

AUGUST-SEPTEMBER, 1964

Ninety-Nine News





AUGUST-SEPTEMBER, 1964

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The Ninety-Nines, Inc.
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NOTICE

BEGINNING WITH SEPTEMBER
20th deadline for OCTOBER 99
NEWS — ALL COPY SHOULD BE
SENT TO EDITOR, DOROTHY L.
YOUNG, 6512 N.W. 20th Drive,
Bethany, Oklahoma.

President's Annual Message

As this Thirty-fifth Annual Meeting of the Ninety-Nines, Inc., progresses today, you will hear reports from the many committee chairmen and officers, giving you specific information on the various segments that make up our organization. The facts and figures will show in every case that the job they were elected or appointed to has been done, and done well.

We will give our recognition, our approval and our congratulations to each of these appointed or elected officials for the tasks they have done, because they deserve it . . . but the full magnitude of what our organization has accomplished this year cannot be expressed in these reports. You, who have no official appointed or elected capacity other than the title of 99, have helped make our achievements this year possible. You will not be given the opportunity to report before this group and your only recognition will be from those relatively few who have knowledge of the job you have done . . . and from me.

Because you recognize the benefits that you derive from membership in the 99's and because you recognize the 99's need for additional workers to accomplish the tasks before us, you have attained the greatest number of new members in the history of our organization.

You have realized the need for new chapters, so that more can enjoy the close relationship of fellow women pilots. You have organized ten new chapters this year.

In organizing these new chapters, you have recognized their need — that despite their newness, they are a wanted, a needed and a vital part of our international organization. You have assured them of this connection by arranging for one of your international officers to present each charter personally, at a formal presentation ceremony.

You have seen the need for maintaining and strengthening the bond between your international organization and you, your chapter and your section. Through your invitations, your requests and your demands, your international officers, this year, have visited in each of the eight sections in the United States. These visits have given you a greater understanding of your international officers, what they are trying to

accomplish, and the multitude of problems they are faced with. And with each of these visits, your international officers have become even more cognizant of your problems, your requirements and your desires for 99's.

You have recognized the value of a closer association between members and have utilized your Ninety-Nines News to the fullest. Reports from every chapter and every section have appeared in this publication this year.

You have recognized the need for learning more about aviation and people in aviation in other parts of the world. You have begun to satisfy this need with a regular column in your Ninety-Nine News, written by your Members-at-Large.

You have realized that we must give as well as receive, if we are to assure the continued growth and development of our international organization. You have assured this continuing growth with your service to your community and to aviation in general through your programs of Wing Scouts, Air Marking and Air Age Education.

You have discovered that your need for achievement is only satisfied by achieving. You have elevated our entire organization by your acquisition of new licenses and higher ratings, by your accomplishments in setting new world records and by your individual efforts for an ever greater proficiency as a woman pilot.

Because of your dedicated efforts, the greatness of the Ninety-Nines, Inc., has been recognized and acclaimed.

A Board concerning itself with women in aviation has been established by your Federal government. All but four of the thirty-two women who were accorded the honor of serving on this board are 99's.

Our organization was invited to participate at the 60th Anniversary of Powered Flight last December at Kitty Hawk, N. C. At this event you were presented a citation by the governor of North Carolina for your support of their Youth Forum.

Our organization has been invited to participate on the Nominating Committee of the International Aerospace Hall of Fame and take an active part in the selection of those persons who will be honored by it.

Our organization, for the first time,

was honored with official recognition by the Wings Club at their 20th Annual Banquet in New York City last fall. The foreign and domestic membership of this exclusive organization includes the elite of those persons participating in aeronautics and aerospace today.

You have realized, this year, that our unanimous acceptance of a common goal does not assure us of a unanimously accepted method of attaining that goal. You have been faced with divergent opinions as to which road we should take. Despite the dissention that has been caused in some cases, you and every other 99 benefitted from it. Of necessity, you have had to analyze these differences of opinion. You have discussed them at your chapter and section meetings, bringing out the good and bad points of each. You have evaluated these opinions in your own mind and expressed them. You have come to realize just how important this organization is to you, and the depth of feeling you have for it. You have found others that feel as deeply as you, and despite your desire for unity and equanimity you have seen the necessity for voicing your opinion, and seeing to it that this international organization be continuously operated according to democratic principals. The report of the Tellers Committee will indicate the results of your evaluation and these results will dictate the policy that this organization will follow during the coming year. Whatever policy we follow to reach our goal we must keep in mind, that it is the policy selected by the majority, but the majority alone, can not attain our goal, without the dedicated effort of every 99.

