

JULY - AUGUST, 1964

Ninety-Nine News





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Official Publication of
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Notice

August - September, Post - Convention issue. **Deadline, Aug. 20.**
NOTE: Material received **after** the 20th of each month is included in the following issue.

President's Column

If you have never been responsible for planning a Section Meeting or an International Convention it is impossible for you to really appreciate the work that goes into it. Your Convention Committee is working hard to make the International Convention in Cincinnati, Ohio, August 14-16 one of the best. The one thing that will compensate them for their labor is attendance and only you can give that.

You can probably think of numerous reasons for not going, like, "who can we get to stay with the children?" . . . well, what about the same person you got to stay with them when you went to that wonderful weekend party? . . . and . . . "there's bound to be weather, August is thunderstorm time" . . . so you leave a day early, or maybe come home a day late . . . what could be nicer than lounging around in a strange city with absolutely nothing that you have to do, with someone you like to do it with? . . . "what about cost?" . . . maybe you owe it to yourself, and can you think of anything you would get more pleasure from that would cost less? . . . or, "I never did care for conventions, I don't meet people easily, I don't mix well and I never know what to talk about when someone says something to me" . . . isn't it about time you sang a different tune? . . . the people who "meet" easily and "talk" easily are rare . . . most of those you will meet and talk to will be laboring under the same difficulties as you, and if you are listening you'll understand and bend over backwards to make it as easy as possible for them and so will they for you.

By the same token, there are reasons why you should go to Cincinnati, besides pleasing the Chairman and her overworked committees. In making contacts and getting cooperation to produce an International Convention for the Ninety-Nines, the committee has probably been faced with the question, "well, who are the Ninety-Nines?" This is a blow only the chairman and her committee can truly suffer. You help publicize Ninety-Nines and make them known by attending meetings and conventions, so that in time no one will have to ask, "who are Ninety-Nines?" It is most important for Ninety-Nines to

be known and recognized for all they really are.

At almost every International Convention you're tossed a few international bones to gnaw on. Someone has a suggestion or project or problem that concerns all the Ninety-Nines. The first thing you know you have been lifted out of your chapter and you're thinking on the international level, and its fun. An awful lot of 2c's will be shoved across the counter at the Cincinnati Convention. If you don't get your 2c worth in it will be your own fault.

Besides the business meetings you'll find hangar sessions going on all over the place. It is here you will begin to see how the other half operates. Here you find out what other chapters are doing and how they do it. It is here that you can talk about what your chapter has done and see the looks of envy and interest in the eyes of those to whom you're talking. But don't brag too much, remember that Ninety-Nines are apt to drop in from anywhere at anytime and you'll have to produce what you were bragging about at convention.

Take your roster along to the convention. Besides wanting to check on a few names of Ninety-Nines you meet, you'll probably want to check on a few of the procedures like, "why do they do so and so?" or "why don't they do so and so?" As you participate you may see the need for change; the need for simplification in some areas and for greater detail in others. Only you may make these changes. You must first recognize the need for change and unless you are there it is a little unlikely that you'll show any concern. Make a point of going over your constitution and by-laws in the roster before the business meeting so you'll be briefed on what is going on and why.

Make a point of knowing who your international officers are and meet them. Ask them questions about their work on the Executive Board. While you are meeting and asking, don't forget the Chairman of the various committees, for they are possible potential international officers. When their names appear on some future ballot you'll be

(Continued on Page 5)

1964 International Convention

35 Sky Blue Years

CONVENTION AGENDA

Sheraton-Gibson Hotel—Cincinnati, O.

August 13-14-15-16, 1964

THURSDAY, AUG. 13

PM—Swim party—tentative

PM — **WASP REUNION** social hour and dinner (20 years since deactivation)

PM — Entertainment for early '99' arrivals.

FRIDAY, AUG. 14

REGISTRATION ALL DAY

8:30 AM—Board Meeting

9:00 AM—Plant Tour of Proctor and Gamble Co.

10:30-12:00 noon — **Coffee Hour** meeting with Pres. Ruth Deerman for Chapter Chairmen.

12:00-2:30 PM—North Central Section Luncheon honoring Past Governors.

12:00-2:30 PM—Style Show.

1:30-4:00 PM—President and Board Members meet with Section Governors.

5:30 PM — Board buses for river cruise.

6:00-10:00 PM—**RIVER CRUISE**... dinner served aboard the JUBILEE.

SATURDAY, AUG. 15

8:30 AM—Check credentials of delegates.

9:00-12:00 noon — International business meeting.

12:30-2:00 PM — Luncheon — COL. ROSCOE TURNER, speaker.

2:00-4:30 PM—International business meeting continued.

6:30-8:00 PM—Social hour.

8:00-10:30 PM—**35 SKY BLUE YEARS BANQUET** — JOSEPH A. WALKER, Chief Research Pilot for NASA, speaker.

10:30-1:00 AM—Monte Carlo (Indiana Chapter).

SUNDAY, AUG. 16

9:30-11:00 AM—North Central Section business meeting.

FLY AWAY ALL DAY

The North Central Section cordially invites you all to Cincinnati, Ohio, for the convention and sectional meeting. We hope to have something of interest for each and every member of the 99's. Set your course for Cincinnati, and beautiful Ohio.



COL. ROSCOE TURNER, flamboyant and swashbuckling flying speed "king" of the '30's, shown here with three of his numerous prized trophies, the Thompson, the Harmon, and the Henderson. Hear of his adventures and thrills during aviation's pioneer era . . . Saturday luncheon, August. 15

Resolutions

The Executive Board has approved the following resolutions, which shall be placed on the agenda of the International Convention.

Proposal 1. **Carolinas Chapter:** Add to Article IV, Sec. 2, c, of the Constitution "or any Charter member," to read "any former or present member who has served in the office of International President or any Charter member, shall be awarded life membership in the Ninety-Nines."

Proposal 2. **Oklahoma Chapter:** Article VII, Sec. 5, of the Constitution, insert after the words — International funds of the organization — "and approve major expenditures of money not budgeted."

Proposal 3. **Executive Board:** Change Article XI, Sec. 3, of the Constitution to read—"No person shall serve on more than one permanent committee except

the Secretary who shall serve as chairman of the Committee to Read and Approve the Minutes."

Resolutions Committee

Pat Lambart, Chairman

3114 East Cheery Lynn Rd.

Phoenix, Ariz. 85016

Members

Elsie McBride

5723 Warrington Ave.

Philadelphia 43, Pa.

Mary Jane McKillip

5106 Greenway Dr.

North Little Rock, Ark.

AWTAR Sponsors

At the last Board of Director's meeting of the Ninety-Nines, it was decided to ask the membership not to contact those who sponsored the POWDER PUFF DERBY for additional monies for local events. These sponsors feel that their contribution to AWTAR is sufficient and do not like to be constantly asked for funds for other reasons.

To acquaint you with our "special" friends, here is the list as it will appear in the race program:

Humble Oil and Refining Co., Houston, Texas.

Air Work Corp., Millville, N. J.

Hawthorne Aviation, Charleston, S. C.
McCauley Industrial Corp., Dayton, Ohio.

Air Facts, Inc., Princeton, N. J.

Bendix Corp., Baltimore, Md.

Aviation Insurance Managers, Inc., New Orleans, La.

Avco Corp., Lycoming Division, Williamsport, Pa.

Leslie F. Muter.

Piper Aircraft Corp., Lockhaven, Pa.
Cessna Aircraft Co., Wichita, Kan.

Beech Aircraft Corp., Wichita, Kan.

We have two new awards for the TAR this year—for 6th and 7th place. They will read "donated by a friend of the Chicago Chapter." They are in memory of Gladys Muter, donated by Leslie F. Muter. However, it is a policy of the Board that no name of an individual or "in memory" be used in our program.

Dolores Adamson, who is one of last year's winners, is donating trays for the team flying its first TAR. This is in memory of Ralph Brun Jr., but will read "a friend of the Central Illinois Chapter." Dolores, in her letter to AWTAR, says: "I am just happy that I am able to do this small thing for AWTAR. My association with this wonderful organization has given me unmeasurable pleasure and I am so glad that you have given me this opportunity to show my gratitude in even a small way. I only hope that the gals who receive these trays will get as much of a thrill from winning this award as I did."

We also wish to thank each and everyone of you who has supported this race but a special loud HUZDAH and BRAVO to the following three

Flash! Flash! Flash!

JOAN MERRIAM AE FIRST DAY COVERS!

Fifty of our Amelia Earhart First Day Covers flown around the world on **Amelia's Route** by Joan Merriam March 17 - May 12, 1964 are available to Ninety-Nines by means of sealed bids! (Minimum bid \$10.) These very rare covers were postmarked at Oakland upon Joan's departure and stamped April 20 with a beautiful New Guinea stamp at Lae, Amelia's last departure point.

To bid for one of these covers, the following procedure must be followed:

1. Send your check in the amount you bid to Broneta Evans, P. O. Box 38, Minco, Okla., made out to **Amelia Earhart Scholarship Fund**.

2. Mark the **outside of your envelope** to Broneta "SEALED BID." Otherwise it will be opened with her regular mail, and your bid will be invalid!

3. Be sure to enclose a self addressed stamped envelope also.

4. Mailed bids must reach Broneta **before** August 10, 1964.

Bids will be opened at the close of business at the Convention—so girls at Convention may hand in sealed bids to Broneta up to the time of opening—but equal bids will be resolved by priority of postmark on mailed bids.

Remember all money sent with successful bids is a tax free contribution to the Amelia Earhart Memorial Scholarship Fund of the Ninety-Nines!

Alice H. Hammond
Chairman
Amelia Earhart
Scholarship Fund

chapters who really went over the top: San Diego, \$300; Eastern Pennsylvania, \$250; Long Beach, \$260. Contributions from your chapters can still be included in the contest up to August 1st—so keep your money coming.

Air Age Education

"When I visited the South Central Sectional the first weekend in May I was busy talking air age education and I made a startling discovery. Many of the 99's do not realize the scope of the Aerospace Education Program. When I asked one 99 what her Chapter was doing she said, "Nothing, we don't have a CAP Squadron any where near us." At this point I decided that an explanation was in order.

What is Air Age Education?

It is the nourishment needed for the growth of Aviation and Astronautics now commonly known as Aerospace science. First, there is a need to educate ourselves. When you make a trip to the weather bureau, a radar installation, have a speaker at one of your meetings, you are participating in air age education. The second need is to educate the adult world, to dispel the fears and superstitions that many have in respect to flying. Take your neighbor on her first flight—that is air age education. Working with CAP Squadron and Wing Scout programs would fall into the third need, and down the age-line is the need to satisfy the wide-eyed curiosity of children. That's a big project! The needs are great and we can not satisfy all those who are hungry for aerospace education but every contribution benefits."

Sincerely,
Shirley R. Marshall,
Chairman
Air Age Education
4032 Calle Chica
Tucson, Ariz. 85711

Roster Changes

Gene Nora Stumbough is now Mrs. Leland Robert Jessen—at home at 741 Eastridge, Wichita, Kansas. Page 59. Kansas Chapter.

Jeanette Good (David)—new address is 5570 S. Santian Highway, Lebanon, Oregon. Oregon Chapter.

Please

Every Ninety-Nine be our clipping service—all reports on reports on AWTAR, Powder Puff Derby. Include name and date of publication—mail to:

AWTAR, Inc.
Teterboro Airport
Teterboro, N. J.



WINNERS—Isabel Blodgett (left), pilot, and Chris Seaver (right), co-pilot, winners of the 1964 AWNEAR at Westfield, Massachusetts.

FLYING ACTIVITIES REPORT—June 1964

Flying is in the air! The International Race with Pat Arnold taking first place, is over; the New England Air Race with Isabell Blodgett the winner is over; now the AWTAR is coming up! Pictures are being passed around, sponsor or no sponsor being discussed, maps and charts spread out; the excitement is apparent from Fresno to Atlantic City. All 99's are part of this race, no matter if they fly or not. They plan and work at the take-off, at the many stops on the route across these United States and on to the eastern seaboard and the finish line.

Whether you fly the Race or attend the terminus, plan to join the 99's on "The 99's Day at the New York World's Fair" on July 10, 1964. Two airports practically at the entrance to the Fair are La Guardia and Flushing. La Guardia has a minimum \$5.00 landing fee; parking fee for general aviation aircraft is \$2.00 for the first 8 hours and \$1.00 for each additional 8-hour period (this is for aircraft not exceeding 5,000 lbs). La Guardia requires two-way radio—approach control from the east 118.9 - west 125.7, tower 118.7 and ground control 121.7.

Flushing Airport is managed by 99

"Willie" Hanzlik and her 49½er "Speed." The landing fee is \$1.50 for single engine aircraft and this is waived with the purchase of 15 gallons of gasoline; \$2.50 for twin engine or the purchase of 25 gallons of gasoline. The tie-down fee is \$2.00 per night. Flushing is equipped with Unicom 122.8.

The Fair is beautiful and well worth a flight in.

