette Malone, Lois Mauer report local flights. Ardie Trenholm is closer to her instructor rating.

Lois Miles, Florence Dittmar, and Audrey Schutte have Powder Puff sponsors. A few of the rest of us are planning to fly it preferably with, but possibly without, sponsors. And at the moment, without an airplane.

Jan Hardin, flight fly-in chairman, is playing bunny this month and hiding eggs for the Easter fly-in egg hunt. We're



all vicariously with Joan Merriam Smith and Jerrie Mock these days hoping they'll girdle the globe and fulfill the Earhart attempt finally.

Mary Kemper is setting something of a record in bringing out planes and pilots for the Skyways flyaways, both north to the snowline and south of the border to the sun.

Three new members were pinned 99's at the April meet adding Loreli Cangiani, Libby Svenson and Mary Johnson to our rapidly growing chapter. Jeanie Ceccio, Jan Hardin, Lola Riccio, Mary Johnson, Audrey Schutte, Florence Dittmar, and Trixie attended the Santa Marie fly-in and Easter egg roll in April. The egg roll was one of fly-in chairman Jan Hardin's incentives to make the monthly luncheon meets more than just a fly-in and out. Lola, who won the egg roll trophy (won't tell you what's engraved on it), brought three ex-Wasps as guests, Vega Johnson Sogg, Vivian Cadman Eddy, and Lana Cusack Boesberger. Mary Johnson brought guest Millie Kappa, who husband, Joe, operates a flight school.

Ardie Trenholm has passed her instructor written exam and concurrently is busy with spins, loops, Cuban eights. She checked out in a 210, flew to Bermuda Dunes, Santa Paula, and Nut Tree, Columbia, and Apple Valley airports. She and Mary Kemper talked to the Conejo Valley Optimist Club about women in aviation. Mary flew this last month to Apple Valley, Columbia, Death Valley, Las Vegas, Nut Tree. Most of these are Skyways Flyaways which Mary arranges, organizes and supervises.

Lois Miles flew to Las Vegas and Site 6. Jeanine Ceccio is working on a book for pilots, collaborating with her husband. It sounds like it will be a boon to flying, and we'll keep you posted on what's in it and when it's coming out as it gets a little closer to publication date. Ellen Trindle flew to Havasu City.

Audrey Schutte flew to Oxnard, practiced ILS approach en route back with her new instrument rating. Marilyn Arnold flew a glider at Tehachapi and got a Comanche ride. Bette Malone flew in a Hughes helicopter and in the Gulfstream. Mary Johnson checked out in the Comanche; Loreli Cangiani flew to San Francisco, and Libby Svenson is just back from Hawaii.

Florence Dittmar is off to Europe for three weeks, an important wedding anniversary celebration. Any day now Erling Peelle's little dog will be getting his pilot's license, or should have. Where Erling goes, he goes along. Other new and prospective pilots at the April meet were Beverly Woodward, Libby Kirk and Isabel Owens.

#### **SAN JOAQUIN VALLEY CHAPTER**

**By Jean Murray**

The San Joaquin Valley Chapter held their April meeting on a beautiful spring day. Viola Labruchere and I flew in to

Modesto Airport from Stockton about noon, followed soon by Laverne Gudgel and Terri Holm from Merced. Marie McDowell and Dorothy Koebel from Gustine taxied in right behind them and we were quickly driven to nearby Legion Park by Ev Hendley. Margaret Andrews and Elva Victorino were waiting there and we all enjoyed a lovely picnic lunch.

We had an anniversary dinner dance in March. Our scheduled speaker, Fred Goerner, was unfortunately unable to appear, but we have re-scheduled him for the evening of May 2, 1964. He speaks on the "Investigations Into The Disappearance of Amelia Earhart." We are looking forward to his lecture. Anyone interested is welcome, no charge. Contact members for details.

Marie McDowell and her 49½er have recently returned from 10 days south of the border, visiting San Blas, Porta Vallarta, Guadalajara, and Alamos.

Laverne, Terri, Marie and Jean M. plan to attend the Spring Sectional in Los Angeles with their respective husbands.

Viola Labruchere recently received her multi-engine rating, we are very proud of her. She and Al are planning to attend the Cloudbusters Roundup in El Paso and later go on to Dallas and possibly to the World's Fair! Sound like a fabulous trip!

Ev Hendley reports Walt home from the hospital on an outpatient basis. He must return every fifth day for therapy and is only home because it is possible to make the trip by air. She is proud to announce youngest son Steven has just received his private license. That makes four in the Hendley family who are pilots! Also Ev reports she is momentarily "expecting" to become a grandmother again. She was very nervous I might add!

Laura Mae Crawford arrived a little late. Gene is still recovering from his accident and has just returned from San Francisco where he underwent more tests and therapy. We are sorry to report he may never recover the use of his arm, but may have limited use of his hand. We wish him the best and a speedy recovery. Guess that's all.

#### **TUCSON CHAPTER**

**By Laura Bohanan**

Having missed the last two issues because of a poor memory of deadline dates I dare not use that excuse again. Now the date is firmly circled on the calendar. In January we had a well attended luncheon fly-out to Ft. Huachuca. Our hostess was Major Meg Guggolz, ANC, who has since retired from the service and moved to Santa Fe. We sure miss Meg's pop-in visits to Tucson.

A tour of the Simulators at Davis-Monthan Airbase was held in lieu of the regular February meeting. They are a lot different than our little puddle jumpers but everyone had fun "trying" to fly the Links.

Shirley Marshall flew to Paris in Feb-

ruary as a delegate to Federation Aeronautique International. Three weeks in Paris, London and New York—Wow!

Virginia Edwards passed her commercial flight test in March and to the many friends who listened, instructed, encouraged, sympathized, advised she says thanks 99 times. After that fateful day, Virginia refused to fly for a whole week! So, now whatta you gona do with your spare time?

Pat and Truly Nolen took a flying vacation south of the border, down the west coast of Mexico and into Central America visiting exotic places such as British Honduras, Guatemala, Yucatan and El Salvador.

Patsy and Bob Brooks tarded their Travel-Air for a brand new Baron and Patsy promptly latched onto her multi-engine rating. Now Patsy is buckling down to the precision stuff for the commercial flight test.

Norma Romisch passed her commercial written. When did you find time to study, take care of the three little lively ones and work too?

Thirty-seven licensed and student pilots arrived in Flastaff on March 21 for luncheon and the founding of the new Northern Arizona Chapter. Pat Lambart, Southwest vice governor, was there, as were several members from both the Tucson and Phoenix chapters. With such enthusiasm our new sister chapter is bound to be a success.

Pat Nolen, Shirley Marshall and Virginia Edwards flew to Wilcox to interview the teacher of the aviation class in the Wilcox High School. They witnessed the class using the Air Age Material that the Tucson Chapter furnishes their school for our penny-a-pound proceeds.

#### **UTAH CHAPTER**

**By Sally Wells**

We have had some very interesting speakers at our meetings this year. A very informative talk on helicopters by Jerry Bills at the home of Lyle Beckstrand. Next at the home of June Reybould, Frank Kelsey, a famed soaring expert, brought a very interesting talk. He really seemed to inspire all the members who heard him. Our latest meetings was a tour of the Airway Traffic Control Center. The escort was Glen Carter, son of our chairman, Jessie Carter. About 20 members and guests enjoyed the trip very much. Hostesses were Bonnie York and Virginia Riedel.

Our members have been quite active in spite of the weather. Nancy Reuling, Alberta Nicholson, Lyle Beckstrand and Marge Mackey are attending an instrument ground school.

Eunice Naylor has been very busy flying all around the state on CAP business. She sponsored a workshop at the College of Southern Utah with about 150 elementary school teachers participating. Then she flew again to Cedar City to talk to an assembly of 500 junior high school stu-



dents. In March, Eunice received a telegram from Janey Hart to be a member of a 30 woman committee known as National Women's Advisory Committee on aviation. We are happy to say Eunice accepted and we feel she is quite an asset to aviation and our chapter.

Nancy Reuling has recently been elected president of the Junior League. Its quite amazing, she has three small sons, activities in civic organizations, attends ground school, and also recently received her multi-engine rating.