The summation of your accomplishments does not do you justice. Only in the years to come will we fully realize the benefits we have obtained from your efforts, and the growth and maturity that you have attained this year. I salute you for a job well done.

You have made this past year one of the most rewarding periods of my life. I am grateful for the privilege of having served you in this, your highest office. You have made me proud to be a 99.

Thank you,
Ruth Deerman, President
The Ninety-Nines, Inc.

Renew! Renew!
Sept. 30, 1964
Is The Deadline

1964 International Ninety-Nine Convention

By Vice President Alice Roberts

I had always thought it would be exciting and interesting to be a news correspondent. Ruth Deerman asked me to 'cover the convention' and now I am wondering how one condenses to a few paragraphs, four days of constant action.

Thursday, August 13, was arrival day for many of us. It really was a day set aside for honoring the WASPS. This night was full of reminiscing and hang-ar flying for all the girls. There was a serious aspect of the WASPS but for the most part the stories told were the funny antics of the girls. The evening became a 'Can you top this' episode.

Pat Lambart's 49½ Ric was delighted to see Dora Dougherty, who soloed him a few years back.

Friday 14th

Those who were not needed at other functions boarded buses for a plant tour of Procter and Gamble Company.

Something new was added this year, the Chairmen's Coffee. As Chapter Chairmen came in, (or their representative) they were given \$.02 and a number and a subject. Each girl with the same number sat together at a table and discussed the subject handed them. After ten minutes they were to choose a person from their group to represent them on a Panel Discussion. As each girl got up to express her views, she deposited her \$.02 in a bank for the "Deadwood Chapter Blood Bank." As each one gave her 2c worth, every one else benefitted.

After the discussion, each was served coffee and given a 99 mug as a gift from the Executive Board.

The noon luncheon honored past governors of the North Central Section. They have had nineteen past governors . . . two deceased and 10 present at the luncheon. They were each given a gold plaque in recognition of their service to the section.

The luncheon was followed by a style show.

Following the noon program, we had the Governors' Meeting. There are always good ideas brought out at this meeting. The governors discuss the different activities of their section and compare with other activities and each goes home with new ideas.

At 5:30 p.m. we boarded buses which took us to the Jubilee I and a cruise on the beautiful OHIO. It was a love-

ly night and the scenery was beautiful. Being a desert rat myself, I fully enjoyed the water and trees.

Dinner served on board was buffet style and consisted of chicken, corned beef, cheese, salads, beans, relishes, cake and coffee. (Must start on that diet!)

Saturday 15th

9:00 a.m. . . . The International Business Meeting.

Pat McEwen gave the invocation after which the officers were introduced. Ruth Deerman gave the President's Annual Report. Alice Roberts gave a short report on the activities of the vice-president.

Pat Jetton, Dora Dougherty and Faith Richards were appointed to read and approve the minutes.

Roll call determined we had a quorum and the business meeting started.

Susie Sewell gave the treasurer's report. Marie Thompson gave the auditing committee report.

After the Executive Board Report had been read by Martha Ann Reading, Alice Hammond, chairman of the Amelia Earhart Scholarship Trustees, announced the three winners of the AE Scholarships: Mary Creason, Michigan, Instrument and Instrument Instructor's Rating; Jill McCormick, Illinois, ATR; Florence Toney, Wisconsin, Commercial and Instructor's Rating.

Our congratulations to these happy girls.

Kay Brick gave the AWTAR report and announced to the Ninety-Nines that, due to the magnitude of work involved, and since the TAR had accomplished that for which it had been started, the 1965 AWTAR would be the last "Powder Puff Derby."

The Tellers' report revealed the following officers elected for 1964-65: president, Ruth Deerman; vice-president, Alice Roberts; secretary, Betty McNabb; treasurer, Elizabeth "Susie" Sewell.

Other results: Deedo Heise, AE Trustee.

Nominating Committee: Martha Ann Reading, chairman; Elsie McBride; Minnie Boyd; Mary Wagner; Louise Smith.

We recessed for lunch.

Col. Roscoe Turner was the guest speaker and I am sure most of us thought he would tell of his experiences in aviation. However, instead of the

usual, he brought a most unusual thought provoking message on our world today, and its steady turning toward Socialism and Communism. I was pleased that a man, such as Col. Turner, felt it his duty as well as his privilege to tell of his concern. His message was accepted with long, loud applause and I noted as he left the rostrum he had tears in his eyes.

The afternoon session was called to order and we continued with the election of three to serve on the Executive Board. After nominations were received from the floor and a ballot cast, the following were declared the New Board Members: Donna Myers, Colorado; Lygis Hagan, E. Washington; and Joan Hrubec, All-Ohio.