We have heard many times that a profitable and flying fun-way to raise money for your chapter is with a Penny-a-Pound Day. Now from first hand experience, I can say it is true. The Greater New York Chapter flew their first one on June 14th at Caldwell Wright Airport in New Jersey. Chairmen Barbara Brotherton and Pat Wilson will tell you it takes planning ahead, willing pilots and their planes in the air and willing helpers on the ground. This excellent combination sold over 400 tickets and grossed over \$600. Other chapters, such as Tucson has flown a number of such Days and grossed several thousand dollars. There, in Tucson, the City Fathers, the airport, the airlines work with the 99's, but any chapter, with a little advanced publicity and a group of "eager beaver"

President's Column

(Continued from Page 2)

able to vote for a person rather than just a name.

Don't let me give you the idea that attending a convention is all work and no play. The Chairman and her Committees will probably admit that the provisions for the business portion of the convention were set up through a couple of phone calls, but the fun part has taken hours and days and weeks and months of planning. This has been done for you.

So, go to the convention, get in your 2c worth, brag a little about what your chapter is doing, perk up your ears at what other chapters have done, meet a lot of very nice Ninety-Nines, size up a few potential candidates, cogitate on a few international problems and eventually fly back to your own chapter.

You might as well face it. A change will have taken place . . . in you. Some where along the line somebody or something has given you a shot of enthusiasm and you can hardly wait to pass it on to the rest of the members of your chapter. You have gained a feeling of truly belonging, and an even greater pride in being a Ninety-Nines.

See you at the convention.

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

99's Uniforms

At the Southeast Section meeting in Memphis, Tenn., in May, the Tennessee Chapter wore 99 uniforms and advised that this uniform has been approved by National.

However, they noted that a recent issue of the Ninety-Nines News carried, along with notification of approval of this uniform, the information that it can be purchased through the Tennessee Chapter.

The Tennessee Chapter is sorry to advise that they have not been able to secure a reliable source of supply and cannot offer the uniform for sale at this time, but will notify National when they are able to do so.

pilots could start off such as we did. This adds to your treasury and to your chapter's contribution to the Amelia Earhart Scholarship Fund and the AWTAR.

Happy Flying,
Doris Renninger

Women's Advisory Committee Meeting

The first meeting of the FAA's recently formed Women's Advisory Committee on aviation was held in Washington, D. C., May 25-27.

After two days of being briefed — and questioning the directors of the various FAA services, including Administrator Halaby and Deputy Administrators, Bill Schulte and Gordon Bain, five sub-committees were formed. Although very little time was available for sub-committee meetings, at the final day luncheon with Mr. Halaby the group presented him the following recommendations:

Air Age Information And Education Committee

Constance Wolfe, Chairman

1. That FAA distribute to each Chamber of Commerce the booklet "General Aviation and Its Relationship to Industry and the Community."

2. That a motion picture in color be produced of private pilot training using young people as students in standard training planes at a community airport.

3. That FAA personnel develop short speeches, illustrated if possible by standard color slides, on various aspects of aviation that could be presented to community and civic groups.

Airman Proficiency And Performance Committee

Bernice Steadman, Chairman

1. Support FFA Notice 64-18 (Biennial Expiration and Renewal of Flight Instructor Certificates and Increased Supervision of Student Pilot Activities).

2. Conduct flight seminars for instructors on both single and light multi-engine aircraft.

3. Place more emphasis on the flight instructor and designee system and less on approved air agencies because of simplification and closer control of standards.

4. Implement an incentive program designed to attract young people into aviation.

5. Lift the maximum year of flight instruction an instructor may give from 1000 hours to 1500 hours to allow a 50 percent increase potential in pay schedule.

6. Action by FAA to assure equal job opportunities to women in aviation careers.

Airport - Heliport Committee

Judy Short, Chairman

1. For every airport used by jets and

large scheduled carriers have a secondary parallel runway, 3500-5000 feet long. Include these parallel runways in the design of new airports, add the parallel runways to existing airports.

2. Accommodations and food noted on back of aeronautical charts.

3. The proposed FAA airports film "The Best Investment We Ever Made" be expanded to include heliports—a comparade "best" (and less costly) investment to a community.

4. Helicopter service in the Nation's Capital to serve Dulles, Washington National, Friendship Airports and downtown Washington.

5. Mark heliports having facilities to air cross country rotorcraft, i.e. gas, maintenance (on sectional charts).

Air Traffic Procedures Committee

Charlotte Kelley, Chairman

1. Air Space—Positive control should remain at level 24,000, should not be lowered to 18,000 at this time.

2. Communications—The controlling agent of aircraft should (1) use radial-bearing, facility frequency and distance rather than fix name; (2) after radar vector termination the pilot be oriented back to his original course; (3) on approaching airports reporting requests be more specific rather than a local name of a tank, bridge or street.

3. Standards—Uniformity of interpretation and enforcement by FAA personnel be standardized throughout the country.

Aircraft, Helicopter and Airline Committee

Dora Dougherty, Chairman

1. That the needs of general aviation be examined in terms of pilot requirements. This should include such arrangements as: eyesight and anthropometric data for both male and female of all ages.

2. That research efforts for general aviation include the total cockpit not only the instrument panels as in Project Little Guy.

3. That cost limitations of general aviation be kept a dominant factor.

Many other problems are under investigation and study for workable solutions and will be presented to the administrator as they are resolved.

Twenty-three of the 28 members are Ninety-Nines and all four of the ex-officio members are Ninety-Nines. The next meeting is tentatively scheduled for late fall at the FAA Aeronautical Center in Oklahoma City.

Attention! Help!

There must be many 99's who are "would be," "budding" or "frustrated" journalists that might be interested in editing the Newsletter.

Since it is impossible to know each of our 2090 members, we'd appreciate being advised of those members who would like the opportunity of working with this medium of membership togetherness.

The Newsletter is an essential part of our organization. If you can devote a few days a month to take on this important job—send your name, prior to International Convention time, to: Dottie Young, Catlin Aviation Co., Box 82398, Oklahoma City, Okla. 73108.

Women Pilots Laud Global Feats

The world-famous 99's (International Organization of Women Pilots) congratulated two outstanding aviatrixes on recent globe-circling accomplishments: Mrs. Joan Merriam of Long Beach, California — first woman to completely circle the world; and Mrs. Jerrie Mock of Columbus, Ohio — who set the first woman's solo speed record around the Earth's northern circumference.

The statements were issued at the female aviators' conclave in Hawthorne, Calif. Mrs. Ruth Deerman of El Paso, Texas and President of the international group, stated that "these two women, Joan Merriam and Jerrie Mock have courageously advanced the standards of women flyers throughout the world."

Joan Merriam, on her arrival in Oakland Thursday, will have earned the title of "World's First Global Aviatrix" by completing the historic Amelia Earhart route of 27,750 miles around the equator.

Mrs. Mock covered 22,858.8 miles in 29 days, 12 hours, 4 minutes and 55 seconds.

Memo: To You

From:
Lindy Boyes
Peace Corps Volunteer and
Bay Cities Member

Address:
Voluntarios da Paz
A/C Supervisora, Merenda Escolar
Itapemirim (Vila), Espirito Santo
Brazil

Subject:

Greetings from Brazil!

This is the first report of my arrival in Brazil as a PCV. As such, I and my 33 companion survivors of three months' rigorous advance training expect to be here until approximately November, 1965, when our "tour of duty" ends officially.

Between now and then you will be receiving from time to time my "form" letter, courtesy of The Experiment in International Living which is administering Peace Corps activities in my bailiwick, the State of Espirito Santo. Some of you have already heard from me re: "circulation" of the letters. I hope that all of you may want to pass it around to friends who might be interested.

Very generally, our work in Espirito Santo will be centered around Community Development and establishing or helping to improve school lunch programs.

(From Lindy's First Letter)

"I made contact with Anesia Machado, a member of The Ninety-Nines, who took me to lunch at the Air Force Club at Santos Dumont Airport, the domestic operations field. Afterwards we visited the office of Air Ministry where the press officer was given information concerning me as a Peace Corps Volunteer and a 99. Anesia, a pint-sized dynamo, took me to her apartment, overlooking Copacabana Bay one block from the famous beach, which she shares with her husband, Air Marshall Antonio Appelneto, a retired Air Force and Navy veteran. Anesia has a Ryan Navion which she hangsars at Dumont but doesn't fly as much as she'd like because of her own busy life and some sort of government restrictions on private flying currently in force."

First Day Cover Program

To be included in the Convention Report, all Chapter and Section contributions and proceeds from the First Day Cover Program must reach **Broneta Evans** by **July 31**. Contributions received up to August 31 will be included in this year's final report.

Coming Events

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 13, 1964: Ex-WASP Reunion, Sheraton-Gibson Hotel, Cincinnati, Ohio, social and dinner.

August 14-16, 1964: INTERNATIONAL NINETY-NINE CONVENTION, Cincinnati, Ohio.

August 16, 1964: North Central Section Meeting, Sheraton-Gibson Hotel, Cincinnati, Ohio, Fall Meeting.

August 18-23, 1964: Third Annual Bob Schmidt All-Woman Tour, Tucson, Ariz.

August 28-29, 1964: Northwest Section Fall Meeting at Boise, Idaho.

September, 1964: Southwest Sectional, Redwood Empire Chapter, hostesses, Hobert'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.

Vacation Time Time For Scrapbooks

Just before you close up for the summer, look in your picture and clippings file and send along any items for our International Scrapbook.

Betty K. Slater,
Chairman
1912 West Tuckey Lane
Phoenix, Ariz. 85015

Letters

Nanaimo Airport
Cassidy, B. C.
June 17th, 1964

Dear Ruth,

Thank you for your letter. It's nice to know that members-at-large are remembered even though it is sometimes difficult to attend Chapter meetings.

I have been flying for four years. I'm 22 years old now and I hold a commercial license, SEL, SES, and instructor rating. At the present time I am employed as flying instructor and charter pilot by Cassidair Services in Nanaimo, British Columbia. We have one of the largest flying schools in B. C. Right now I have 65 students, so training takes up most of my time. I use Cessna 150's, a 172, and an Aeronco Champ for training, and I'm now instructing some students on their own planes: a Luscombe and a 175. We use a Cessna 172 and a 185 on floats for charter and our company has recently purchased a Grumman Goose so I'm hoping to acquire a multi-engine rating this summer.

Most of my flying is done around Nanaimo on training flights, and charter from Nanaimo to Vancouver. However I do try to attend chapter meetings with the Far West 99's. We usually meet for lunch on one of the San Juan Islands or at Port Angeles, Washington, and have a real good time. But with the busy spring and summer months it's a little hard to get away sometimes and I have had to miss the last few meetings.

Once a month in the summer, we take all our airplanes on a weekend "fly-in" and while giving instruction on mountain flying or cross-country flying, I get a holiday too. Last weekend we flew to Penticton, B. C., for the Jaycee Fly-in and Air Show. I took a student on his dual cross-country for his private license. He gained experience in mountain flying through the coast range and I had a marvelous time in Penticton. We hope to attend the Washington Pilots Association fly-in at Quillayute, Wash., in full force also, only July 11th.

I have flown in two small races—one as co-pilot with Illovene Potter in the Petticoat Derby, which was put on by the Oregon Chapter in 1962, and I flew a 150 in the Western Washington Chapters Lipstick Derby last fall. I

enjoyed racing very much and I'm really looking forward to another Lipstick Derby this fall.

That's about all I can tell you about my short career in flying, except that I love to fly and I'm happy to be a member of the 99's. I hope your column on Members-at-Large will be successful and I'd like to invite all the 99's to drop in to Nanaimo for coffee if they are flying this way, so that I can get acquainted with more of them. Thanks again, Ruth.

Sincerely,
Carole Phillips

103 Kingsway
Toronto 18
Ontario, Canada
June 22, 1934

Dear Ruth,

Thank you for your cordial letter. We members-at-large are a bit on the outside and I am sure they will all appreciate your interest as much as I do.

The information you requested is as follows: I got my Canadian private license in December, 1959, rated single engine land. Completed ratings of single and multi-engine land and seaplane before getting my commercial license in 1963. I have just gotten my multi-engine instrument rating.

I hold a U. S. private pilot's blue seal license single engine land and hope to fly off the multi-engine and instrument ratings in the FAA license this summer

I am presently flying a Cessna 180 seaplane and an Apache. Where? Well, the floatplane is for summer weekends in our vast lake country, and the Apache for visiting grand-children in New England or getting us to LaPaz, Baa, Calif., for fishing and points in between.

My 49½er and I hope to be in Cincinnati in August and will look forward to the pleasure of meeting you personally.

Sincerely,
Edith L. Denny

Correction

In the June issue of the News, a picture of the contestants and officials of the **International Air Race** was printed—but it listed it as a picture of the AWTAR contestants and officials.



BAKERSFIELD CHAPTER

By Jo Murphy

Attending Southwest Sectional meeting at Hawthorne in April were Florence Moody, Priscilla Spencer, Edna Long, Achsa Holfelder and Penny Ashworth. A fine weekend was reported.

Laurene Witmer, vice-chairman, was in charge of the April Chapter meeting at her home. Those attending were Edna Long, June Edwards, Achsa Holfelder, Bobbie Blackwood, Florence Moody, Priscilla Spencer, Laurene Witmer and two guests.

Peggy Archer has purchased a Moon-e-y Mite and is putting in lots of hours. She will fly it to the Merced Fly-In in June.