Virginia Riedel has become editor of the Headquarters Squadron CAP monthly publication "Downwind." This publication has gained national recognition, so Virginia will have a real challenge.

Lucille Christopherson and 49½er, Merrill, will attend the National School Board Conference in Houston. While on the trip she plans to attend the South Central Spring Sectional in El Paso then on to McAllen to check on their citrus farms there.

Sally and Art Wells have recently purchased Cedar Flying Service in Cedar City. Also she has flown to Los Angeles to attend the lectureship at Pepperdine College.

New member Lois Fredericks has bought a new 180 Cherokee but she broke her foot in February so she's not back flying yet.

Flossie Mae Nipko has recently flown to Los Angeles and also to Las Vegas. Louise Anderson has been making frequent trips to Los Mochis, Mexico. Marge Mackey flew to Los Angeles this weekend. Lyle Beckstrand and husband Don have gone to Chicago for a few days.

Maurine Shurtliff's Piper Pacer is being recovered, with Maurine assisting. She is now sole owner and will again use the very feminine colors of white and lavender.

Jane Anderson has forsaken the sky for skiing this winter. The beautiful slopes around Salt Lake are just too inviting.

A Flying Safety seminar was conducted by local and regional FAA officials at the University of Utah on April 1. Utah 99's attending were Virginia Riedel, Bonnie York, Alberta Nicholson, Eunice Naylor, Jane Anderson, June Raybould and Louise Morrison.

At last the flying weather is better and we hope to have all our members up in the air this month.

at the Idaho Falls Airport terminal building. In spite of snow, fog and generally poor weather, all but two of the members attended. Two "little sisters" now working to get their flying license, also attended. They were Mrs. Barbara Hoge from Blackfoot and Mrs. Jane Hoff from Idaho Falls. Mrs. Charles (Betty) Storrs, Idaho Falls, president of the group, presided over the business meeting. Information on the International Race was passed around, and nominations for the International Offices and Sectional Offices made. Members and guests stayed for a no-host luncheon at the terminal.

## MONTANA CHAPTER

By Betty Nunn

Six planes took advantage of perfect flying weather on April 18th, and flew in to Butte, Mont. This was the first meeting held in the mining city, but we hope not the last. Hospitality was the order of the day, as we were fed coffee and donuts as we arrived. At noon, skydivers gave a demonstration; then we were transported to Raymond's for luncheon.

After lunch, Mr. Bill Elderkin of Butte Aero Sales showed movies and gave a lecture on the U-18. Then a short business meeting, with ten members and five guests attending.

Welcome to two new members, Carol Swartz of Anaconda and Carol Overman of Butte. Prospective members present were Jaunita Hubber, Butte; Pat Roemer and Olive Sickels, Missoula, and Carol Gibbons, Eureka.

Margaret Tuxill has purchased a 1946 Swift. She found it in Redding, Calif., and flew it home. Congratulations are in order for Mary Stevenson who got her commercial license on March 25. Congratulations to Norma Rowland who recently had a baby girl, future 99. Jimmie Kuhn is on vacation, Portland, Oregon, and points south. She plans on taking helicopter lessons along the way.

An aftermath of the windy March meeting: only one plane made it home that evening, the Butcher's from Winifred. Vivienne Schrank, Jordan, had an accident at the hangar in Havre and ended in the hospital overnight. She suffered a broken wrist, but we hope she will soon be flying.

## OREGON CHAPTER

By Rivka A. Pratt

The very first thing I must do in this newsletter is to offer my humblest analogy to Jeannette Good—I know she has only one husband, and his name is not "Bob" but Dave. My notes were at home and I wrote the newsletter from the office, and wouldn't you know? there wasn't a single 99 at home to verify the name. Also, Norma Cassidy has moved to Phoenix, Ariz., (instead of Denver) and Jane Capezzi to Yakima (instead of Spokane).

Our meeting, April 18, at the Zodiak

Room at the Portland International Airport was unusually successful — we expected 40 and we had approximately 70 99's, 49½ers and guests. Juanita Ellingson and Ruth Doland were co-hostesses. Besides a very delicious luncheon we were treated to a Jantzen Style Show of sportswear; Janis Greutzke, Ricki Lewis, Carrie George, Sharilee J. Ellingson, and Elaine Purcell were models and Jackie Patterson helped them with their changes. The girls were all from Hi-Y.

Our speaker of the day was Gini Richardson who showed us a film on a former Powder Puff Derby and not only told us about the serious things that happen in an affair of this kind and what one should do to enter, but also told us of some of the humorous incidents that have happened through the years. To show you that unexpected things can even happen to the best of us, Gini's transmitter went out shortly before reaching Portland so we had to pick her up at Pearson's Flying Field in Vancouver, Wash. Although she circled the field for about 20 minutes, there were so many 99's flying in that she went unnoticed. Thanks, Gini for a wonderful talk.

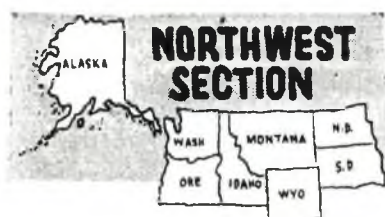
Some of the 49½ers attending were Allen Bradford, Roy P. Stolsig, Dr. John Anderson, Don Groves, J. Gordon Praken. They, together with the guests were given a tour of Portland International Airport which included the tower and the radar room, and many of them were heard to say, "When are you going to invite us again? This was fun."

Peg and George Morgan have purchased a Mooney Mite (pure fun, they say) last month. Some of these days Peg hopes to be able to fly it to a 99 meeting—that is as soon as they get a new prop. Guess who scraped it in—the guy who was so certain his wife would forget the wheels.

Charmian Byers-Jones was the navigator on the trip to Kerrville, Texas, to the Mooney convention in early October. They went in Jean Shaw's Mooney with Jean as pilot, Bernadine Benning as copilot and radio operator flying via Burbank, Phoenix, El Paso and return. Four days of fun and wonderful experiences. Rose Marie Stolsig also made the trip to Kerrville and flew a Mooney Master back to Riverside, Calif., the longest cross-country (solo) she had ever made.

Joanie and Don Bueerman put Joan's new instrument rating to work. A weekend jaunt to the San Francisco area—and a weekend in Elko, Nev., where they sold their 1961 Skylane—now replaced by a 1962 Skylane.

Bernadine Benning of Grants Pass brought two prospective members and their husbands as guests: Gene and Jane Whittier and Jime and Bernice Row—to the Portland meeting. Bernadine just recently got her instrument ticket and will shortly be taking her commercial check ride. She has really been busy doing a lot of flying. She received a letter of



## EASTERN IDAHO CHAPTER

By Mary Kilbourne

Monthly meeting of the Eastern Idaho 99's was held Saturday, March 21, 11 a.m.,



congratulations from Ruth Deerman congratulating us on the Southern Oregon Chapter.

The Andersons, Marilyn, John and Eric (5 yrs.) went to Puerto Vallarta, Jal., Mexico over Easter vacation and rendezvoused with Nancy Edwards and her husband, Tom, and family, while down there. They returned via Tucson, Palm Springs and the Nut Tree Farm. They made the trip in their Comanche 250.

Marion Busby has her order in for a BD-1. It also is interesting to learn that she has an adopted Korean orphan in Pusan whom she has sponsored for three years. She lives in an orphanage and is so excited about her American mother's flying. Kim Ok Soon writes often and expresses her great desire to fly in the airplane. Marion hopes to contact Captain Kim in Seoul and perhaps if she is ever in Pusan she may consider taking her up. In the event any of you 99's or chapters would like to sponsor a child (there are hundreds who need sponsors and someone to care), contact "Compassion," Chicago, Illinois, or Marion at 3317 N.E. Pacific, Portland, Oregon 97212 and she will be happy to tell you more.