The Governors' reports followed.

The revision of the Constitution was accepted.

Kay Brick was asked to reread and clarify the portion of the TAR report which stated the 1965 race would be the last. This promoted much conversation from the membership. Several members stated their views on the TAR, it was suggested the president of the Ninety-Nines appoint a committee to study the TAR.

A motion was made that the president appoint a committee to study the possibilities of having a race under the name of the Ninety-Nines.

One thing was clear: The membership wants to know every angle of the possibilities of having an annual race.

Cora McDonald read the invitation from the Southeast Section to attend the 1965 International Convention to be held in Chattanooga, Tennessee, July 8, 9, and 10.

The Amelia Earhart Commemorative Stamp film was shown by Fay Gillis Wells.

The meeting adjourned.

The convention banquet was delightful.

The Master of Ceremonies, Mr. Robert Portune, writer, was full of vim, vigor, and wit. Our guest speaker was the Chief Research Pilot of NASA, Joseph A. Walker. He told of his experiences in the X-15 and showed films.

After dinner we played "Name Bingo" and then adjourned to the "Las Vegas" room for an evening of fun.

Sunday Morning

After a buffet breakfast the Fall Section Meeting of the North Central Section was called to order with Tannie Schlundt presiding.

Seems that each convention I attend is "the best" and this one was no ex-

The Ninety-Nines, Inc., 1964 Convention

Attendance List — Cincinnati, Ohio — Aug. 13 - 16, 1964

Mildred Jane Abbot, Dolores J. Adamson, Billie & Carl Anderson, Ann Atkeison, Lois D. Auchterlonie, Phyllis Ann Barber & daughter Cheryl, Mrs. William D. Bartolet, Esther Berner, Marion Betzler, Adele Binsfield, Jean Black, Jean & Doc Bonar, Peggy Borek, Minnie M. Boyd, Roslia Bracht, Vera M. Bratz, Eileen W. Bristol, Kay Brick, Cristine F. Brown, Evelyn S. Bryan, Margaret Callaway.

Betty Cannon, Jane Capizzi, Jean Carbon, Rae Cawdell, Mary E. Clark, Virginia M. Coffeen, Marilyn P. Collette, Winnifred & Will Connelly, Velma Lee Copeland, Ruby & Bob Cornell, Peggy & John Coulter, Carol Craig, Selma Cronan, Betty Cull, Alice Davis, Marjorie B. Davis, Margaret S. Davidson, Leoti Deaton, Ruth Deerman.

Velma & Tom DelGiorno, Edith & Albert Denny, Alice & Bernard DeWitt, Dora J. Dougherty, Winifred S. DuPerow, Rita C. Eaves, Jo Eddleman, Mina C. Elschner, Barbara Evans, Broneta Evans, Susan Everett, Barbara Anne Faller, Lois & Robert Feigenbaum, Ruth S. Fleisher, Mary F. (Bunny) Foley, Ellen K. Fox, Norma J. Freier & Arthur, Irene & Adam Gabriel, Agnes Hammond Gallatin, Janet Gibbs, Betty Gillies, Alice & John Godwin, Mildred & W. T. Goodson, Sarah Gorelick, Marjorie N. Gorman, Lois & Ray Grange.

Marjorie M. Gray, Janet F. Green, Janet L. Griffin, Win Griffin, Eva & George Gumbert, Kitty Hach, Lydiellen Hagan, Margie & Frank Hall, Alice Hammond, Stella Hardin, Garnett L. Hastings, Dorothy Haupt, Deedo Heise, Dorothea E. Hendricks, Belle Hetzel, Leah Higgins, Jean F. Hixson, Martha

& John Holst, Joan Hrubec, Ramona E. Huebner, Mildred D. Hurt, Doris Jacobson, Barbara Jenison, Marian Jepsen, Gene Nora & Bob Jessen.

Bea Jobe, Rosamond Joly, Caroline N. Jones, Jeanette C. Kapus, Elizabeth & Elliott Kaye-Smith, Ruby Keaveny, Bernice Kelly, Mary & Gilbert Keller, Carolyn & Howard Kennedy, Mary Kilbourne, Faye D. Kirk, Louise & Ray Kokesch, Geraldine & Ralph Krause, Alice Kudrna, Janice R. Kuechenmeister, Pat & Eric Lambert, Stella M. Lehmann, Autrie & Karl Lehr, Dorothy Ligon, Miriam D. Loe.