June Edwards attends the general meetings of the San Joaquin Valley Crop Dusters. She covers the meetings for newspaper and other publications.

Rhoda Thompson and Laurene Witmer, with respective 49½ers, were among "Les Avion Gourmet Gad Abouts" who flew to Columbia last month for a Sunday dinner and tour of that restored ghost town. Seven private planes with 28 members aboard made the trip. A previous flight by this same group took them to Santa Inez where they enjoyed smorgasbord in the famous quaint little Danish settlement of Solvang.

Jo Murphy's Cessna 180 recently underwent a "face lifting" but is back in operation now. After flying it for the first time the other day, Jo reports that what with a new engine, new interior and new paint job, it's just about like having a new airplane! She and her 49½er are planning their first fishing trip of the season to Lake Tsuniah in British Columbia. They have made several flying trips up there in the past and have always brought home (at least) their limits of beautiful Kamloop trout. This is a spot that can only be reached by flying in so its beauty and abundance of fish have been well-retained. At the same time, you have all the comforts of home in a beautiful big log-built lodge with all meals served family style and simply delicious!

Jo and her family are also in the midst of planning the "Maiden Voyage" of their ordered-but-yet-to-be-delivered camper (which of course had to

be a Skyrider). Their first trip will take them to Yellowstone National Park which will be a first for Jo and her two daughters, Renee and Mary Jo. Looks like a summer of fun ahead after that awful hard-working tax season!!

Mary Ann Laxague, our newest 99, just had a most interesting weekend to Mulege, Mexico, in a Cessna 182 with three pilot friends. Leaving Mulege they planned to stop at Santa Maria Ranch, but uncooperative headwinds changed their plans. Coastal fog also interfered so they went on to Mexicali, returning to Bakersfield Monday.

Our Chapter Chairman, Alice Pemberton has been on the sick list for three months. Hope she will feel well enough to join us at our next meeting, which will be held at the home of Achsa Holfelder here in Bakersfield.

LONG BEACH CHAPTER

By Carole B. Dunn

The Long Beach Chapter "Way Out Fly Paper" reports our flying activities are picking up rapidly now. Seems like every weekend there is a fly-in somewhere, or a race to enter. Fran Bera, Emma McGuire, Betty Faux, Calire Walters, Mary Pinkney, Margaret Calloway, Lee Titel, Judy Wagner, Betty Miller, Dorothy Van Zante, Myrna Shanfield and Carole Dunn are all entered in the Truckee-Tahoe Race from San Diego June 19 and the Powder Puff Derby on July 4. At our June meeting we heard about Margaret Callaway's trip across the U.S. in her 140, sometimes going slower than the traffic on the highway and sometimes gross with souvenirs. Margaret took Myrna with her and this was Myrna's first long cross-country. En route they stopped at the El Paso Sectional, then on to New York, then back to El Paso on the way home to Long Beach. Judy Wagner spoke about her flight in the IAR, in which she placed second, telling us the ways in which that race differs from the Powder Puff and all the while we just wanted to know the secret of winning or at least placing.

Betty Faux has been appointed an FAA Flight Examiner recently. We're proud of our chairman as there aren't many ratings on accomplishments left for her to receive. Sophie Glutz told of her flight to the New York World's Fair, where she encountered some bad flying weather (two miles visibility—probably less). Her co pilot said Sophie



BAY CITIES CHAPTER LUNCHEON—Given by William T. Piper Sr. at Oakland International Airport. Left to right are: Hialeah Reilich, secretary of the Bay Cities Chapter; Nancy Lyman, member; William Piper; Dorothy Garleipp, treasurer of the chapter; Elly Jones, member; Clyde Barnett, director, California Division of Aeronautics; Gladys Cobb, member.

was so thrilled at finally finding New York that she had to ask her to stop taking pictures and watch out for bridges, as they were flying at 1200 feet. Joan Merriam Smith gave us all a very entertaining talk while showing pictures of her around the world flight at the dinner we had for her in May. We expect to honor her again at a joint meeting of the Elks Lodge No. 99 and 99's in this area—organized by the Los Angeles Chapter 99's.

NORTHERN ARIZONA CHAPTER By Marilyn Bills

Our fifth pre-charter meeting was held on June 20 at the Entre Restaurant in Winslow, Arizona. Jean Black, chairman, conducted the meeting with ten prospective members jabbering over lunch.

Since the pilots outnumbered the student pilots and guests, our centerpiece, sculptured by Dot Ward, read "99." When the non-pilots are in the majority, the letters are reversed to read "66."

June Ely found herself a bit drowsy after spending a rather sleepless night in anticipation of the crosswinds she was to encounter when she flew from her home in Williams to Winslow.

Marilyn Bills was happy to have it

known that she and orthodontist husband had both taken that important check ride on Memorial Day.

We heard an exciting account from Jean Black—she and a friend had been stranded two days and nights in the desert when their car was lodged in some sand. Now she can give us all kinds of tips on emergency equipment to carry in the car.

July 4 will be a big day in our lives. First, we will be busy helping host the Pow-Wow Derby participants that arrive in Winslow. Later on in the day our chapter of Northern Arizona will receive its charter. We're looking forward to having Ruth Deerman here to make the presentation. We'll have 14 charter members.

ORANGE COUNTY CHAPTER By Evelyn Sherwood

Chapter chairman, Madine Parsel, was invited to fly helicopter air control traffic with Capt. Max Schumacher of the detail.

The versatile chairman was induced to sing several commercials over the KMPC airways, broadcasting while flying over the freeways.

The writer and chapter chairman will take off on July 4, with the rest

of the roster of Powder Puff Derby entrants in Fresno.

Member Thon Abbott is now a part of the Tallmantz organization Air Museum in Orange County. She flies here and there in "believe it or not" models of flying machines.

PHOENIX CHAPTER By Mary Vial

After returning that morning from a quickie trip to San Diego, Alice Roberts hosted our June meeting as efficiently as ever. We especially welcomed guest Ann Mouser, a student pilot whose husband is with Irvin Aircraft at Deer Valley Airport, and it was fun to see Mike Dover back with us again. Mike is taking over the scrapbook.

Virginia Hash, Trudy Murphy, Bev Periman and Pat Lambart did a real bang-up job of planning our latest Air Age Education project, which inadvertently turned into a hilarious, fun-packed weekend instead of a flight for a one-day picnic. On Sunday, June 7th, the above mentioned girls, plus Gretchen Yingling, Mary Weaver, Jimmye Lou Shelton, Alice Roberts, Ruth Reinhold, Juanita Newell, Jessie Wimmers, and several 49½ers met bright and early at Sky Harbor Airport to instruct

sixteen girls from Arizona Girl's Ranch and their president, Mrs. Ann Colby, in the basics of flying and navigation. Then everyone piled into planes for the one-hour flight to Sedona in beautiful Oak Creek Canyon, where it was tricky landing because of shifting winds and turbulence. Then on to Betty and Leonard Sharman's gorgeous ranch for swimming, horseback riding, and a fabulous cook-out provided by the Soroptimists of Sedona, for 62 people in all. It was a day to be remembered by the girls from Arizona Girls Ranch, most of whom will probably never have another chance to fly in a plane or spend a day of fun on a ranch. However, old man weather acted up when it was time to return to Phoenix. The wind and turbulence were so great that no one could take off from the Sedona Airport, which is tricky under ideal conditions. So back to the ranch, where the Sharman's generously provided food and lodging for the sixteen girls while the pilots and husbands bunked down in motels. Next morning everyone got off early on the return to Phoenix, but it was a week-end never to be forgotten. Especially we'll never forget the generosity and hospitality of the Sharman's and the Sedona Soroptimists. They are really great! Thank you, friends!

Lois Tuchler recently flew to Los Angeles for a social workers convention, while Louise and Doug Boyd will soon fly back East for a two week business trip in their new Bonanza. Betty Condon's Annapolis grad son flew into Sky Harbor for a midnight visit in a hot Navy reconnaissance jet. We'll miss Betty when she joins her doctor husband in Sacramento and hope they'll return soon.

Professor Dorothy MeLeod passed her instrument written with a 91% and will leave soon for three years at the University of Washington, on leave from Arizona State University. She'll be paid to earn a PhD in physiology! Her interesting life includes a trip to Connecticut soon and National Guard duty trips to Japan.

Nancy and Jerry Sullivan have decided to more than just fly for business and pleasure. They recently purchased B and B Flying Service at Falcon Field and have the Cessna dealership there. Pat and Ric Lambart were recent overnight hosts to Nate and Norman Wilcox of the San Gabriel Valley Chapter and entertained them by having Bev Periman and Gretchen

Yingling over for an evening of hangar flying. Mary and George Vial's daughter, Betsy, was married June 6th, and they put their two sons on a plane for New York on the 11th, Europe bound with the grandparents. Mary finally met vivacious Newsletter editor, Donna Myers, here in Phoenix, for the wedding of a mutual friend.

We'll try out Virginia Hash's new pool with our 49½ers for our July 30th potluck meeting. And Mary and George will host our August meeting on the 27th with another potluck. If y'all can brave the July and August temperatures, come join us!

REDWOOD EMPIRE CHAPTER

By Bette Smith

Our chapter has been busy with all of the arrangements that must be made for our Hoberg's fly-in, along with the extra details for the girls' flying in the race. Hialeah Reilich and Barbara Graber are busy sewing on their look-alike team outfits. They will be flying a Mooney Mark 21 with Barbara as pilot.

Myrtle Wright and Anita Conley will be flying on their second race together, only this year they will fly a twin Beechcraft Pilot - Air sponsored by George Hoberg, Lake Co. Resort owner. A complete refurbish job is being done on the ship, including paint and upholstery. Myrtle has been flying the ship out of Salinas.

Phyllis Cantrell and Becky Lightfoot will be flying a Cherokee 180 with Phyllis at the controls, and they are sponsored by the Petaluma Sky Ranch. We are so proud to have three teams from our chapter to root for, and since you all can't win, we will be wishing you all "Godspeed" and have a wonderful, and safe, race.

Anita Conley has sold her Aeronca and has a 19948 Cessna 170 which she flew to Los Angeles for her two-hours of dual instruction in a Hughes Model 269A Helicopter, compliments of Capt. Max of KMPC, Operation Airwatch. This is a lucky year for Anita when all seems to be turning out just right for her, and she does work hard to make things that way. We are proud of all our girls' and their individual accomplishments in flying.

Rex and Phyllis Cantrell, Santa Rosa, have completely restored a Taylorcraft, and it was test flown on June 5. It took them about six months of diligent work to see their newborn "baby" take to the air.

Patricia and Jerry Sprague and

daughters Sharon and Debbie flew to Calistoga in their Cessna 175 to watch the skydivers and the gliders on a Sunday recently. Pat is one of our newest members.

A special work meeting was called on June 7 at the Napa County Airport to give out envelopes and talk about what has been done and what is to be for our Hoberg's meeting in Sept. Three guests were present at this meeting: Joyce Blesi, Marietta Aldrich and Betty Foster. Betty and Marietta are both licensed pilots and fly out of the Petaluma Sky Ranch airport. We hope they will be interested in joining our chapter, which is growing by leaps and bounds—we now have 23 members and several prospective ones.

Hope to see you racers in Fresno. Have fun. Weather permitting—Mendocino Co. airport for August meeting.

SACRAMENTO VALLEY CHAPTER

By Joyce Evans

In spite of a most "unusual" spring with lots of cloudy skies, wind, and rain storms, we've been FLYING.

The family picnic on May 31 at Quincy was attended by 11 planes, occupied by Darlene Marsh and guests Dot and Fletch Anstess, Joyce, Hugh, Matt and Jeff Evans, Ruth, Al and Gregg Wagner and guest Bill Brady, Claire Raley, Ruth and Bonnie Lummis, Carol, Al and Russ Hammond, Lillian and Dave Gray, Jim and June Devine, Helen, Lan, Kim, and Kip Mace, Hialeah, Harry, Eileen and Kenny Reilich, Dorothy and Charlie Hunt and their three children from Napa, and Donna and Roy Martin.

Besides talking flying and relaxing in that lovely spot, we fished, swam, and played baseball and croquet. Our thanks to the Herb Wardman's of the Quincy Airport for their never-ending hospitality.

On Saturday, June 20th, Darlene Marsh and Veja Berry (C-172) fly No. 13 in the race sponsored by the San Diego Chapter from SAN to the new Truckee-Tahoe Airport. Planning to attend the Dedication Ceremonies, the completion of the air race, and the Awards Banquet at the Nevada Lodge, Lake Tahoe, are Juanita Bigler, Carol Hammond, Joyce Evans, Florence Breen, June Devine, Marianne McDonald, LaRue Brown, and Lillian Gray.

A luncheon meeting is planned for Saturday, June 27th, and then we will

all attend the dedication by the FAA of the new Radar Approach Control Facility (RAPCON) at Rio Linda, California, just inside the McClellan Air Force Base. It was planned and built jointly by the Air Force and the FAA.

This "Sacramento Approach Control" will be responsible for Mather, McClellan and Beale Air Force Bases, Sacramento Municipal Airport, Yuba County Airports, and future plans call for inclusion of Travis Air Force Base. Barbara Graber and Hialeah Reilich are completing their plans for the AWTAR next month. They fly a Moon-e-y, Mark 21.