One of our busiest members has been Althea Adams these past few months. She was instrumental in setting up the Aerospace Education Workshop for the Gresham district; set up for one day to be devoted to aerospace during Outdoor Education Workshop; assisting with the Civil Air Patrol Cadet Workshop held at the Oregon Air National Guard, will act as consultant at summer Aerospace Workshop at the Portland Air Base; will participate as a consultant for one day at the Ellensburg, Wash., Aerospace Education Workshop. She is the state membership chairman for the National Aerospace Education Council. In addition to this she addressed the Kiwanis Club at the Flame on the 99's, and the BPW group of eastern Multnomah County on "Women in the Aerospace Age." She invited the 99's to attend the next meeting of the Gresham group on May 23 (Saturday) which she says will be the most interesting one in this group on Aerospace Education. During the workshops mentioned above she has made arrangements for the teachers to have a flight experience and so far well over 250 children have also been able to have this opportunity.

Ilovene Potter, 99 of Seattle, flew down for the meeting bringing her aunt from Spokane as her guest. Terr'e Becker, 99 of Southwestern Washington Chapter, flew in with Minnie Boyd and her grandson, Otto Eggers, in her Piper Cherokee. Minnie flew down to attend the Flying Farmers Convention at the Sheraton Motor Hotel this past week. Jo Ann Nelson, 99 from Seattle, flew down for our meeting via West Coast (her 49½er, Bill, flies for them).

Leave it to our Ruth Wikander to do the unusual—on April 17 she was happy to

solo Mrs. Merle McLaughlin, a polio victim who despaired of ever being able to achieve this accomplishment, but she was not half as happy as Mr. McLaughlin. He just about burst all his buttons, and had to come out the next day to witness the same feat again. Mrs. McLaughlin sounds like a prospective 99. Ruth also reports they have a weather station in connection with Wik's Air Service and must make reports to the Portland Weather Bureau every two hours on the Hillsboro weather.

Ruth checked out in a T-28 the other day. In case you don't know the ship, it is an overgrown AT-6.

Want to go fishing? If so, contact Ruth—she says she has found several more good lakes in British Columbia that have plenty of fish for all. She also reports finding a good strip at Jack Pot, Nev., a small town?—at least she found the post office.

Ruth Doland and her 49½er, Floyd, left Sunday morning, April 19, for San Bruno to visit their daughter, Deanna, and husband, then on south to Ontario to visit their son and his wife. Floyd Jr. is instructing at Chino, Calif. They plan to fly to all the most interesting places near San Bruno and Pasadena, Calif., and will be gone a week or ten days. She and Juanita Ellingson are to be congratulated on such a successful meeting; the writer liked it because she was able to attend. Several of us would like more weekend meetings.

That's 30 for tonight.

#### **SOUTH DAKOTA CHAPTER**

**By Mabel Anesi**

The March meeting of the South Dakota 99's was held on the 21st in Rapid City. There were eight members and two guests present. We enjoyed a luncheon at the Holliday Inn, and hope we succeeded in impressing our two student pilot guests, Mrs. Lennette Macy and Mrs. Betty Davis, as to the many advantages as well as prestige to be gained by membership in this progressive group.

Chairman Maxanna Carlson conducted an informal meeting at the luncheon, then we adjourned to the home of Jean Tough for the remainder of the session. Jean is always the gracious hostess; though she was in bed with a bad cold and hadn't anticipated attending the meeting, showed no signs of displeasure at our bringing it to her. Wanda Busfield was the ever efficient secretary, never wincing at the additional duties of much correspondence heaped upon her.

Our very busy membership chairman, Dorothy Lee, announced signing a new member from Devils Lake, N. D., Mrs. Lois Jean Lange.

Katherine Taffee of Sioux Falls regrets that she will soon be leaving South Dakota, and transferring her membership. Our loss will certainly be someone's gain, as Katherine will always be remembered for her tireless work in

helping to organize the South Dakota Chapter.

A most interesting letter was received from our college student member at Brookings. Going to school and studying as well as flight instructing five and six days a week are keeping her well occupied.

Lois Chisholm had been spending more time in the air than on the ground this month, until her 49½er became ill with the flu and changed her status from pilot to nurse. Other members present at the meeting were Jo Ann Thomas and Olive Jacobs from Rapid City, Wilma Jacobson from Hot Springs, and Mabel Anesi from Lander, Wyo. The next meeting is planned for the evening of April 18 in Rapid, with all 49½ers welcome.



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

The 451st Strategic Missile Wing, SAC, Lowry Air Force Base, were hosts to the Colorado Chapter on April 3 for a tour of one of their Titan Missile Sites east of Denver. We lunched first at the Lowry Officers' Club where our guide, Col. Martin, showed us a film on the manufacture of Titan, which is made here in Denver.

We proceeded by bus to the missile site and spent three fascinating hours underground walking through some of the 2000 feet of well lighted, air-conditioned tunnels (9½ feet in diameter). Each site is a self-sufficient city in itself, with its own water and power plants.

There are three Titan Intercontinental Ballistic Missiles at this site all aimed to fire on three different targets in the Soviet Union. Standing at the base of one of these weapons is indeed a strange sensation.

The Control Launch Officer explained launch procedure to us. After learning of all the steps to be taken we came away well assured no missile will ever be fired in error. The men who man these sites certainly have our deepest respect and admiration. Those on the tour were Helen Choun, Mary Frenzel and her guest Chris Green, Jo Dennis, Helen Maxson, and daughter, Margie, who is working on her private, and Helen's guest Nancy Jones and Clara Shumaker, Margaret Dwelle and guest Millie Pons, Nancy Kessler and guest Lynn Jones, prospective member Mary Hayden Grace Longbrook, Pat Luther, Ruth Mugele, Freda Turrill and Marilyn Nordstrom.

Recent visitors to Denver are former member Alice Fuchs, now of Washington, D. C., and Peg and 49½er Jim Ong now of Iowa.



## DALLAS CHAPTER

By Sally Brown

We ventured into wild, strange but thrilling Mexico in February. No, we didn't participate in a "fly-in". We journeyed via lecture and movie.

Our monthly meeting was held at the Marriott Hotel (where our Fall Sectional meeting will be held). We enjoyed a fabulous meal and then settled back to enjoy the trials and tribulations of Mr. Don Schultz, member of the Trinity Aero Club.

Mr. Schultz related to the 99's, our 49½ers, and the other members of the Aero Club, of his flying trip to Mexico, which began on that terrible day—Nov. 22, 1963. His landing fields were old, bumpy roads, some of which were partially covered with trees, brush, stumps, and anything else that the mind can imagine. He had his plane impounded by the police, as they thought he was the assassin, fleeing from Dallas. He had to use fuel that was old, dirty and even some that was not for aircraft. But he finally arrived at his goal—ancient ruins, just filled with all kinds of goodies. He climbed dangerous pyramids and explored many dank sacrificial cesspools. He told us of a civilization which completely disappeared from the earth many years ago.

Mr. Schultz gave an exciting account of his travels. So exciting that few of us would care to go with him on his next trip, which he assures us he will take. We would much rather have him tell us of his next adventures via films, while we are sitting down in a comfortable chair, sipping on a nice cup of coffee.

We really had fun at our March meeting. We all tried our hand at eating with chop sticks—little things, too, like bean sprouts. All in all, we had plenty of Japanese food in our tummies, as well as on them, served beautifully by our hosts, the Drews.

Sue Andrews, Dorothy Warren and their 49½ers flew to New Orleans for a terrific weekend. They really must have lived it up, as I understand one of them slept in the back seat all the way home—with a 35 knot headwind.

Elinor Johnson, Lucille Hoffer and Dorothy Warren all have recently got their advanced ground instructor ratings. Dorothy and Lucille are putting theirs to good use with their new co-pilot course for ladies. Elinor says she is going to tutor students who need help.

With all the thunder-bumpers and high winds lately, we are all getting itchy feet to go aloft. It won't be long now!

## EL PASO CHAPTER

By Mary Frances Seidl

Our convention is bound to be a happy success. Juanita Burdick, Win Griffin and Ruth Deerman were the main central planning committee. They in turn appointed Bonnie Link and Lois Hailey, chiefs of transportation. No small job for 300 people. Budget—Ways and Means as well as accommodations for hospitality was



Part of the Abilene, Texas Chapter prepares for a trip to Fort Worth to tour the new Air Traffic Control Center. Shown, left to right, are: Gloria Puckett, Amber Cree, Patty Taliaferro, Audrey Anders and student pilot Mel Hall.