Florence and Jack Breen in San Francisco today to see daughter Joyce and her children off via jet for Germany.

Helen Mace saw many friends at the Annual Antique Aircraft Show at Merced recently. Flying to Monterey with the Sacramento County Air Sheriffs' Squadron were Florence and Jack Breen with guests Grant (Squadron Commander) and Jeanne Caywood, LaRue and Norman Brown, and June and Jim Devine.

Lillian and Dave Gray (C-182), Hialeah and Harry Reilich (C-182), Florence and Jack Breen, and Esther and Lewis Phipps in a Twin Bonanza, enjoyed ALL the festivities at the 99 Fly-In at Fallon, Nevada.

Gerry Mickelson intended to be there too, but she's grounded. Landing gear up, as she was preparing for the last day of school, she injured her left knee and right ankle, so its crutches now and an operation next month, and no trips this summer.

Vacationing in Pennsylvania and New York via Dodge are Ruth, Al, and Gregg Wagner. The Art Eissingers (C-182) are travelling East, too.

SAN DIEGO CHAPTER

By Stella Hardin

May 17th meeting was held on Sunday at Betty Gillies' home in Rancho Santa Fe. Twenty-six members and guests enjoyed a potluck lunch at noon, with swimming and tennis in the p.m.

Dottie Daub and family flew to Fresno, then on to Sequia to spend the Memorial Day weekend. June Hickox and 49½ spent several days in Douglas, Ariz. Ruby and Lois attended the new Chapter Fallon Fly-In on June 13.

June 15 meeting was held at Jackie Brooks' home where the final fine details of the Truckee-Tahoe Air Race were discussed. We're all looking forward to a fun weekend.

SAN JOAQUIN VALLEY CHAPTER

By Jean Murray

We held our June meeting at the Nut Tree. Jean Murray flew in with Viola Labruchere and LaVerne Burgess a prospective member, from Stockton. Marie McDowell landed soon after with Dorothy Koebel and Margaret Andrews from Gustine and Modesto. Another prospective member, Martha Graham, from Antioch arrived in her Colt and then Terri Holm and LaVerne Gudel from Merced.

After a lovely luncheon, we had a short meeting in the Patio and then went our separate ways to shop.

Some of the members planned to go down and help at Fresno on different days on the Powder Puff. We all read the letter from Joan Merriam.

Marie and Alan and their guests had gone to Fallon Fly-In and also Terri and LaVerne G. Jean M. and her husband had flown to Hobergs to make arrangements for another group in July. Met two of the gals who had been at Fallon who were to be in the race, Myrtle Wright and Anita Conoley. They were taking some publicity pictures as Hobergs is one of their sponsors. The plane was painted beautifully! The gals were very excited and looking forward to the race!

The July meeting will be held at the new Stockton Metropolitan Terminal Building where they have opened a lovely restaurant at last!

TUCSON CHAPTER

By Laura Bohanan

In August when you are heading home from the International Convention, make plans to stop and join the Tucson Chapter for some

FLY 'N FUN

on the third ANNUAL BOB SCHMIDT ALL WOMAN TOUR.



EASTERN WASHINGTON CHAPTER

By Mildred Shim

June found the members driving or flying into a new strip called SKY RANCH between Colfax and Pullman, Washington. Minnie Boyd's daughter and family are operating this facility, a la hangars, mechanic, pilots, planes, etc., as well as hangaring Minnie's Cherokee. Lygie Hagan brought their Piper Comanche in in fine order on the 2,000 foot long, 2450 foot altitude strip. Owner-manager Leon Eggers and family "hosted" the 99's and families to a barbeque and swim at their home.

The coming Fall Northwest Sectional was much under discussion. This is to be in Boise, Idaho, August 28 and 29. Alaska promises to join the air tour which we hope will fly from all points of the compass of our huge section. The Dakotas and Wyoming are now part of us actively also so the fall flying weather should be good, we hope. Montana has sent out a challenge for an air race from home base to Boise. We hope the chapters will join with the Eastern Washington Chapter, in backing Montana.

Lygie Hagan, who is on the International Board will be at the Convention, and Minnie Boyd and Jean Caron will be delegate and alternate, respectively.

New chapter officers are: chairman, Barbara Thisted of Spirit Lake, Idaho; vice-chairman, Jean Carbon of Spokane and Vancouver, B.C.; secretary, Ginny Harper, Spokane; and treasurer, Helen Dewey of Omak, Washington; news reporter, Helen Crum, Yakima.

The chapter through the efforts of Minnie Boyd and Terri Becker of Pullman, presented gifts to Millie Shinn, Ginny Harper, and Gini Richardson, who are at present the entrants in the coming July Powder Puff Derby. Millie and Ginny (TAR No. 43) are flying a Mooney Mark 21; Gini Richardson is flying her Cessna with Marion Jepson of San Diego as her co-pilot. Since they brought home fourth place last year, it is hoped they'll boost it this year!

July meeting will be at Hitecocks

Proposed Route & Dates

Tues., Aug. 18 — El Paso, Tex.

Wed. & Thurs., Aug. 19 & 20 —
Santa Fe, N.M.

Friday, August 21 —
Show Low Area, Ariz.

Sat., Aug. 22 — Tucson, Ariz.

Sun., Aug. 23 — Fly-a-way home!

Want more information?
Check with your chapter chairman at your next meeting, or write Pat Nolen, 4475 E. Ft. Lowell, Tucson, Ariz.

in White Swan or else at the airport in Yakima; August will be the Sectional in Boise, Idaho; September meeting will be at Marie Reynells' Snake River Orchard; October is to be a mid-week luncheon meeting. \$80.00 has been sent to the AWTAR fund and \$10.00 to the Amelia Earhart at this time.

FAR WEST CHAPTER

By Margaret Layton

The weather was so bad on our regular meeting day that none of us could make the trip to Roche Harbor. The following Wednesday, our alternate day, was one of those perfect flying days: clear and beautiful.

Barbara LaRue flew in from Port Angeles in a Tri-Pacer.

The coffee shop was closed and the swimming pool was just being filled. A car was loaned to us and we drove into Friday Harbor for lunch. We really did enjoy ourselves. It was the first time we had been on San Juan Island to really look it over.

Mary and Dave Kochanek just bought a Vagabond. They have had the plane ten days and Mary has been flying eight days. The weather must have been pretty creamy for two days.

Marilou and Bill Fairchild have just completed a new pilot's lounge at Port Angeles. It is very nice and comfortable.

Dick and I are getting ready to leave this weekend for our annual fishing trip to Canada.

MONTANA CHAPTER

By Betty Nunn

In spite of the devastating flood which hit earlier in the week, Great Falls was the site of the June 13 meeting. Many areas were isolated by the high water, so airports served as transportation centers for evacuation of flood victims and supply centers for food, medical supplies and clothing. Great Falls was one of the main supply and rescue centers, and I was only too glad to do my part. We were sorry to hear that Louella Nelson's home was hit and she was unable to attend the meeting.

The FAA were gracious hosts and transported us to the local Air Base. We were shown through RAPCON and watched one airplane make a precision landing. We were then taken to Eddie's DeLuxe Lounge for lunch and our business meeting. Eighteen girls attended, six of them guests.

We were delighted to have one plane

from Canada with Eleanor Bailey and Carol Preece from Lethbridge, Frances Markle, Claresholm, and Grace (Hap) King, Skiff, aboard. Eleanor is trying to organize a chapter in Canada. She says there are many pilots but the distances are so great between them, they have a hard time getting together.

Welcome to two new members: Kay Widmer, Bozeman, and Pat Reimer, Missoula. Congratulations to Pearl Magill on receiving her commercial license.

Pud Lovelace reported on the National Intercollegiate Flying Association meet held in Bozeman on May 15 and 16. She presented the Women's Achievement Award (sponsored by Ninety-Nines) to Sally Sloan, Minnesota. She said the Montana State College team had done a terrific job in handling the meet.

Elsie Childs is planning a back-pack trip in July. Mary Stevenson will be flying to Alaska in the 172. Betty Nunn will be going to Seattle and Portland for two weeks. Carol Swartz and husband are working with CAP. The cadets are currently encamped at Malmstrom AFB in Great Falls.

OREGON CHAPTER

By Rivka A. Pratt

The Grants Pass girls were hostesses for the May 15th meeting. Twenty-six were in attendance. Ten planes participated in a spot landing contest with Bobby Hays, Vernonia, winner of 10 gallons of gas. That was a real nice job of flying, Bobby. Sue Maxwell won the beautiful floral centerpiece for flying the greatest distance, over 2000 miles, to attend the meeting. There was some discussion regarding the "distance flown" technicality. Rose Marie Stolsig, Eugene, was enjoying the beautiful sunny day and looked down to comment, "My, what rugged mountains they have around Grants Pass." Those were the Northern California mountains she was admiring. She did a 180 and arrived with time to spare.

The Kona Hut at the Elk's Lodge prompted the Hawaiian theme and the girls arrived wearing muu-muus, sarongs and leis. Jack Frost, a local orchid grower, donated orchids for the occasion. Dick Smith, Chief of FAA Combined Station/Tower in Medford was the guest and played a tape recording of a pilot in IFR conditions talked down by a Medford Tower oper-

ator. A hair-raising but good lesson on fast moving fronts. Dick Smith was Bernadine Denning's first passenger after receiving her commercial license. She picked him up in a Cessna 172 and returned him safely in her Tri-Pacer. Do you suppose he needed a tranquilizer?

A correction in the May Newsletter. Bernadine did not receive her instrument rating as was printed but did pass her instrument written exam and now has her commercial license.

The new Southern Oregon Chapter held a meeting Friday May 29th with election of officers but at this writing have not been advised about this. We will certainly miss the girls from our chapter but wish them Godspeed in their own organization.

Just before the May 15 primary election in Oregon, Juanita Elligson, Ann Brown, Nancy Edwards, Helen Wolfard, Nona Plamondon, Charlotte Dodson and Althea Adams met Don Bennett and Ed Logue in the Hughes helicopter at various stops in Clackamas County, not only trying to further the establishment of airport in Northern Clackamas County, but also to make people aware of what the 99's are trying to do for aviation. They passed out brochures about the airport and answered questions about the 99's. Thanks to Arline Baker of Hillsboro Aviation and Al Kempin of Skyways, planes were sent to fly the area. Although the airport was voted down, there is still a great deal of interest in having one at this location. For one thing, a lot of people in Clackamas County knew nothing about the 99's—what we do and what we try to do in the best interest of aviation, but they do now.

Evelyn Ratcliff and 49½er Ed, along with Dori Lohr and her 49½er, flew a P 250 to Mexico for a delightful vacation and fishing trip. They went as far south as Muleje. Dori and Evelyn jetted back to Veri Beach, Fla., to pick up a Piper 235 for Hillsboro Aviation with beautiful weather every inch of the way. The Florida grapefruit was at its peak and so delicious they brought back two bushels. Sorry I don't live closer, Evelyn. The girls are preparing for the AWTAR — their sponsors are Hillsboro Aviation and Corvallis Aero Service.

The first of June there was a spot landing contest at the Scappoose Air Port; Nona Plamondon, Barbara Daupe and Bobby Hays report having had a wonderful time—but no winners.

Gretchen Fraser has been a very busy girl. She and her 49½er Don flew 6500 miles in 10 days with no hold up on weather. They went to New Orleans, Philadelphia, New York and Minneapolis and then back to Portland. They went back for the Petroleum Institute of America at Philadelphia. One day last week she did 1½ hours of instrument flying and never did see the ground except when taking off and landing. Saturday, June 13th, Gretchen rode the Olympic float in the Rose Festival Parade. Her float won 1st prize in the Trade Divisions. She reports that weather in Canada is about a month late and all the streams are very high. They may have to put off going there until July. She and Don have a part interest in a float plane (this one has a starter so she expects to get in more hours in it than the last one they owned). An interesting note on the Alaska earthquake; Lowell Thomas Jr. who lost his home in Anchorage, was unaware of the earthquake until he landed at Fairbanks (he was enroute at the time). He was the first plane to land being asked to go in ahead of an airliner to see if the airport was safe. He was unable to learn anything about his family's safety for 14 hours after the disaster. Gretchen thought this might be of interest to many of the girls who know Lowell Thomas Jr. (See July, 1964, issue of National Geographic for account).

Jeannette Good and 49½er David have moved to 5570 S. Santiam Highway, Lebanon, Oregon. Jeannette has checked out in the Champ at the Lebanon Airport and hopes to be flying this summer.

Ruth Doland's 49½er Floyd was sent to Texas to check an installation of equipment so Ruth takes a leave of absence from her job at Physicians and Surgeons Hospital, hops into their little plane and takes off to join him for a month, or maybe longer. Will have to wait until she gets back to get a real report on her trip.

Besides getting ready for the AW TAR Evelyn Ratcliff has been a very busy girl. She was the main speaker for the Rotary Club in Sweet Home, Oregon; also for Corvallis Oregon Pilots Association Meeting. She spoke on the Derby and Women in Aviation.