Catherine Magruder. Marge Beard is in charge of "coffee and" for Sunday's fly-away. Fellows who are handsome, she'll even kiss goodbye!

Beware, girls! Frances Slape in Deming, N. M., has worked hard to round up door prizes. Wandra Emerson of Las Cruces was responsible for decorations. Billie Callaghan—bless her pointed head—took over reservations and registration. We had much advance registration. Thank goodness. Evelyn Wasser besides being chairman for the day of Friday complete with the tour of Juarez, worked on cocktail party and banquet for Saturday and entertainment.

Saturday's chairman was Margaret Halloran who had the headache of hangar breakfast which she shared with Brooke Bozarth and scout leader Jock Curry. In addition to this, she had our parade gummed up with 100 horses! And in addition to all this, she had to arrange where to put lunch and meeting. "Match Box" Blackham was the gal who sent the written invitations. This she accomplished with four sick children—two with strep and two with scarlet fever. What would seem uncomplicated at the start—tiedown for incoming planes—can get complex when the number threatens to be over 100, is Jolly Pearce, sweet little gal. Betty Rogers who works six days a week, managed to arrange a "99" day at Sunland Race Track. Laverne McCauley ably printed our flyer—while our 99 ink was bedded down for awhile. Yours truly be-

came the most dreaded at WSMR—so, if my husband's neck seems too long it is because he kept sticking it out to get more people approved for our range tour day. Pricilla Duncan was the gal who wrote all our thank you notes in addition to operating radio station KSIL with 49½er Jim—also a pilot.

Work wasn't all that went on in March and April. A few managed to fly. Catherine Magruder got her multi-engine in a Skymaster. I flew to Huntsville, Ala., with 49½ers on business. Polly Pearce ferried a Cessna 172 back from Midland to El Paso for Champs. Marge Beard and 49½er Bob flew to Oklahoma to visit with old Army friends. Ruth Deerman, Win Griffin and Lela Carwardine flew to Columbus, N. M., to join Phoenix and Tucson gals. Bob and Marge Beard drove over to the breakfast. Good thing too—high winds with blowing dust forced the Phoenix gals to turn back. El Paso gals had to leave their planes tied at Columbus and came back another day. Marge and Bob played chauffeur to the lot.

As our March meeting adjourned, we met a California 99 just arrived, so she and her three passengers joined us for lunch. Lunch is a usual practice after our meeting and it was especially necessary this April to ease off convention tensions. See y'all soon. Good flying.

## FORT WORTH CHAPTER

Mrs. Dora Dougherty and Mrs. Jimmie Kolp have been appointed to the newly



former National Women's Aeronautical Committee, in an advisory capacity to FAA. Thirty women were selected for the program, to serve one year (without compensation) to advise on matters concerning commercial and general aviation, helicopter/heliports, aviation education. Heading the program is Jane Hart (Mrs. Philip A.) of Michigan.

(We're kinda braggin' to have two chapter members chosen for this honor.)

Our Spring Rally plans are shaping up. We plan on attending the Sectional meeting in El Paso which sounds fab, the most.

Edna G. Whyte has been flying one of her two airplanes almost constantly, covering little airports for her company, was written up in a West Coast newspaper and has one coming out in a Texas newspaper.

Ann Atkison is planning our pinata party for July around her swimming pool, a custom in Mexico which is looked forward to by the children as a Christmas holiday. Us chillens are lookin' forward to July.

Tony Page flew to NYC (commercial) to receive one of 27 awards presented in the 1963 Sherman Fairchild International Air Safety Writing Awards, in March. It was her second Merit Certificate in the contests.

#### **HOUSTON CHAPTER**

**By Frances Castleberry**

Our April meeting was a joint dinner meeting with the Petticoat Pilots. There were 20 present and one guest. May's meeting will include a flying educational film and will be held at International Airport.

People flying places: Ida Morton Rinker and her two children flew to Macon Missouri for Easter. She was flying the family Skyline. Alice Seaborn, Ida Morton and Marilyn Stoneburg are off to the Sectional in El Paso in May.

Congratulations are in order for Ida Morton of Texas City. She passed her written commercial with flying colors. We also wish luck to Mary Able and Alice Seaborn in their helicopter course.

#### **KANSAS CHAPTER**

**By Garnett Hastings**

The Kansas Chapter got behind the sectional membership chairman, Gene Nora Stumbough, 100 percent in supporting endeavors to form the Top of Texas Chapter. A fly-in luncheon to Amarillo, Texas, was set up for March 7, and despite marginal weather, over 30 99's and guests were present. A nucleus of the new chapter was formed that day with five new 99's and three transferring from the Abilene Chapter. We hope they'll have their charter soon and we can include them in the state, sectional and national activities.

Those representing Kansas were Joyce Case Funsch, Garnett Hastings and Gene Nora Stumbough and guest, Bob Jessen, who flew in in a Beech Bonanza; and

Grace Brown and Esther Isaacs and their 49½ers Joe and Ed who flew in in a 235 Apache.

Kansas Chapter members who participated in the fly-in to Oklahoma City recently for women to tour the FAA Aeronautical Center were: Mary Aikins who flew a Skylane 182 for Cessna; Marilyn Copeland in a Cherokee; Grace Brown and Esther Isaacs in a Comanche; Juanita Hatten, Charlotte Peters and Marge Crawley who rode in some of the Cessna planes going; and Pat McSwen who flew a Cessna 206—six passengers—with five women as her passengers who Pat says had never been in a plane before—she told us she was sure she convinced them that flying was here to stay.

Kansas Chapter members' flying activities recently have included Gene Nora Stumbough and her friend Bob Jessen flying via Bonanza over the weekend to her parent's home in Cascade, Colo; Helen Simmons and 49½er Roy to Lake Texoma to attend a meeting of the Texas Aero Association; Pat McEwen and 49½er Owen in their Travel Air to Phoenix to visit their son who is in school there and to attend the Arabian Horse Show; Grace Brown and 49½er Joe with trips to Nebraska and Kansas City; Donna Shirley and 49½er Tom flying their Cessna 180 from Dodge City to Wichita to bring their new young son to the doctor for check-ups; Earlyne Scholfield and 49½er Gene flying to Florida for vacation; and Esther Isaacs and 49½er Ed to St. Louis, Mo.

Gene Nora Stumbough and Garnett Hastings are planing a trip to Oklahoma City on March 30 with their Wing Scout group to tour the FAA Aeronautical Center and Ninety-Nine Headquarters.

#### **MISSOURI VALLEY CHAPTER**

**By Verdayne Menze**

April weather is not cooperating with the 99's in this part of the country. We missed a meeting in January because of weather but we all got together in some marginal weather in February and then the elements threw us a curve again in March. On the 12th of April we held a meeting in Falls City with Jan Heins as hostess. Everyone drove except our guest, Helen Simmons from Abilene, Kan. The weatherman said it was not a good day to fly and he was right. The tornarodes hit all around us.

Aeita Thomas and I drove down from Omaha, the Lincoln girls included Mildred Barrett, Florence Boering and Shirley Amen. Catherine Marsh and 49½er from Council Bluffs were in attendance also.

We made plans for our participation in the airport dedication in Lincoln and in the absence of Leah Snart, our chairman announced the finalists in the contest. The essay winners were: Mrs. Zelba Turnquist, No. 784, Valentine, Neb.; Miss Virginia Young, No. 237, Ludden Hall, Kearney State Teachers College, Kearney,

Neb.; Miss Debbie Voorhees, 425 University Terrace, Lincoln, Neb.; and Miss Judith Waldron, 656 E. 7th, Alliance, Neb.

These four women will take the private pilots exam and the one with the highest grade will be the winner of the flying lessons.

We were very lucky to secure the services of three such fine and able judges from other states. The four finalists were picked by Mr. Earl Holgate of Chicago, Ill., Mr. Duane Cole of Fort Wayne, Ind., and Mr. Bob Nolinke from Milwaukee, Wis. Our thanks to these very fine gentlemen for taking time from their aviation chores to help the lady fliers.

After the business meeting, Jan took us to the hotel for lunch and everyone decided it was worth driving.

We are looking forward to a good turn out for El Paso. Please Mr. Weatherman, cooperate this time.

#### **OKLAHOMA CHAPTER**

**By Nema Masonhall**

Mary and Edsel Cornelson joined OSU student for a flying trip to Mexico and Yucatan. Sol and Trish Smith took a flying trip to Hot Springs for the races and OTHER festivities. Jane and Rogers Abbott flew over to Poteau for the dedication of the airport there. Velma ferried a Cherokee back from Vero Beach for Catlin Aviation, sans her long-time flying partner, Broneta. Dottie Young's latest student is Mary Ann Noah, KC Chapter chairman, and winner of several of last year's races. Arlene was one of the judges for the Miss Okeene Contest in connection with their annual rattlesnake hunt. Marian Jepson was by OKC checking on the Powder Puff Race facilities en route back to California from Louisiana. Jane, Susie and Nema had lunch with her, she's a delightful person.

One of the highlights of our year is the annual EB meeting in OKC during which time the Oklahoma Chapter has dinner one evening with them; all the International Officers and Members of the Executive Committee were present as were Rita Eaves, Dorothy Morgan, Skip Carter, Ruth Jones, Mary Lester, Broneta Evans, Nema, and Jean and Chuck Thomas, whose music and hospitality we all enjoyed.

Our April meeting will be at Lake Texoma the 19th held in conjunction with the annual Oklahoma Flying Farmers Convention, so will report on it in the next edition.

See you all in El Paso.

#### **SAN ANTONIO CHAPTER**

**By Marian Burke**

Not much news from the San Antonio Chapter, guess we are all recuperating from our March "Hill Country" fly-in. We've been spending the rest of our free time following with interest, the around the world flights of Jerrie Mock and Joan Merriam. It was a real thrill to learn that yesterday Jerrie Mock arrived in Oakland in her single engine Cessna 180.



She really deserves some credit! We certainly hop that Joan Meriam's flight is also a safe one and I'm sure that both girls will have a thousand interesting stories to tell us about their flights.

Until next month—safe flyin'.

#### **TIP OF TEXAS**

**By Shirly Pagan**

Our local chapter had a pleasant surprise this week when Dottie Koltz (who used to live in Corpus) came in from San Diego, Calif., for a visit.

Getting ready for the IAR, Lena Jackson, Pauline Glasson, Ada Toland and Ardath McCreery had a meeting in McAllen and then Ardath, Lena and Lucille Van Tyne flew to Monterrey, Mexico for a meeting with the city officials. They are all working hard and we are hoping for a wonderful program.

Jean Beck went to Austin last week to attend a tea at the governor's mansion, given by Mrs. Connally.

Pauline Glasson picked up Elaine Needham in San Antonio (where she is teaching school this year) and they did five air markers, drove over 600 miles and waited for the fog to lift all in two days. Needless to say it was a rough trip and we in south Texas do appreciate their worthwhile efforts.

Yours truly is leaving next week for New York and the World's Fair and then on for a week in Rome and a week in Paris.

We are pleased so far with a report on the entries for the IAR race, there are four signed from California, five from Ohio, and lots more so it should turn out to be a great start and finish.

#### **TULSA CHAPTER**

**By Jean Engler**

You'll be comin' round the mounatin when you come—to Fayetteville, that is. Actually we haven't been so worked up since Running Board Remembrance Day just thinking about you Derby girls dropping in. There will be lots of prizes and some mighty nice surprises when you arrive.

Jan, Agnes and Coleen rode over with Lois and her favorite pilot last Sunday to complete the necessary dos and don'ts. The Fayetteville Airport staff along with the local FAA office is certainly doing a great job of smoothing out the rough spots.

Agnes was our den mother this month (kept talking about her new Skylane) to Jan Mauritson, Mary Shaddock, Annahlee Jones, Lee Baker, Mary Helen Burke, Coleen White, Lois Martin, Dorothy Rice, Faye Sullenger, Jean Rand, Freida Guild and me.

Lois has her plane back in the air now. Mary Burke went down to Duncan for a short visit. Johnny and I hung a lump of sugar in front of the Baron's nose and pointed her toward Vegas. Vacation at last. Several of us are working up an appetite for that BarBQ in El Paso, so we'll be seeing you.



#### **CAPE GIRARDEAU AREA CHAPTER**

**By Millie Limbaugh**

Our airport bond issue was defeated. We'll try again someday.

Alice Hammond and Kay Brick were here this week regarding the Powder Puff Derby. We have met with our Chamber of Commerce and many plans have been made.

Our April meeting was a luncheon at the Holiday Inn.

We are losing Easy and Doc Elrod to Pompano, Fla., come July.

Marge and Frank Hall took their boys to Pompano for Easter vacation. Polly and Art Freytag have flown to Denver, Colo., and Wichita, Kan. Alice and John Godwin also have flown to Wichita and Knoxville and Gatlinburgs, Tenn. Nell and Dick Rice have a Cessna 170 now. Lois Feigenbaum made two business flights to Chicago. She's added another one to her record. She passed the written examination for her instructor's instrument ratings. Nadyee and Elmer Heuer are in Bull Shoals, Mo.—trout fishing.

Friday night Alice and I flew with the Feigenbaums to Kennett for an aviation seminar. Gene Utz was the main speaker.

#### **CENTRAL ILLINOIS CHAPTER**

**By Leah H. Warren**

Redwood Inn at Illini Airport, Urbana, Ill., was the meeting place for lunch on April 4. The day did not cooperate for many to fly in so we had just seven members in attendance but we were happy to have ten guests or prospective members. Our main business at hand was the spending and collecting of money. It was decided to inaugurate chapter dues. Then, the amount of our contributions for the AWTAR and the AE Scholarship Fund was decided on.

Our May meeting will be at Mattoon, Ill., on May 2. We may land at Coles County Airport and transportation will be furnished to the Mattoon Country Club. Helen McBride and Marjorie Kelly will hostess our luncheon meeting. We hope that several of our group will be able to give us information on the grand time had at the Michigan Sectional.

Dee Adamson is as usual busy with plans for flying the AWTAR. But—now she has plans for flying her Aeronca. The whole frame is to be checked and replaced as needed and then recovered and finished with "like the original" paint job. By fall, she should be able to make heads turn when the Aeronca goes by.

Marjorie Kelly has the plan back from Florida. The weather seems to make all of us slow down at times. She was able to enjoy a leisurely trip northward, and is

now ready for a full summer of flying in Illinois.

Betty Common has built up her dual hours in the 310 and is ready to try some on solo. She and Dick made a trip to Gulfport and got to enjoy an extra three days there. Weather again.

Our Peoria girls are very enthused about the new Heart of Illinois Aero Club. They have organized with over 100 members and, at the first scheduled meeting last week, were delighted to see 80 members in attendance. Mr. Paul Rodgers of Ozark Airlines was the speaker. He has a very enjoyable talk on "Speed and Safety of Flying." Any of your groups who have not heard him might be interested in checking with Ozark. We here in Illinois are in Ozark territory, and appreciate their help in our community activities.

Wonder if we should start a listing of where our members have children in school. Think we might find that several of us are headed for the same school and could arrange a cup of coffee at Mother's Day time and such. A note from Theo Sommer of Peoria made me think of this. She will have to be flying most of the time to make her daughter's graduation from St. Mary's Academy at Nauvoo. Then one son will have his bachelor degree from Illinois in June. The next month, the other son will be married and then return to Washington and Lee University for his second year of law. This will have to be a late July wedding to give Theo time to get home from AWTAR. Oh yes, Mr. Sommer hopes to fly to Canada for a fishing trip. Happy summer to the Sommers.

#### **CHICAGO AREA CHAPTER**

**By Eva White**

A few of us have been able to get away from the dreary winter months. Don and Dallas Sutton met Adam and Irene Gabriel at Las Vegas. Ray and Louise Kokesh made another quick trip to Florida. They are becoming regular commuters to the sunny South!

Al and Ginny Bessette, Kelly and Marge Little and Michael and Marie Cronin flew to Davenport, Iowa, for dinner with the Suburban Aviation Association on a Sunday in February.