Wik's Airport changed hands recently and we are real unhappy to learn that Ruth Wikander is no longer to be associated with the new management. A certain group of Oregon fishermen

were very disappointed to learn that Ruth was not available for their proposed trip to Canada (a repeat of one made last year) and they, together with numerous of her students, are most anxious to see her back in the air again soon. As soon as she has enjoyed a well-earned rest we are sure she will have some interesting news for us.

The 13th of June was the scheduled meeting at Astoria with Lucy Drucker and Rita Ginn serving as hostesses. They had two strikes against them; foul weather and the Grand Floral Parade of the Portland Rose Festival. In spite of this, there were 14 members, 14 guests, five planes and numerous automobiles. Bobby Hays had Evelyn Holce, her neighbor in Vernonia, as her guest. Evelyn has 30 hours in her Tri-Pacer and is now leaving it at Vernonia. For anyone who is not familiar with Vernonia, it is really some spot at which to land.

A delightful no-host luncheon started the meeting off at the "Sea Fare" restaurant. Commander Lawlis of the Coast Guard's new Tongue Point Helicopter Base spoke to us about the new Search and Rescue Unit that is going to be on the coast and stationed at Astoria. At present they have only one helicopter in service and only operate on weekends. By August they hope to have four or five officers and complement of 20 or 30 men. The new helicopters are on the production line and are to be delivered in August. At this time they do not know how many will be stationed at Astoria.

Mr. Robert Hansen, a local insurance man from Astoria, gave us a talk on the gilnetters. Up to this time we have only heard the story of the sports fishermen but now know the other side of the story on which we are to vote in November. Mr. Hansen brought out the fact that each gilnetter is a business man on his own with thousands of dollars invested in equipment. If they are voted out the canneries, both tuna and salmon, will be eliminated and thousands of people thrown out of work, to say nothing of the tax loss. If this should happen it will be an impossibility to have even so much as a salmon steak in a restaurant, (that is Oregon Salmon) no canned salmon and we will be unable to purchase any for home use.

The gilnetters are only allowed 100 days of fishing a year; their fishing season starts in June, but they cannot

put a net out until 1500 steelhead cross the Bonneville Dam counter in one day. It is not the gilnetters who are destroying the salmon industry in Oregon, but the river population and the dams which have destroyed the gravel beds which are the spawning grounds for salmon. Every bit of raw sewage from any city on the Columbia is dumped into the river. Gilnetters have to use their old nets for the first two weeks of fishing because the sewage rots their nets so fast. It is amazing to know that \$1200 to \$1500 are tied up in each net. Not only will thousands of dollars be lost from taxes but the well-known cannery which packs Bumble Bee tuna will no longer pack their tuna at Astoria because without filling out the year with the salmon pack they will be unable to ship the tuna in for packing. At the present time and under the present treaty the Japanese and Russians fish with their illegal nets and traps (suction lines) outside of the three mile limit; however, if this measure is passed they will be able to fish right off our coast line.

Astoria will slowly become a ghost town regardless of the placement of the aluminum plant there. From this talk it is apparent that a good deal of thought should be given to this measure before election day and more learned about the whys and wherefores. Mr. Hansen is available to talk to any organization or club. All in all it was a most informative meeting.

Announcement was made of two interesting races this summer. **July 12 there will be a race for Lady Pilots only—co pilots are to be students or non-flyers. This is being sponsored by Hillsboro Aviation and we understand from the grapevine there are some real nice prizes being offered.**

August 8 is the date set for the Second Annual Aerial Treasure Hunt (open to both lady pilots and men pilots) sponsored jointly by the Columbia Aviation Club and the Hillsboro Chapter of the Oregon Pilots Association. The 99's have been asked to help as individuals. Ann Brown and Bobby Hays are on the committee.

The next meeting will be held at Scappoose. Bobby Hays will be acting chairman since Evelyn Ratcliff will be flying the AWTAR. Wear your old clothes and be prepared to do some painting. Bring a picnic lunch, sack lunch, or what have you; join the bunch and get some air marking done, as well as have some fun.

SOUTH DAKOTA CHAPTER

By Mabel Anesi

A wonderful time was had by all who attended the May meeting which was held in Casper, Wyo., on the 16th. Several stayed for the three days as guests of the Flying Farmers Convention. Casper is notorious for its high winds, but out of courtesy and respect for the 99's, we experienced an unheard-of velocity of three mph.; it was a beautiful day!

Wanda Busfield flew in from Belle Fourche in a Bonanza. Lois Chisholm and 49½er Dayton flew their Comanche from Pierre. My 49½er Ed cheerfully gave up his rights to the Cherokee so that I might fly to the meeting; he drove to his destination that day, which was in the opposite direction. George Fike never trusts the weather to stay fair, so she and 49½er Les drove in from Lander for two days of the Convention; they wanted to be sure of getting back to work on the right day. Dorothy Lee, Jean Tough and Jo Ann Thomas drove from Rapid City. Jean Krause, our Casper member, arranged our meeting place for the conference room of the Hotel Townsend.

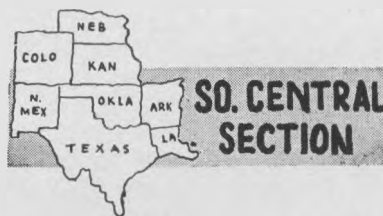
We had two very interesting guests at our meeting: Polly Stoehr from the San Gabriel Chapter, and Nellie Allender from the Tip of Texas Chapter.

This was the first meeting that our chairman, Maxanna Carlson, has not attended. Vice-chairman Jean Tough did a very excellent job of conducting the meeting. Final plans were made for our participation in the Rapid City Air Fair. We will share a booth with AOPA and the "Early Birdman" exhibits. We plan to sell First Day Covers, as well as being pilots for the "penny-a-pound" plane rides. It wasn't easy to extract information of notable personal achievements from our group, but Jeane Krause insisted on a short resume of our flying experiences, and we all found it very interesting. George Fike received a special citation signed by Eleanor Roosevelt for flying in supplies to those marooned by the blizzard of 1949. Lois Chisholm has a picture of herself and Mr. Piper when she was Queen of the Flying Farmers in 1960. Incidentally, it was after this honor was bestowed upon her that she started flying—she was ashamed not to. Wanda Busfield flew an OX5 open cockpit Travelair in 1937. Dorothy Lee entered the 1959 AWTAR as a co-pilot. Jean Tough was

entered in the Michigan Small Race in 1957. A letter was read from our treasurer, Mildred Telekamp, who has not been able to attend any meetings lately, but stays home and collects money for our chapter and helps 49½er Norman who is building a PA-11 in their basement.

Carol Rayburn has recently taken delivery of a new Pawnee, and will be spraying crops this summer.

The next meeting will be held in Hot Springs on June 13. A picnic on the runway is being "planned," but we will probably find a shady spot somewhere else.



ABILENE, TEXAS, CHAPTER

By Beverly Tarpley

We closed out our year's activities with a day spent with our Girl Scouts in air marking activities. It seems that no matter how much we do, there are always so many more places to be marked, but the satisfaction of standing back and looking at a completed sign makes it all worthwhile. The enthusiasm of our Girl Scouts has also materially reduced the aches and pains we used to suffer following these excursions. We are looking forward to getting more done in this line next fall and to training our Girl Scouts so that they will become expert air markers.

Our final event of the year was a luncheon meeting at which we heard a report on the South-Central Section meeting in El Paso and elected our new officers who will assume office in the fall. Those officers are chairman, Marilyn Schulz, vice-chairman, Gloria Puckett; secretary - treasurer, Audrey Anders; News Letter reporter, Mel Hall; membership chairman, Amber Cree. This was the first meeting for our new member, Mel Hall, who has just acquired her ticket, and we didn't waste any time putting her to work.

We will be inactive as a chapter for the summer, but all of us plan a great deal of activity with our families, vacations, etc., and we hope that in our travels around the country, we will have an opportunity to visit with some of you.

ARKANSAS CHAPTER

By Mary McKillip

The Arkansas Chapter is anxiously awaiting the 4th of July and the arrival of the AWTAR thru Fayetteville. We are assisting the Tulsa Chapter in this project and from all reports, it should prove to be a fine stop. The Hon. Orval Faubus, Governor, proclaimed the week of July 4th as "Women in Aviation Week" and four of our members were on hand to receive this proclamation.

Going back a bit since yours truly has neglected to send in the news: four of our members flew to El Paso for the So. Central Sectional. Ruth McAdams treated Donna Hale, Cindy Morriss and Mary McKillip to a beautiful ride in her Travel-Aire. This was the first Sectional this new chapter had attended and can't tell you how impressed everyone was with the cordial hospitality and marvelous four days spent in El Paso. Needless to say, they are all looking forward to the next one. Our special thanks to the El Paso Chapter for a fine convention.

For the June meeting, we met at the Mary Stanley farm in Augusta, Ark., for a joint meeting with the Memphis Chapter. Those attending were Cindy Morriss and guest in a Cessna 150; Drs. Barton and Mary DuKett, Donna Hale and Mary McKillip in a Skylane. The day was clear and hot and Mary had a wonderful day planned for us all. Meeting at their farm we then drove to the White River and the Augusta "Outing" Club for an afternoon of swimming and water skiing. A delicious barbecue lunch was served and after another quick trip around the river, we reluctantly returned home.

Our July meeting will be held in Fayetteville and possibly another meeting later in the month in Jonesboro, Ark., with Ruth McAdams as hostess.

COLORADO CHAPTER

By Marilyn Nordstrom

The Colorado Chapter enjoyed the hospitality of Mary Frenzell and Jo Dennis at Mary's lovely new home on June 5. Plans for the summer chapter activities were formulated, June — an all state fly-in at Sterling, Colo., under the sponsorship of the Sterling Civil Air Patrol. All flying organizations in the state were contacted. July plans include a tour as a money-mak-



GOV. FAUBUS proclaiming the week of July 4th "Women In Aviation Week." Arkansas Chapter members pictured, left to right, are: Donna Hale; Mary DuKett, secretary-treasurer; Governor Faubus; Mary McKillip, chairman; and Ruth McAdams, membership. (Photo by Phelps, Arkansas Publicity and Parks Commission, State Capitol, Little Rock, Ark.)

ing project to be followed by a dinner. August offers a fly-in to the Black Forest for a barbecue, arrangements by our Colorado Springs members.

Frances and Ed Tepper and Helen and Joe Choun flew to Monterrey, Mexico, for a Shrine Air Patrol weekend affair recently. Fredda Turrill flew jet to Paris to attend modeling school and came back by way of the Ozarks to participate in a square dance convention with 49½er Larry, who had flown their ship down to meet Fredda. They report all kinds of weather on the trip back to Denver. Donna and Johnnie Myers flew back to the Indianapolis "500"—then Donna flew east with friends—one night stands in Bradford, Pa. — then Ithaca, New York, then New York City—back to Denver for one night and on to Phoenix to attend a wedding—and had the opportunity to meet Phoenix NEWS reporter, Mary Vial. Thelma Thomas has been in Virginia. Sue Everett was at the "500"—then on to the fair in N.Y.

The national convention in Cincinnati will find Fredda Turrill, Pat Luther, Sue Everett and Ethel Frieze and Donna Myers from our chapter for sure.

FORT WORTH CHAPTER

FORT WORTH CHAPTER MEMBERS . . . have been flying as weather and time permits, this month, and in May.

Ann Atkeison, hopes to make the Wasp Reunion in August . . . Gladys Brogdon, flying to New Mexico, ran into a fierce line of T-Storms, returned, like a smart pilot would . . . Dora Dougherty and Jimmie Kolp attended the Women's Advisory Committee on Aviation meeting in WDC, reported it worth while and really contributing talent, worth the time and effort . . . Mary Kahak, ferried a 310 Cessna back from Florida, as a favor for a friend. She and 49½er flying to Texoma Lodge (full, full, full) . . .

Frances Pyland, pleased with the new Piper Cherokees, 140 and 235 . . . Tcny Page, flew to Miami Beach for the Aviation/Space Writers Assn., and then to the Reading Air Show, in Penna . . . Anita Reilly, and 49½er, flew with Verna Stubbs to the SC Sectional Meeting — reported it "fab" . . . Faith Richards (secret) is headed for Oklahoma City, come July 4th for her vacation. Guess what she is going

to do with Dottie Young? Whirly-Girls, expect another . . .

Edna G. Whyte, at RAS for her firm, flying (at deadline to Rockford), Illinois, to speak to four womens clubs . . . Martha Wright, who flies with her 49½er to the Islands in the Carribean, was featured in a Sunday full page as "Flying Family". Martha and her husband take food and Christmas presents to missionaries!

KANSAS CHAPTER

Garnett Hastings, Reporter

Congratulations! To Kansas Chapter 99 members Gene Nora Stumbough and Janice Rising. Gene Nora was married on June 13th to Leland Robert Jessen of Wichita. Their beautiful wedding took place in the Church in the Wildwood at Green Mountain Falls, Colorado. Member Pat McEwen was Matron of Honor, and Joyce Case Funsch and Garnett Hastings assisted with the reception. We wish Gene Nora and Bob an abundance of happiness. They are now at home at 741 East-ridge in Wichita. Janice Rising (one of our newest members) will become the bride of Dick Yetke on August 1st. Their wedding will take place in the U. S. Coast Guard Academy chapel in New London, Connecticut. We all extend our heartiest congratulations to you Janice and your groom-to-be.