Tracy Pilurs and Helen Sailer attended a weather seminar at Mitchell Field, Milwaukee. This was sponsored by the U. S. Weather Bureau, the Wisconsin State Aviation Department, and the Wisconsin 99's. They report that it was most interesting, and that over 200 pilots registered from southeastern Wisconsin.

Alice DeWitt participated in a second pilot training course under the direction of Chicago Teachers College staff, and with the cooperation of the National Safety Council and FAA. Primarily, the course is set up for flight instructors to encourage a stabilization of flight instruction.

Dr. Sue Roscoe reports that her 49½er,





Winners of the 12th annual Achievement Award contest of the Chicago Area Chapter are shown above. Albert Fisher, manager of the Elgin Airport, presented the awards to (left to right): Marie Cronin, second place; Doris Mullen, first place, and Alice DeWitt, second place.

Garth, soloed at the Aurora Municipal Airport on February 1, in a Cessna 182.

The 12th annual Achievement Award dinner was held at the Morton House in Morton Grove, Ill., on March 14. Five new members were pinned. They are Nancy Rutkas, Margé Little, Loretta Sinora, Virginia Bessette, and Arlene Odegaard. The winners of the top three awards were Doris Mullen, first; Alice DeWitt, second; and Marie Cronin, third.

Alice and Marie placed second and third last year. Doris became a member last year, and she's the flyingest 99 we know. Albert Fisher, manager of the Elgin Airport, presented the trophies to those who participated in this year's contest. A record turnout of 88 attended the banquet. Irene Gabriel, our chairman, and her committee planned the very successful event.

Adam and Irene Gabriel left for Florida the next day on a well-earned vacation.

"Spring is springing," and I'm able to write this out on the patio as I watch a few pilots take off, regardless of the crosswind.

The day after the Achievement Award banquet, Doris Mullen and 49½er "Moon" flew to San Diego (via Oklahoma City and El Paso). They drove to El Mirage, Calif., and picked up Moon's glider, drove to Colorado Springs, and then home. On March 27, the Mullens flew the whole family in their twin Bonanza to Concord, Mass., to visit Harvard for their son, then to New Haven to visit Yale. Easter Sunday, they took off for Vero Beach, Fla., for the school holiday. That is really getting around the country!

A group of 99's had a small reunion at the Weather Seminar at Pheasant Run. Alice DeWitt and Sue Roscoe report that the seminar was very interesting and worth attending.

The April meeting was held on the 16th at the United Airlines executive offices. An interesting tour of meteorology, long-range flight planning, and operation planning of United Airlines was made. Then a movie "Office in the Sky" was shown. The program was enjoyed by 50 99's, 49½ers and guests. The guests included Wing Scouts from Naperville, Aurora, and Palos Heights. The hostesses were Florence Pickering, Helen Sailer, Tracy Pilurs, Ruth Livingston, Sue Roscoe, Virginia Rabung, Marjorie Raglin and Dallas Sutton.

It was good to see Nell Brown out again at the April meeting. Her 49½er "Brownie" has been ill for some time, and she has devoted most of her time to his care. Two new members were welcomed—Carolyn Harshberger and Virginia Kraft.

A few DuPage pilots, including Dallas and Don Sutton, and Ray and Louise Kokesh flew to the Wagon Wheel at Rockton for dinner on Palm Sunday. Dallas and Don returned with Ray and Louise, since Don's Comanche developed engine trouble, and wouldn't start.

Ted and Corinne Hलगren spent the Easter holidays at St. Petersburg Beach, Fla. Norma and Art Frier flew via airline to San Francisco for a holiday.

Harold and Eva White took advantage of the good weather on Palm Sunday and took the 172 to Mt. Hawley Airport at Peoria, and had dinner at the Stage Coach Inn. Seems good to be able to get out again after the long winter!

#### MICHIGAN CHAPTER

By Adele Binsfield

General Aviation Beechcraft dealers were our hosts for the April 12 meeting at Capital City Airport, Lansing. We had 23 member, four prospectives and four guests present. Some last minute business was transpired by long distance from

Nassau, where our chairman, Sammy McKay is vacationing. The most important were the last minute plans Lorraine McCarty was making on the meeting at Shanty Creek Lodge. They sound like great fun.

Our prospectives were most interesting. Jeanne Cross, glider pilot, announced that a new glider club is being established in Lansing. A two place KA7 sailplane will be delivered to them in May. If you are interested in trying this beautiful sport, contact Jeanne at 3423 Oakcliff Lane, Lansing. Naomi Wertzman, a new pilot, flying a Comanche 250, ventured a cross country flight all the way to Florida this month. Fran Johnson, rated in a Cessna 172, is checking out in a Beechcraft Bonanza. Speaking of Bonanzas, Dorothy Ligon, one of our newest members, has a new one.

We shall have a hard time cheering for our most favorite entrants in the International Air Race. We love them all: "B" Steadman and Mary Clark, Pat Arnold and Lorraine McCarty, Mareta Simpson and Sammy McKay and Janey Hart and Louise Hyde.

Do make plans to participate in Michigan Aviation Week, May 17 thru 23.

Now for some news about members: Alberta Damer and husband flew to Phoenix, Ariz., for 10 days in March. Now both are working on a helicopter rating. Fran Myers and family flew to Phoenix for 10 days and on to Los Angeles for two weeks. She has an exciting story to tell about leaving a most important package in Blythe (purse with all her papers) and Patti Owsley, immediately shipping it to her. (Oh thanks to these sister Ninety-Nines.)

Winnie and Will Connelley flew to Cleveland for her mother's birthday. They hangedared their ship at Cuyohoga County—found it a very attractive airport. Mary Gardanier reminded us to reserve the first weekend in October for the Michigan SMALL Race to be held at Mt. Pleasant.

#### MINNESOTA CHAPTER

By Ginny Mayer

Regular monthly meetings were held during the winter months, which we all welcomed, at the homes of several of our gracious 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.

Our March meeting was held at the home of Jane Reeves in Minneapolis, which was attended by many members. A vote of acceptance was made for several new members and we welcome: Mrs. Carol Benfield of Minneapolis, Mrs. Mabel Barr of Onamia, and Mrs. Barbara Stoike, Mrs. Shirley Lichteig, Mrs. Caroline Olson, all of Austin.



#### CAROLINAS CHAPTER

By Estelle M. Bradshaw

It's spring in the Sandhills—the loveliest time of the year in this section. On April 15 the Southern Pines Garden Club held its 16th annual House and Garden Tour. Each year the visitors have the rare treat of seeing some of Pinehurst's and Southern Pines' loveliest gardens and outstanding homes; different ones are shown each year so the members of the Garden Clubs and anyone interested are able to return year after year.

The tour this year starts at Shaw House, one of the oldest houses in this section, which is operated for the benefit of the Historical Association. Then to the George Leonard home noted for its pink dogwood and on to the home of General and Mrs. Robert B. Hill. Of particular interest there is the Hill's collection of mementos gathered from all over the world together with their lovely informal gardens. From there we go to the home of Mr. and Mrs. Charles Hazelhurst where we see graceful Early American antiques against modern architecture. One of the most beautiful gardens in the area is "Homewood" residence of Mr. and Mrs. D. K. Bullens, which has over 150 varieties of azalea and 50 of holly. Homewood is a reproduction of "Westover" on the James home of the Byrds of Virginia. Of particular interest is the home of Mr. and Mrs. Joseph Garnier, which has a staircase copied after one at "Bohemian," 18th Century showplace on Maryland's Eastern Shore; no two panels of balustrades are like. Antiques and objects d'art enhance the charm of their home among them an original Rembrandt etching and an outstanding portrait of Madame de Pompadour.

Our April meeting has been postponed until April 25th, which will be in Marion, N. C. I hope to have some more flying activities next time you hear from men. (Gardening is one of my "loves".)

#### FLORIDA CHAPTER

By Virginia Britt

As our March meeting date fell on Easter Sunday, the Florida Chapter again

met at the Tursair Executive Lounge, Opa Locka, on April 5. We were delighted to have new member Dorothy Davidson present, with guests Anne Ross, Freda Gokey, and Ciel Adler. Jan Wagner, our Ohio transfer, was elected as our selection to serve on the Section nominating committee.

The evening of April 9, several of us met at the home of Vera Bratz for coffee and cookies, and to meet Ruby Tatman of El Paso. Ruby had been vacationing in Hallandale and was about to return home. We understand Ruby has a little Hallandale Hideaway for vacationing and we hope she does not hide so well during future vacations.

April 13 and 14, Virginia Britt attended a Civil Air Patrol and United States Air Force sponsored Aerospace Conference in Orlando which represented the first state-wide adventure in offering assistance to educators in presenting our Aerospace age to students. Virginia considered this conference to be a brilliant success—the ideas and materials offered outstanding—and strongly recommends that any 99 having the opportunity to assist in any way in such a program in her area do so without hesitation. As was pointed out by a member of the Civil Air Patrol, this is one project "in which the CAP is interested in something other than promoting CAP," and there are some very capable CAP-AF personnel available to help in the various areas. Ninety-Nines can assist by making transportation to conferences available to educators, and as resource persons (it is felt that women educators sometimes gain more confidence when introduced to the immediate air space by another woman). It is also recommended that Ninety-Nines, themselves, attend these conferences whenever possible.

#### GEORGIA CHAPTER

By Betty W. McNabb

Georgia 99's have been busy as bees this month. We flew into Griffin, Ga., and were from there transported by Civil Air Patrol to the Air Traffic Control Center where we lunched before touring the facility. It is always fascinating and respect-engendering, no matter how many times you have seen it. It gives you a marvelously secure feeling to know that these keen, alert young men are watching out for your welfare.

Flying in for this meeting were Frances Peacock and Mary Lou Nix, who is a student, in the Cherokee; Carolyn and Biff Kennedy, with the Fletchers from Parrott, Comanched over in the Kennedy bird, Carol Lowery, our newest member, arrived in their Travelair complete with young Jody Lowery and Betty McNabb, who, due to a cracked oil tank in the Bonanza, is bumming rides these days. Ruth Miller flew her "new" E50 Bonanza (and your columnist had the fun of flying back to Albany with her). Jean Voyles drove down from Atlanta.

With Frances and Mary Lou came the

Boatwrights, Mrs. B. is secretary to the Aviation Committee Chairman for the State of Georgia, Mr. John Bennett, who is backing Georgia 99's to the hilt in their air marking projects.

Myrtle and Walt Cagle drove in from Macon.

Guest of honor at the April meeting was Mrs. Thelma Davis, president of the national association of Elementary Teachers. Mrs. Davis is vitally interested in Aerospace education which she believes is vital to the future of this nation. Her participation in the 99 meeting was arranged by Civil Air Patrol.

CAP and 99's are working very closely in Georgia as Jean Voyles and Betty McNabb are active in both organizations. Betty taught the aviation unit in a sixth grade class in Albany in April, finishing up the unit with a field trip to the airport. These two media are excellent ways for 99's to spread the aviation word.

Georgia 99's are concerned, as are all 99's, with the projected closing of some of the Flight Service Stations, and while investigating the situation, were told that one of the reasons in addition to the economy aspect, is that pilots do not use the Flight Service enough. The Georgia women pilots pledged themselves to act as committees of one to spread the word on the safety factor, usefulness, and plain pleasure of fully utilizing the Flight Services.



#### EASTERN PENNSYLVANIA CHAPTER

By Jerry Roberts

When I met him, just a little over three years ago, he was a CAP cadet and had logged three hours dual. Sixteen years old, in high school, he played the guitar and had his own six piece dance band (rock and roll, of course). We went through ground school together, and during spring vacation, in return for a ride to the field, he would baby-sit for me, while I flew. Because I had my own plane, and husband's financial assistance and could juggle my time (play hookey from home responsibilities more easily) I was able to earn my private rating sooner.

He spent all his free time at the field when he was old enough to drive. No job was too menial or too large to be exchanged for flight time. He would get up at four a.m., work, do homework, and fly for an hour before school. Afternoons, he would be out there working on the line till dark—then work with his band. He had to keep his grades up or his family wouldn't let him fly. He earned his private ticket—and still worked long, laborious hours at the field, chopping trees, cleaning lavatories, cleaning and polishing planes and mowing lawns by the acre! The hard work was not without



compensation or recognition. This spring vacation, he flew a student pilot and his wife to Arizona, and delivered a plane to Florida for the airport owner. The airport had grown faster than the boy, and he now found himself in charge of nine line boys and more responsible duties at the field.

The commercial rating was earned last summer shortly after high school graduation and full time employment at the airport. And last week, an excited voice on the phone told me was now a qualified flight instructor. The story is not unique in this age of youngsters soloing in one day and earning commercial and multi-engine ratings combined in 60 days—but I'm so proud of this boy I know, I wanted to share his enthusiasm and joy of flying with you.

Louise Sacchi's job of ferrying planes across oceans is envied by so many of us pilots who are restricted to daytime flights that will allow us to be home in the neighborhood at five to put the kettle on! A newsy letter to Bertie Petersen and Nancy Diemand tells of the frustrations that befall a ferry pilot as she tries to meet delivery deadlines—everything from engine problems, to ADF failure, to miserable weather. Coming through such situations with a smile and eagerness to plan another flight, and still another, are the characteristics that have earned her the distinctive reputation of being one of our most respected and loved members. And it is her determination, experience, knowledge and perception we envy.

Did you see the wonderful article about Yvette Hortman and her husband in April's AOPA magazine? We met her for the first time at our chapter meeting at Mercer County Airport. She chauffeurs her husband to and from Kennedy International in their Cherokee 180, and manages their Morrisville strip in his absence. (He is an airline pilot.)

Twenty-five members and guests attended our March meeting held at Mercer County, and were shown the Aeron Research project engineered by John Fitzpatrick. John told us of the purposes and advantages of the lighter than air cargo ship, and the hopes to expedite world-wide shipping in the future. We saw this experimental ship in its hangar, and were awed and impressed to say the least. John patiently answered questions and left us with the good feeling of having a glimpse into the fantastic mind of an inventor engineer dedicated to furthering progress in aviation for shipping and industry. John is the 49½er belonging to Ruth Fitzpatrick of our chapter. It was a most successful meeting in spite of the IFR weather.

We have a flying grandmother! Susan Allison Sepenuk arrived in Bethesda, Md., February 22 to the delight of her new grandparents, Alice and John Hammond. Our felicitations go out to Susan's mother and daddy, too.

The much-loved Aeronca, "Hyacinth,"

belonging to Betty Tracy, recently carried Betty and Beth Sturtevant on a fun flight to Fredericksburg, Va. Headwinds kept them in the air three hours en route from Bridgeport, N. J., but the return flight was a fast 1½ hours—a compensation to the "Kettle-Set." They dutifully filed a flight plan by phone—Hyacinth does not boast radio sets. Doris Phillips, a member from Santa Barbara, Calif., and now from Maryland, met them at Annapolis during a fuel stop. A happy coincidence.

We are looking forward to our sectional meeting at New Castle, Del., in April and our "penny-a-pound" day to be held at Queen City Airport, near Allentown, Pa., in May.

Happy Flying!

## WASHINGTON D. C. CHAPTER

By Janet R. Hitt

The Washington, D. C. Chapter was honored this month by a visit from International President Ruth Deerman and International Vice President Alice Roberts. Our guests were met at Dulles International Airport on Friday, April 17 by our Middle East Governor Virginia Thompson, who was the hostess at a dinner in their honor at the Ft. McNair Officers' Club. Attending the dinner were Washington Chapter Chairman Laura Zerener, Maryland Chapter Chairman Ada Mitchell and your reporter. Immediately following the dinner, Virginia held an open house at her lovely home in honor of Ruth and Alice, and all of our chapter members from near and far greatly enjoyed meeting their international officers. The prize for greatest chapter spirit must certainly go by unanimous consent to Georgetta Dix who made the seven hour drive from Pittsburgh, Pa., in order to attend our open house. When Georgetta was questioned about this extraordinary dedication, she told us that, in all her years as a 99 she had not only never met an international president but she had never even met a governor! Our many thanks to Virginia for an evening which was greatly enjoyed by all.