Our meeting on April 11th was a fly-in to Smith Center to meet with local women pilots. We were so graciously hostessed by members Neola Matson and Betty Merriweather. Out-of-town attendance was reduced because of threatening weather; however, making the trip from Wichita were Gene Nora Stumbough, Garnett Hastings, Hazel Guy and Earlyne Scholfield; Helen Simmons and Roy flew in from Abilene.

A bang-up time was had at the Cloud-Hoppers' Round-Up April 30th - May 3rd in El Paso, Texas. Kansas Chapter was very well represented by the presence of seventeen 99's and ten 49½ers. Many, many thanks to the El Paso gang for the wonderful hospitality shown us — they must have worked like Trojans; but I'm sure the results of their efforts were most rewarding.

Thirteen of our members plus seven 49½ers attended the banquet on May 7th given in honor of Jerrie Mock by the OX5 Club. Our Chairman, Pat McEwen, presented Mrs. Mock with an engraved medallion from the Kansas 99's for her first solo flight around the world by a woman.

Gene Nora Stumbough recently represented Beech Aircraft Corporation at the annual National Intercollegiate Air Meet and presented the Beech trophies. She was accompanied by Pat McEwen who ferried an airplane to Denver and then flew on with Gene Nora to Bozeman, Montana, where the meet was held.

We are very proud of Gene Nora Stumbough who was recently appointed to the FAA's Women's Advisory Committee on Aviation, and she attended the first meeting in Washington, D.C., the week of May 22nd, which meeting she felt was very successful.

Our June meeting was a swimming party at Pat McEwen's. Fourteen members, five 49½ers and seven guests participated. These included fly-ins from Smith Center, Dodge City, Lyons, and Sterling in Kansas, and Minco, Oklahoma. After the meeting and swim, we all enjoyed charcoaled hamburgers and a covered dish supper.

On June 2nd, Jean Murray flew a mercy mission in a Skyhawk 172 to Mayo Brothers Clinic in Rochester to take a patient from Cunningham.

Pat McEwen and Charlotte Chew flew to Plainview, Tex., recently to attend a "Women in Aviation" luncheon sponsored by the Kiwanis, at which time Marge Mitchell of the new Top-of-Texas Chapter was honored.

Garnett Hastings and Gene Nora Stumbough have completed another successful and interesting season with their Wing Scout Troop. In April, they took them to Oklahoma City to tour the FAA Aeronautical Center. Then in May, they were treated by Mrs. Olive Ann Beech to courtesy airplane rides over Wichita in a couple of Muskeeters. We are all looking forward to another good year coming up.

MISSOURI VALLEY CHAPTER

By Marge Colton

On May 23 and 24, the new Municipal Airport in Lincoln was dedicated, so our chapter took advantage of the opportunity to have a display explaining the 99's. Florence Boring was in charge of the display. It is certainly nice to have a long runway to land on now, instead of the short 1600 foot runway we previously had to use in Lincoln.

In addition to our meeting we watched the air show, and were pleased to meet one of our scholarship essay winners, Mrs. Selda Turnquist, who drove all the way across Nebras-

ka from Valentine. We hope that Mrs. Turnquist will soon be flying to our meetings — if she hasn't been discouraged by the "Flying Professor" who tried to learn to fly from a book at the air show. We can assure her that if she wins the scholarship she will have more competent instruction than just a book.

On Saturday, June 13, we planned a visit to Minden, Nebraska, to Pioneer Village. Millie Barrett, Florence Boring, Lois Durham, and Evelyn Sedivy flew in from Lincoln. Catherine Marsh, Verdayne Menze and her daughters-in-law, Betty and Jeannine, came from Omaha. Katherine and Elgin White came from Central City and Marge and Charlie Colton flew from Grand Island.

Naturally, the most interesting display was the airplane exhibit. What fun it would have been to fly the old timers with the open cockpits or the "bicycle tire" wheels. We all envied Lois Durham who has flown one of the first jets.

Our July meeting is to be in Kearney with Leah Snart, and we hope to fly to Yankton, South Dakota, for our August meeting.

OKLAHOMA CHAPTER

By Nema Masonhall

Dottie Young and Jerrie Cobb attended the first meeting of the Women's Advisory Committee on Aviation in Washington, D.C., May 25-27. Of the 32 women on this committee representing all phases of aviation, most of them are 99's, which is a great credit to our organization and to all the chapters represented by these gals. If another book is written on Women in Aviation, these 32 could easily be included. We hope Dottie and Jerrie will give us a report on this committee in the near future. The following week Dottie ferried a new Twin Comanche back from Lock Haven. One of her "copter" students is Dr. R. G. Snyder of CARI and one of her near future students is Faith (Bucky) Buckner Richards, Ex-WACSP and presently a member of the FTW Chapter of 99's. We are all looking forward to seeing Bucky and wish her the best of luck.

Had the good fortune of being given access to a Cessna 140 for two months, glad to report I have been making use of it. Ruth, I wish you were 650 miles closer for a little dual, I'm a shade rusty after lo these many years. One of our faithful chapter members and

present treasurer of our chapter left us for Mesa, Ariz., Marie Hall and 49½er Brewer, will be missed by this chapter and we wish them the very best in Brewer's new position as manager of a swank resort motel. Eight of us attended a going-away luncheon for Marie: Jean Thomas, Rita Eaves, Beth Smith, Skip Carter, Nema Masonhall, Ruth Jones, Susie Sewell, and our chairman, Jane Abbott. Mase and

Nema were guests in the Port Early's home in Wichita, Kans., while Mase played in the \$12,000 Pro-Am Golf Tourney sponsored by KTVH, Channel 12. Also, had the pleasure of attending the Kansas Chapter meeting held at Pat McEwen's fabulous home with all its Arabian horses. The pool-side meeting had a goodly turnout and oodles of prospective 99's. It was wonderful to see so many of our Kansas 99 friends and be with them.

On June 5th, Jeanne Anderegg's home caught fire and much damage was done. So sorry to hear this, but glad it wasn't worse. Jeanne is one of our newer 99's and is conducting a Ground School Course in Norman and will be one of the instructors in the Okla. Chapter's Service Project, as will be Dottie, Susie, Broneta, Velma, and other chapter 99's. This project is to acquaint non-pilot women, whose husbands are pilots and aircraft owners, with aviation and to encourage them to learn to fly or at least operate the radio, file flight plans, and land-it and to be on happier terms with their husband's flying and aviation interest.

Sol and Trish represented the Okla. Chapter at Gene Nora's wedding and took with them all our best wishes for Gene Nora's happiness. Dorothy Morgan attended her class's 50th reunion in Pearisburg, Va. Chuck and Jean had quite an experience getting to Denver and back over Decoration Day — time to spare — go by air, so were on a trip to Lake Texoma in their 195. Ann Johnson's Cherokee 90W is sporting a new paint job, red and white. Broneta is off to Europe June 20th, will meet Velma in Frankfurt. Skip and Ruth will soon be off on a long summer vacation thru the north central states and the Great Lakes area.

On June 14th, we met at Catlin Aviation Co.'s Ground School room for our meeting. Those attending were Jeanne, Broneta, Arlene and Sharon Fisher, flew in from Stillwater, bringing Kim Bailey, Top Women Pilot of

the NIFA Meet in Bozeman, who became one of our new members, happy to see Sharon again. She has been attending college out-of-state this past year, Rita, Nema, Jane, Dottie, Susie, Skip, Ruth, Beth and Ann. Another guest of Arlene's was Barbara Swigert, formerly of Blackwell and NIFA Queen nominee of the OSU Flying Aggies. Barbara and Kim have both received their flight training at OSU. Welcome to both of you, as they will become members as of July 1. The Powder Puff was hashed and re-hashed. General Chairman Rita has it all well in hand, as this is the third time around for most of us, manning a race-stop, that is.

SHREVEPORT CHAPTER

By Hazle Nealey

The March meeting was spent touring the Weather Facilities and Tower at Shreveport Greater Airport. We then went to the home of Jere Saur for refreshments and chit-chat.

In April Dottie Ports was the chapter's hostess. Martha Christy arrived wearing a self made beautiful blue 99 dress. We all wanted one, so action was taken and now we all have one of these lovely shift 99 dresses. The highlight for the evening was making plans to attend the El Paso Sectional. Those attending were Helen Hewitt, Dottie Ports, Martha Christy and Jere Saur. On return to home base the report was that the Sectional was one of the best yet.

For May we gathered in the home of Corriene Strickland. Most of the time was spent discussing plans for a study course on Ground School Instruction. We plan to all study and to try and be ready to take the exam in August.

Peggy Sue Wenk, our 17-year-old member, is sporting a beautiful new diamond wrist watch. She says that it is a graduation gift from friends.

Joan Carroll has just returned from Europe. We are anxious to hear all about this trip.

Sarah Henley recently flew to Hot Springs, Ark. Also she soloed the Singer Sewing Machine, making her own 99 dress.

Friday is a big day at Corriene Strickland's restaurant (THE CHICKEN SHACK). A sign reads: "All the catfish you can eat for \$1.00," but my advice to all sister 99's: unless you are willing to clear tables or take cash, avoid the Chicken Shack on Friday.



EARLY BIRDS—Marge Mitchell, Plainview, Chairman of the Top of Texas Chapter of Ninety-Nines, at right, extends a welcome to the early arrivals at the Hale County Airport on June 4 for the fly-in for the organizational meeting of the new chapter. From left to right are: Nellie Allender, Dalhart; Win Griffin and International President Ruth Deerman, El Paso; and Marge.

TOP OF TEXAS CHAPTER

By Avonlee English

How delighted we are to have our new Top of Texas Chapter. The organizational meeting was held at a fly-in in Plainview on June 4. Prior to the meeting the Ninety-Nines were luncheon guests at the Kiwanis Club. Marge Mitchell introduced our special guest, International President Ruth Deerman, to the large group of Kiwanis, their wives, Ninety-Nines, 49½ers, and interested friends of aviation. Mrs. Deerman discussed the work of the Ninety-Nines.

At our first meeting there were seven of our twelve chapter members present. Marge Mitchell was elected chairman. The other officers are Nellie May Allender, Dalhart, vice-chair-

man; Avonlee English, Plainview, secretary; and Billie Holmes, Borger, treasurer; Pat Jones, Kress, scrapbook chairman; Vondell Grant, Plainview, membership chairman; and Rose Mary Zeleny, Plainview, also attended. Other members of the Top of Texas Chapter include Pat McAllister and Carolyn Weinheimer, Amarillo; Floyce Leach and Betty Seigler, Plainview; and Lucille Cheetham, Morton. Billie Holmes brought two girls who signed application blanks for Ninety-Nine membership. They are Frances Cree and Katherine McArthur of Pampa. We welcome these two new members.

Several guests flew in to enjoy our "big day" with us. Win Griffin from El Paso accompanied Ruth Deerman. Helen Hewitt and 49½ Whitey flew

their Bellanca from Shreveport, La. Pat McEwen of Wichita, Kan., arrived in a 210 along with Charlotte Chew, also of Wichita. From Irving, Texas, came Kathy and 49½ Lynn Long. With Billie from Borger flew Ad Mihm, reporter for the Borger News Herald, who gave our chapter and the 99 organization excellent publicity in her home town paper. Thanks, Ad!

A most enjoyable time at the South Central Section meeting in El Paso was had by Marge, Billie, and yours truly. The highlight of the trip for us was the presentation by Ruth Deerman of our chapter charter.

Several chapter activities are being planned for the immediate future. An important project will be working at the Amarillo stop of AWTAR July 4-5. Charlotte Hunter, Odessa 99 and chairman of the stop, outlined our responsibilities. The Top of Texas Plainview girls are planning a co-pilot's orientation course for wives. Although there are many men who fly in the area, few wives at present are pilots. The pre-ground school course will give the ladies confidence and an incentive to obtain their private licenses. We hope that the novices will soon be members of the Sixty-Six Chapter, the organization for student pilots. Another project is working on Aviation Appreciation Day, June 27, in Plainview.

Marge Mitchell is living on Cloud Nine. The United States Air Force has granted her an orientation ride in a T-37. The ride is scheduled for June 27. We're all going to be anxiously awaiting Marge's return to earth. Congratulations to you, Marge!

(Ed. note: Jean Engler, Tulsa Chapter reporter, comes up with a question: how can we light a fire under our 'ghost members'? (Presumably Jean means those members who belong but don't attend meetings often.) Perhaps some of the other chapters might have some suggestions.)

TULSA CHAPTER **By Jean Engler**

The June meeting at my house was not a big one, but we got a lot of work done. Lois Martin, Colleen White, Jan Mauritsen, Lee Baker, Mary Shaddock and Agnes Hellman braved the heat to come over. We miss our other members.

Jan has her Skylady Derby behind her, and we hope all her hard work

and tireless efforts haven't gone unnoticed.

We charcoaled a steak for Dottie Ports and Hazel Nealey from Shreveport. Was a pleasure to have them up. They flew the Skylady along with Judy Hellman and Betty Nation from our group.

Annahlee Jones just got back from two weeks in Mexico. Our greenish tint prevents us from checking the details. Maybe she will show us her "moompictures," and maybe we'll look with one eye. That's all from here. See you.