The following day dawned clear, bright and beautiful for our sectional meeting at New Castle, Del. Our Washington, D. C. Chapter was well represented with gals flying in to the meeting. Virginia Thompson flew our guests, Ruth and Alice, and your reporter in her Cessna 172. Our other chapter members attending were Chairman Laura Zerener, Jane Ralston, Bea Wilder, Hazel Dwiggin, Dottie Reese, Naomi Meeker, Jackie Smith, Eve McIlwain, Irene Lewis, Nancy Tier, Fay Wells, Ruth Freckleton and Dorothy Faulkner. All the details of the meeting will be in the governor's report, so I will say only that it was a day greatly enjoyed by all.

With spring coming at last, all our gals are getting back into the air again. Irene Lewis reports on her trip to Melbourne, Fla., in her Cessna 175 in February. She and her 49½er toured Cape Kennedy and

Patrick Air Force Base and greatly enjoyed the sunshine and the golf.

Nellie and Bill Jackson flew to Indianapolis in their Bonanza to visit their daughter and son-in-law and four grandchildren on the first of April.

Eve McIlwain flew her Bonanza to Orlando, Fla., on April 4 for a short vacation. Eve is the Queen of the Maryland Flying Farmers this year. On April 20, Eve and her husband flew to Niagara Falls for a "return engagement" to celebrate their 25th wedding anniversary.

Our congratulations to Velta Benn who has just received her multi-engine rating. She has been in Newark, Ohio, flying an Aztec and also working on her instrument rating. This busy gal was instructing for the AOPA Flight Clinic at Fredericksburg, Va., on April 10 and 11 and the AOPA Flight Clinic at Denver, Colo., on April 17 and 18.

Blanche Noyes was the guest speaker at a banquet in Indianapolis, Ind., on April 18 given in honor of Operation Silent Sentinel which is an air marking program being carried on by the Air Traffic Control Association of the Greater Indianapolis Chapter. Cooperating in this beneficial program are the 99's, State of Indiana, State Dept. of Aeronautics and the Junior Chamber of Commerce.

Alice Fuchs has been instructing for the AOPA Flight Clinic in Fredericksburg, Va., on April 10 and 11 and also at the clinic held the following week at Denver, Colo., on April 17 and 18.

Doris Phillips had a busy weekend at the Fredericksburg AOPA Clinic. Flying both Cessna and 182's and 150's, she completed both the 360 course and the Nav Com Course.



## CONNECTICUT CHAPTER

By Christine Winzer

In New England we take our time about doing new things, but when we decided to organize we do it in duplicate. New Haven's Nancy Ghen wanted to know if there were any other women flying in the state of Connecticut. Letters to all feminine sounding names registered with the State Department of Aeronautics brought about a meeting in June of 1963, which was the forerunner for a meeting in the fall of '63 which resulted in the formation of two flying groups in the state: the Connecticut Women's Flying Club, composed mostly of student pilots, about 25 in all, and a Connecticut Chapter of the 99's. Four transfers from Eastern New England, three from the Greater New York Chapter, and nine brand new 99's made a total of 16 members of the new chapter, which will receive its charter Sunday, April 19 from the hands of



our president, Ruth Deerman, Herb Fisher will MC, Henry Wetherell, director, State Dept. of Aeronautics, will speak, and the head table will be graced with two charter members: Teddy Kenyon, Old Lyme, Conn. (who has transferred to the new chapter), and Viola Gentry, East Hampton, L. I.

We were busy while waiting for our charter, starting with a Christmas part at Chris and Ted Winzer's home, at which time all the 49½ers were presented with their membership cards and asked to make a speech. What an enthusiastic group of husbands—we're lucky!

January gave us a beautiful day for a luncheon fly-in to the Stockholm Restaurant at the airport in Worcester, Mass., with all the airplanes, containing a total of 12 99's, arriving over Worcester at the same time. They have a rest home for tower personnel who are exposed to such episodes, I'm sure.

Our planned fly-in to Pittsfield, Mass., in February for lunch and skiing at Bousquet's Ski Lodge was grounded due to lack of sufficient aircraft to carry all the 99's eager to attend, so the group met at our standby headquarters, the lovely Sachem House in Guilford, Conn. Excellent cuisine and charming New England atmosphere are in abundance here.

March found us walking miles over a wooden brick floor at the Sikorsky Aircraft Company in Stratford, Conn. Ever try walking on such flooring with thin, high heels? Another proof of the fact—it's safer in the air. This was a most informative, interesting tour guided by two very enthusiastic representatives of Sikorsky, and worth every moment of back-tracking to pick up lost shoes.

Having learned our lesson, we all wore flats, took our husbands along to lean on, and spent a fascinating day at the new air traffic control center located at MacArthur Field, Long Island. This tour was arranged by Ellen Purdy through a neighbor and friend who spends many long, hard hours at the New York Center guiding us through the air. Are all of us aware of how much we owe these controllers?

Now that we've proved we can get around by air, our future plans call for fly-ins to all the airports we can get into in Connecticut, where we hope to find other student and licensed pilots who are wondering if there are any other women flying in the Nutmeg State.

Watch for biographies of members in the next news letter!

#### **EASTERN NEW ENGLAND CHAPTER** **By Mary Warford**

Members of the Eastern New England Chapter and their guests gathered at King's Grant Inn at Beverly, Mass., on March 21. After a short business meeting and a luncheon, our guest speaker, Col. Charles "Chip" Collins intrigued everyone with an account of his inspection tour of the NATO bases in Europe in Decem-

ber of 1961. He represented the Air Force Reserve Officers during this tour and his stimulating and graphic account of conditions and scenes, including a helicopter fly-over of the Berlin Wall was beautifully illustrated with the many colored slides he took at that time.

We had only one objection to his program—it didn't last long enough! We intend to take advantage of his good nature and impose upon him again for another speaking engagement. We're so happy he has "adopted" our chapter and looks after us with such a fond, proprietary attitude.

The weather man wasn't very helpful. We had only one fly-in, Evelyn Cataldo, with three guests, in her Cherokee 54 Whiskey. Those who were present were Chris Seaver, Lois Auchterlonie, Shirley Gentile, Beverly Belle, Mildred Doremus, Fran Porter, Evelyn Cataldo, Mary Warford, Isabelle Blodgett, Adelaide Hood, Janet Wood, Janet Bolles, Phyllis Wells, Rae Tober, Evelyn Dow. We had 17 guests including 49½ers, in addition to the members listed who enjoyed the program.

Our April meeting was held at Orange, Mass., the airport that gained renown last year when the international parachute jumping meets were held there. It was a very successful fly-in, with everyone arriving by plane. Janet Wood and two fledgling student pilots, ladybird lawyers with one hour of flying time each. These two future 99's are Joyce Blalock and Margaret Lamb.

After a business meeting and a luncheon which took place at the Inn at Orange; transportation was furnished to the airport and we were given a tour of the facilities. There was a movie, a trip to the jump bowl, a demonstration of chute packing, etc., and we finally adjourned at 4 p.m. Those present were Evelyn Dow, Beverly Belle, Adelaide Hood, Frankie Stutton, Lois Auchterlonie, Janet Wood, Evelyn Cataldo, Mildred Doremus, Mary Warford, Shirley Gentile, Phyllis Wells, Dorothy Pulis, Rae Tober, Chris Seaver.

Rae Tober's mother-in-law and sister-in-law were present and Steve Morrison, a guest of Beverly Belle.

Don't forget our race, the AWNEAR, May 16. Everybody's welcome—come in and join the party and the competition.

#### **NEW**

March, 1964

#### **MIDDLE EAST SECTION**

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Rosecroft Park  
Washington 22, D. C. CH 8-6433  
McILVEEN, Evelyn Lucille  
(Mrs. Albert T.) Washington, D. C.  
Lothian, Md. 867-1385

#### **NORTH CENTRAL SECTION**

BELVILLE, Dorothy Marguerite  
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Temperance, Mich. VI 7-7850  
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Bera, Ohio 234-4074

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Cincinnati 30, Ohio 231-8120  
TOPIEZ, Helen Hurst (Mrs. August)  
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Cincinnati 39, Ohio 481-8232  
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