ALL OHIO CHAPTER **By Marilyn Collette**

Our May meeting was held at the NCO Club, at Wright Patterson Air Force Base, where we all met, before seeing the show in observance of Armed Forces Week. The various aircraft and missiles on display were most interesting, and we enjoyed watching the Blue Angels do their stuff. Many thanks to our hostess for the meeting, Clara Tharpe, and the Dayton members who assisted her. Your reporter was just able to make it up to Dayton on Saturday from the end of the IAR at Gainesville, and we RON'd at Virginia Schumacher's home in order to attend the meeting.

The IAR as usual was par excellent with much fun and excitement. The sojourn into Mexico was delightful, and to those of you who were unable to make it, you missed a real good time. It was a real pleasure for me to get the opportunity to meet so many of the Texas members who worked on the McAllen start and stop and many thanks to Ardath McCreery, and Pauline Glasson for their untiring effort. A big Texas welcome was given to all, and I personally brought back the recipe for Border Buttermilk. Also many thanks to the Florida Women's Pilots Association for a wonderful vacation of flying and good fellowship. Congratulations to the winners, Pat Arnold and Loraine McCarty, first; Judy Wagner, second; Bernice Steadman and Mary Clark, third; Marion Betzler and Ann Nichols, fourth; Marian Burke, fifth; and Gini Richardson and Marion Jepsen, sixth.

News comes from Pat Rogers, Mans-

field, of her forthcoming marriage in June. We are very pleased with the news and wish you much happiness for the future.

ALL THE EXCITEMENT in Ohio now is the coming International Convention in August. Plans are being discussed with much vigor, and the work force is now in full swing. It sounds like a real big weekend with dinner on a riverboat and lots of fun for everyone. Please do make plans now to attend the National Convention, August 13, 14, 15, at Cincinnati, Ohio.

CAPE GIRARDEAU AREA **By Millie Limbaugh**

Sunday, May 17th, was an eventful and enjoyable day for our group. Six planes of gals from the Greater St. Louis Chapter honored us with their presence. We had lunch at the Holiday Inn and then toured the City of Roses.

The guests were: chairman, Rosamond Joly, and Loretta Slavick, Dorothy and Earlene Haupt, Valeria Johnson, Sylvia Bloom, Dot Rumsey, Ruth Taksel, Jan Pocock, Laura Sellinger, Irene Rawlings, Jane Noyes, Margaret Orscheln, Amy Laws, Margaret Walsh, Jo Meisenheimer, and also Barbara Bloom and Connie Taksel. Some of the girls will be here with a helping hand during the AWTAR.

We were also happy to welcome Edith Doyen who flew from Cuba, Mo., with Mary Elders.

Lois and Bob Feigenbaum attended the North Central Section meeting in Bellaire, Michigan. Lois was most enthusiastic and said it was a marvelous meeting. She also obtained approval for the 99 ring. It is most handsome and I believe we all should have one.

We're so happy to welcome our new member, Oma Carnahan, from Rolla. She flew in for our last meeting.

Our secretary, Margie Hall, is ill with hepatitis. We hope she'll be up and well very soon.

Alice and John Godwin have been to Daytona Beach, Fla. Next week they are taking the family to the Bahamas. Polly and Art Freytag flew to Panama City, Fla. Lois and Bob Feigenbaum have flown to Sheridan, Wyo., and Bellaire, Mich., and also attended the 500 race in Indianapolis. Nadine and Elmer Heuer keep the air rolling between Cape and Jonesboro, Ark., and also Branson, Mo., in their new Cessna Skylane. On Mother's Day I flew my mother and sister from



CAPE GIRARDEAU AREA entertains members of the Greater St. Louis Chapter, who flew to Cape for May meeting.

Kennett to Sedalia and back to Cape.

CHICAGO AREA CHAPTER

By Eva A. White

On Sunday morning, May 17, Pal-Waukee airport was the scene of the first fly-in meeting of the year. James Mitchell, member of the Board of Advisors to the Illinois Department of Aeronautics, was the guest speaker. His speech was a challenging one on "Women's role regarding laws in aviation, and how women can help formulate, advise and otherwise assist with such laws." The hostesses, Mary Patterson, Helen O'Hara, Esther Noffke, Dolores Mosher, Elizabeth Morgan, Norma Frier and Jeanne Rutkas served coffee and rolls during the morning.

At the meeting your reporter gleaned some news.

John and Toni Teiber flew to Indianapolis to visit their daughter who is attending Butler University there. Ralph and Gerry Krause flew to New Orleans recently. They report a little engine trouble when they reached Dyerburg, Tennessee. They received excellent service there, and discovered that the wife of the operator is a member of the Memphis Chapter of 99's.

Irene and Adam Gabriel flew to Marshall, Mich., for dinner one Sunday recently. It was Irene's first flight across Lake Michigan in their twin engine plane. As it was a hazy day, she also had a little instrument time on the flight.

Marie and Michael Cronin flew to El Paso, Texas, with Marge and Kelley Little. The Cronins were weathered in at Kerrville, Tex., while the Littles

went on to New Orleans. They met Mary Ann Nash at Kerrville, who was on her way to race and was also waiting for the weather to improve.

Eva and Harold White flew to Peoria on May 15 to attend the Illinois Press Convention there. They returned on Saturday, May 16.

After the May meeting, Helen Sailer and Ann Roethke, and Louise and Ray Kakesh flew in to Naper Aero Club's airport to enjoy poolside relaxing at the Harold White's Aero Estates home.

Oh-h-h, Spring!

Michigan in the spring is delightful! That is what seventeen Chicago Area 99's and 49½'s discussed at the Spring Sectional at Shanty Creek Lodge, Bellaire. Elsie Wahrer with Sue Roscoe and Virginia Rabung as passengers, Alice and Bernard DeWitt (in a new Colt), Dallas and Don Sutton, Louise

and Ray Kakesh with Eva and Harold White as passengers, Virginia and George Coffeen, Norma and Arthur Frier flew into Antrim Airport, Bellaire, while Alice Kudrna and Helen Sailer came North Central Airline to Traverse City. Helen and Alice flew by moonlight in a Cessna Centurion from Traverse City to Bellaire, with Dianne and Louis Ritt.

Virginia and George Coffeen wound up a two-week vacation flight to Phoenix by attending the Spring Sectional. Seems like the adage, "If you have time to spare, go by air," was true on their trip. They had weather problems both ways—tornadoes in Oklahoma and dust storms in Texas (the worst Texas had had in 30 years). However, once they reached El Paso, visibility was 60 miles or better. They landed at Sky Harbor Airport in Phoenix and found it to be a beautiful airport with wonderful service. In fact, they were impressed with the excellent service and facilities throughout the entire Southwest.

On their return, they stopped at International Headquarters in Oklahoma City and visited briefly with Elizabeth (Sue) Sewell and Dottie Young, and spent some time pursuing the Amelia Earhart Scrapbook.

IOWA CHAPTER **By Helen Flaherty**

Fifteen women pilots flew into Ames Municipal Airport on Sunday, May 17, and our dinner and business meeting was held at the Ames Country Club. Because of some breezes the last few months (breezes of up to 75 mph, that is), our attendance at prior meetings has been a bit thin; hence, quite a lot of business had stacked up, and we were able to dispose of at least a ton of it this day. Committees, reports, deals, appointments, etc., were widespread. We re-instated Mrs. Bernice (Bunny) Wilson and welcome her once again into our fold.

The fun part of the meeting included some delightful and hilarious reports from Edith Foley, our foreign correspondent in Uruguay and these will be printed in the News Letter from time to time. DON'T MISS THESE, WHATEVER YOU DO. We also got an interesting rundown on the Sectional at Bellaire by Phyllis Barber and Kitty Hach, which made us all wish we had been there.

Flight bags are going good, so come on you gals and give your plane the

"full treatment" with an appropriate 99 Flight Bag, a most fashionable and useful accessory and they are pretty flashy.

Those present were: Jim and Peg Ong, Cliff and Kitty Hach, Len and Ward Hunt, Bea Jobe and Eli Roseman, Phyllis Barber, Mary Lou Balinsky, Lois Grange, Edith Jensen, Bunny Wilson, Betty Johnston, Alice Bauman, Carma Moeller, Irene Erickson and me.

One way to get to a meeting is to have it. So, our June meeting was held in Fort Dodge with Mrs. Don Koestner and Edith Jensen co-hosting. This was a fun meeting in the form of a picnic, in a cabin, by the river, near the airport and eight plane loads flew in for the occasion and all together 29 people enjoyed this outing. It was a fine day with the wind in the right direction, and, as my old Irish grandmother used to say, "The north wind is only the south wind blowing backwards. We had the pleasure of meeting baby Robin Miller at the tender age of a few months, and we are looking forward to making the acquaintance of another baby named Phipps in the near future. Mrs. Nate (Ginny) Phipps came solo for this time, but promised a "showing" of her new baby girl soon. Congratulations, just a bit late, in all directions, and this includes another new American belonging to Dr. and Mrs. Arnold (Helenjane) Webster in Des Moines.

Now, back to flying. The blue sky yonder has been filled with our gals and they have virtually been "covering" the horizon both here and abroad.

We held a short but effective business meeting during the afternoon and many important decisions and matters were taken care of.

MICHIGAN CHAPTER **By Adele Binsfield**

The McKays did it again. They invited us to their farm bordering the Warwick Hills Country Club and consolidated our meeting on the 14th of June with the Buick Open Golf Tournament. It was a most pleasant day, with a good business meeting, a delicious picnic lunch and swim, plus watching champion golf.

We had twenty-four members present. Six husbands and four children enjoyed the day and all the excitement. Pat Arnold added a touch of spice by arriving in her helicopter, doing a little show and parking it in

Sammy's garden. Did you all hear that Pat Arnold and Lorraine McCarty took first place in the International Air Race? Bee Steadman and Mary Clark came in third. Very good healthy competition there. Speaking of races, those two crews plus Sammy McKay and Margaret Crane; Jean Reynolds and Dorothy Reaume; Jackie Markham and Mary English are going to participate in the AWTAR. May the best (Michigan) girls win!

Lorraine McCarty told us about the stop they made in Burlington, S.C., for fuel and food, on the way home from Florida. Pat Barbee invited her for a glider flight. She was amazed with it but loved it. Had a comment from Maretta Simpson who flew in the IAR with Sammy McKay. "It was more fun than I expected. Very exciting and is a great way to gain experience. Hoping to do it again next year."

Donna Blake made a business flight to Kenosha and Racine, Wisc., in a Beech F-35 Bonanza. Dorothy Ligon is taking instrument instruction. Connie Zwiefel, prospective member, has her multi-engine rating. She and husband are going to travel on his sabbatical year, to Turkey and other countries.

We heard from Marian Hoffman — could not attend our meeting because their airport was having a fly-in. They were featuring gliders, sailplanes and experimentals. It is too bad we can't get to all of these places. It would be great to have at least nine months of summer instead of four. Adele Binsfield flew to Port Clinton, Ohio, on June 13 for their Fly-Orama. From further reports she heard they had a capacity crowd fly-in on the 14th. We are still receiving mail from other 99 chapters about the grand time they had at the Shanty Creek Lodge Section Meeting. Next time we shall show you "Nyna," our little flying mascot.

We have more news, Wayne State University in Detroit will have an Aero-Space Workshop August 17 to September 24. Right on our doorstep. Plan to attend. We are sorry to hear Loma May strained her back and is unable to get around too well. Perhaps we should have a meeting at her home. That way we would be able to have her at a meeting.

Toni Kent delivered the SMALL Race packets. Please reserve these important dates, October 2, 3, 4, for Mt. Pleasant, Michigan.

Happy vacation time to all!

WISCONSIN CHAPTER

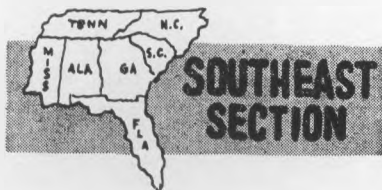
By Dora Fritzsche

Deedo Heise was invited to the Southeastern Sectional in Memphis recently, and showed both the ever-popular "Flight Lady" and the pictures of their Alaskan flight. She reports that the southern hospitality she encountered was at its best.

Marie Mitzenheim was hostess at our May meeting at the Sukiyaki House. Final plans were discussed for our cooperation with our local Zonta Club in raising money for their new venture, a home for retired persons.

Our joint project consisted of the Zontians selling tickets to their members for half-hour airplane rides; pilots to be Ninety-Nines, under the most able leadership of our Anne Roethke, who is a member of both groups. We had a pleasant and interesting Sunday. Some of our Chicago Area friends, this time, Helen Sailer and Marge Raglin, were on hand to assist us if they were needed. Toney ably managed the flight line, and as long as the planes flew west from the airport the weather cooperated. All who participated on the ground or in the air, enjoyed themselves.

Ehren Fath recently received her commercial. Two gold stars for her—instrument and commercial ratings within a few months of each other.



ALABAMA CHAPTER

By Nancy Beeland

On June 7th at 10:30 a.m. Alabama 99's gathered in Montgomery, Elise Heilpern and Juanita Halstead, aided by Foy Halstead, greeted Betty and Lew Ferrell, flying from Birmingham in a 182, Nancy and Jeff Beeland, from Greenville, also in a 182, and Bennie Peters from Marion in her Bonanza. Minnie Wade telephoned that guests would keep her away. In the absence of Chairman Jan Warrick, Juanita presided. Reports were given from the sectional meeting in Memphis. Elise and Juanita were accompanied to Memphis by Cora McDonld. Minnie and Charlie Wade, Betty and Lew Ferrell, Bennie and Beth Marquardt were all present. Alabama received the sectional trophy for the most new ratings in the past year. Bennie was

appointed delegate to the International meeting, with Juanita as alternate. The chapter will greatly miss Beth Marquardt who is moving to Ohio. Betty Ferrell was appointed treasurer to fill Beth's unexpired term. Plans were discussed for Alabama being hostess to the fall sectional meeting with Elise as chairman. After lunch we went to Maxwell Field Air Base and were given a tour of Rapcon.

This was among the most interesting and informative programs we have ever had. Due to the holiday weekend, the July meeting will be held on June 28th in Birmingham.

CAROLINAS CHAPTER

By Estelle M. Bradshaw

President Lyndon B. Johnson on Monday, May 4, announced the appointment of Louise Smith and Page Shamburger to the Federal Aviation Agency's Women's Advisory Committee on Aviation. Congratulations to both of you—we know you will do an outstanding job.

This committee deals with civil aviation, such as airport noise, sonic boom, incentives for safety, aviation training, improvements in airports and heliports to name a few of their opportunities to serve. FAA administrator, N. E. Halaby, says that the FAA not only looks for opportunities to utilize the talents of its own 5,952 women employees, but seeks the service of competent women outside the Agency as well. They want to promote increased family use of aviation both in business and recreation.

Our next meeting will be held in Crescent Beach, S.C., and we are inviting the Georgia Chapter to meet with us. Hope to see all of you there.

On May 14th a plaque of special recognition was awarded to six residents of High Point for bringing special recognition to the city of High Point. Congratulations to Louise Smith for being the only woman to receive a plaque as president of the 99's.

GEORGIA CHAPTER

By Betty W. McNabb

Georgia members scattered far and wide in April and May and the news letter editor got herself in the airplane ferrying business and didn't even get a letter written for the May news. She ferried (or raced) Musketeers a total of 7500 miles in something over four weeks, and feels well acquainted with the airplane.

There were three Georgians in the International Air Race from Monterey, Mexico, to Gainesville, Florida. They all think the race was handled wonderfully by 99 Virginia Britt and her committee, with special plaudits to the Texas 99's and Ardath McCreery, Pauline Glasson, Vera Bratz, Marion Davis — those girls did a wonderful job with that race, which was exciting, fun, and excellent experience. Georgia contestants DIDN'T win the race — but we did win new friends, we think, and much flying experience. Carolyn Kennedy of Parrott flew her Comanche with Myrtle Cagle, Macon, co-pilot. They had prop and weather trouble.

Betty McNabb with Jessie Miller, Hattiesburg, Miss., 99, as co-pilot, flew a Musketeer, courtesy of Albany Air Service, Albany, Ga., and they had weather and radio trouble. Isn't it nice to have a bonafide alibi! Or course, it could be conceded that the winners also had a high degree of skill, proficiency, and brains, but it is comforting to know that if your radio goes out at a stop, you do have some excuse for losing time. But the Georgia gals vote for the race and the race committee wholeheartedly. And the hospitable people along the route, and the FAA people, who were wonderful.

Our Virginia Kleeb of Augusta has been ill, and we hope she is recovering.

The June meeting scheduled for Arlington, Georgia, picnic style.

Georgia 99's attending sectional, and arriving through haze, said Chapter Chairman Ruth Miller, "that you could cut," were Ruth and Jim Miller, Tifton; Carolyn and Biff Kennedy, Parrott; Jean and Roy Voyles, Atlanta; and all reported a fine weekend in Memphis with plans being stirred vigorously for the race terminus in our section — Chattanooga.

The hostess chapter really must have had a drive to collect all the interesting door prizes and favors — compacts for each of the girls, courtesy of the Cessna dealer, prizes for the longest distance, the most children and grandchildren, the most recent pilot's registration number, and each chapter was given a set of Jack Adams glasses.

Georgia girls were given with envy when Alabama won the "Most New Ratings" trophy. Some of these days we vow it will say "Georgia" on it!



EASTERN PENNSYLVANIA CHAPTER

By Jerry Roberts

And it is a small world, isn't it? Beth Sturtevant and her 49½er Clyde attended the Maryland Chapter meeting of the Flying Farmers and met the newly crowned queen, Catherine Bastianelli and her husband whom they've known and been neighbors to for years—but never knew flying was a common interest. Had a delightful day making up for lost time both fight wise and conversation wise, I bet! All the fun took place at Al Bassler's field southwest of Baltimore. All thoroughly enjoyed the air show of precision flying in a clipped wing red and white sunburst Cub put on by the host. At dinner time a gang of fliers, including Royce and Connie Pierson (Connie is an International Queen from Iowa), the Sturtevants, the Dotterweiches and retiring queen, Jean Gray and her 49½er, George, flew to the Kentmore, Kent Island, to continue the fellowship of the day.

Congratulations are extended to Irene Wirtschafter for having advanced to the rank of Lt. Commander in the U. S. Naval Reserves. The notification of her promotion was waiting for her upon her return from two weeks summer training at Wright-Patterson AFB, Ohio.

Eastern Pennsylvania Chapter was well represented at a recent aviation show in Reading. Carol Arnold, who is listening to wedding bells for her immediate career, was spokesman for the Denson Co. and Irene, Judy Hopkins and Marie and Tony D'Alterio were interested spectators. Merle Chalow represented Alcor, who will sponsor her in the race. The new two-place Bede is the talk of the airwaves—rumor has it Irene has her order in, and they aren't even on the market yet! Highlight of the show was the meeting of Jerrie Mock and Joan Merriam. Alice and John Hammond flew to California for their son's wedding, and Alice will return East as part of the AWTAR. Excitement is growing as time for the race draws near. Jerry Roberts, Beth Sturtevant, Irene Wirtschafter and the Langhorne Wing Scouts will be on hand at the Dennis to greet the pilots as they arrive.

Results of the Penny-a-Pound at Queen City, Allentown, were as thrilling

as the day. Final tally showed 385 passengers—153 women and 81 men!

Peggy Corek and Irene Wirtschafter had an inspiring week at Williamsport at the Lycoming Service School.

Oh! Beth met Lois Beatty of Towson, Md., at the Flying Farmer get-together—a fellow 99, of course!

Jerry Roberts and her 49½er, Hal, flew to Strongsville, Ohio, recently. Bit by bit I'm wending my way to California—a lifetime ambition and longing! Thunderstorms en route made an extra landing necessary—and we put down at Hanna Coal Company private strip. A real beauty—and they entertained us royally until the skies cleared. We saw the largest shovel in the world—the Mountaineer—which will carry a load of 300 cubic yards (that's a lot of dirt!) and that is equivalent to three full sized cars. It made our 172 look like a tinker toy. At Strongsville we picked up a couple new to light-plane flying and proceeded to Sturgis, Mich. The weather was HOT and so-o-o-o windy—but smooth on top and very picturesque. Our passengers were filled to over-brimming with the deep appreciation that engulfs everyone for God's pattern of our lovely world from Heaven!

When we landed at Sturgis, we had to tie-down to gas up—heavy winds! They were forecasting tornadoes with hail stones three-quarters inch in diameter. I prayed for my plane as I was told all planes at the Kirsch Airport had been flown to calmer ports. We had little hope of returning to Strongsville THAT night. What a way to introduce newcomers to private aviation! A hot, dusty, windy taxi ride to Howe, Ind., delivered us to our port of call—Campbell Soup's new mushroom farm. It is a fantastic operation, and we came away with a new respect and added appreciation for the delicate fungus! After a perfect dinner in Sturgis (where we learned that town of less than 10,000 houses 52 industries) we checked the weather, just for kicks! and were surprised it was VFR all the way! Thank Heaven—you just **can't** depend on weather! Our passengers were duly impressed and Don has signed for lessons at Strongsville Airport which is practically next door to his lumber mill. We just can't figure what took him so long!

WASHINGTON, D. C. CHAPTER

By Janet R. Hitt

Sunday, May 24, found a dedicated group of Washington, D. C. Chapter

members and 49/ers on top of a roof in Purcellville, Va., for a spree of air-marking. Under the direction of sectional airmarking chairman Nancy Tier were Virginia Thompson, Naomi Meeker, Dottie Reese, Hazel Dwiggin, Elizabeth McCauley, Mary Ann Shelly, Alice and 49½er Bill Fuchs and Wendy and 49½er Bud Blanchard.

Jean Ross Howard and Blanche Noyes report a most interesting and informative first meeting of the FAA Women's Advisory Committee on May 25, 26 and 27 in Washington, D. C. The members of the committee were special guests of the Washington Aero Club at their luncheon Tuesday, May 26, at the Hotel Washington.

Jean Howard has an article about hospital heliports coming out in the next issue of the Flying Physicians Association magazine, "Flying Physician." Don't miss it . . . this is something all our hospitals should be planning.

Velta Been has been busy as always at the AOPA Flight Clinics. She has instructed at the clinics at Concord, Calif., on May 21, 22, 23 and the following week at Reading, Pa., on May 28, 29, 30 and in June on the 18th, 19th and 20th at the clinic in Columbus, Ohio. The Washington Chapter extends best wishes and good luck to Velta and Beth Marquardt who will be flying a Bonanza in the AWTAR.

With all the good flying weather arriving at last, many of our chapter members are off on trips. Virginia Thompson, 49½er Don and their two sons flew up to Northampton, Mass., on May 31 in their Cessna 172 for a family visit.

On Memorial Day, Dottie Reese treated three of her children to a flying trip in a Cessna 172 to the Flying W Ranch in New Jersey where they combined a tour of this well known and interesting airport with a brief visit with friends in nearby Mt. Holly. Ernest Reese Jr. (Butch) received his private license on June 9 which was his 17th birthday. Congratulations, Butch!

Laura Zerener reports a pleasant trip to Detroit in a Cessna 172 to attend the 50th wedding anniversary celebration of her aunt and uncle on May 23. Laura was accompanied by her son and daughter-in-law for this family gathering.

Doris White attended the personnel school at Maxwell AFB June 6-20. This lucky girl was flown down to Maxwell from Andrews AFB in a North Ameri-

can T-39 four passenger twin engine jet.

Mitzi and Gil Keller flew over to Atlantic City to attend the Lions International Convention on May 25 to 30. Mitzi also reports an enjoyable evening of night flying recently—an hour and a half of night take-offs and landings for proficiency which we all should be doing occasionally. Nellie and Bill Jackson flew their Bonanza to Taunton, Mass., over the Memorial Day weekend for a family visit and are off again on June 18 for another week in Mass.



GREATER NEW YORK CHAPTER By Selma Cronan

May brought us a business-dinner meeting in New York at Ferdis Restaurant. Both menus firmed up well. With the chicken course, we had business hash which took in the TAR terminus program (which sounds great) and a discussion of fund raising plans. We were tying everything up with dessert when who should arrive unexpectedly but Joan Merriam Smith. Her flight around the world may be old hat to Joan but we were delighted to hear about it from the star performer and if Ellie hadn't called a halt, we would probably still be there asking questions. The meeting was closed with the drawing of the winning ticket in a raffle, the prize being a helicopter ride, arranged by Pat Wilson. Who won? Why, Pat Wilson, of course! Attorney General, please note.

Off To The Races: As usual the AW-TAR had a firm representation from Greater New York. Aside from seven participants, Martha Morrison acted as NAA rep. The Gruesome Twosome, Mina Elschner and Sema Cronan paced fourth and we're all mighty pleased, but real hero of the day was Tail End Tony winner, Doris Abbate. During the race, she had two engine failures from below 300 feet. Not only did this cool character finish, including being trucked back to one airport, but didn't put a scratch on the airplane, co-pilot, Esther Hill or her own psyche.

Dynamics: Kamala Vass and her pilot husband took a two weeks holiday in Hawaii and then to Las Vegas for a master executive council meeting of the Air Line Pilots Association. Marjorie Gray off to active duty with SAC

for 14 days. Doris Renninger chalked up another first by flying the 1100 hp Bell 240 copter. School teacher Betty Patton is off to Florida in her Tri-Champ as soon as the desk is cleared. Marion Lopen and Jeanne Spielberg made their usual mark as exhibitors at the Greenwich Village Outdoor Art Show.

We had a most successful "Ladies Day" at Caldwell Wright Airport under the chairmanship of Barbara Brotherton. Twenty-three of our chapter showed up in working clothes plus several 49'ers, and some just-plain-nice people. The Penny-a-Pound flights handled a total of 56,000 pounds and we finally had to disappoint a few hundred pounds because of approaching darkness. Bobbie Prestas brought two flying films to entertain the waiting multitudes, who also had a radio-controlled model meet to watch. We're tiredier than we were but the AE Fund is richer—and in a way, guess, so are we.

LAST FLIGHT Jeanne Marie D'Alonzo April 29, 1964

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