Barbara London, Alyce & Frank Lodge, Elsie McBride, Lorraine McCarty, Jill McCormick, Eleanor McCullough, Cora McDonald, Pat McEwen, Sammy McKay, Betty W. McNabb, Beverly Mather, Jan Mauriston, Edythe Maxim, Nancy L. Mayes, Ruby & James Mensching, Bonnie & Lee Miller, Marilyn N. Miller, Ruth Miller.

Ada R. Mitchell, Dorothy F. Mitchell, Helen and Fred Morgan, Elaine Morris, Doris Muller, Donna T. Myers, Margaret D. Napierala, Betty & Ted Nicholas, Alberta Nicholson, Mary Ann Noah, Dorita A. Norton, Claire & Bill Ojala, Peg & Jim Ong, Donna Paulson, Sophia M. Payton, Bennie M. Peters, Claire & Charles Phillips & Peggy, Terri Pirrung.

Carol M. Pool, Mary Jane Quarles, Ethel C. Radzewicz, Martha Ann Reading, Doris & Henry Renninger, Lola Ricci, Gloria & William Richards & son Bill, Faith Richards, Margaret Ringenberg, Alice Roberts, Lee & Jim Rock, Anne E. Roethke, Pat Rogers, Sue & Garth Roscoe, Ruth N. Rueckert, Mary Ellen Russell, Helen Sailer, Helen & Jim Sammon.

Darline Sanders, Delia & Harry Sanders, Aileen Saunders, Mary B. Sawyer, Del Scharr, Mary & Harry Schaefer & daughter Sandy, Tannie & Paul Schlundt, Eula Lee Schmidt, Joan Schoger, Virginia M. Schumacher, Mary Frances & Henry Seidl, Lois Seketa, Susie Sewell, Mary Shaddock, Page Shamburger, Beatrice Siemon, Billie Smith, Dorothy J. Smith, Eloise Smith, Louise M. Smith, Esther Stone, Helen S. Stone, Anada Storm.

Betty Storrs, Elizabeth Sullivan, Clara C. Tharpe, Becky & Harold Thatcher, Marie Thompson, Virginia Thompson, Martha & Frank Tobey, jr., Florence Toney, Fredda Turrill, Mary E. VonMach, Margaret Wahl, Mr. &

ception. Janice Kuechenmeister was a capable chairman and I would like to express thanks from all of us to her and her committees that made our convention stay so pleasant.

If for some reason you were not able to attend this convention . . . start planning now for next year. It is a good way to get to know the workings of the Ninety-Nines and renew friendships and make new ones. Come and get to know your governors, committee chairmen and officers.

So, see ya in Chattanooga, July 8, 9, and 10, 1965.

Your reporter,
Alice Roberts,
International Vice-President

1965 POWDER PUFF DERBY

By Alice Hammond

The 1965 All-Woman Transcontinental Air Race will start from El Cajon, California, July 3rd, and terminate at Chattanooga, Tennessee, immediately preceeding the Ninety-Nines International Convention there. The route as planned designates the following official stops: Tuscon, Ariz.; El Paso, Texas; Midland, Texas; Dallas (Red Bird Field), Texas; Monroe, La.; Montgomery, Ala.; Savannah, Ga. (MUST STOP). Watch the Ninety-Nines News for further details later.

The following announcement was read at the Convention in Cincinnati, and is included here for the information of all Ninety-Nines:

"Among the objectives of the All-Woman Transcontinental Air Race the most outstanding have been:

1. To provide a sporting event in which women pilots could compete.
2. To stimulate interest in the personal airplane and in flying — particularly among women."

Both of the above have been overwhelmingly accomplished throughout the country by the AWTAR during the past 18 races.

The AWTAR has also inspired numerous other competitive events all over the United States, so there are now plenty of opportunities for women pilots to participate in the contests that interest them.

Broader acquaintanceship among Ninety-Nines from coast to coast has greatly increased through their participation in the AWTAR as contestants, as helpers at the Start, Terminus, or en Route Stops, and working on projects to help support the AWTAR.

The All-Woman Transcontinental Air Race has consequently become an operation of such magnitude and complexity that the workload and expenses are too great for a group of volunteers.

Since the above mentioned objectives have been achieved, the AWTAR Board of Directors regretfully announces that the 1965 Race will be the last Powder Puff Derby.

Mrs. J. M. Walker, Mary & Bob Wenzholz, Helen Wetherill, Colleen White, Dorothy E. White, Eva & Harold White, Bonnie B. Whiteleather, Eldara & Harold Wisewell, Marty Wyall, Irne N. Wirtschafter, Dorothy L. Young, Laura Zerener, special guest: Fay G. Wells.

Let's Continue

The Powder Puff Derby

At the Annual International Meeting of the Ninety-Nines in Cincinnati, Ohio, August 15, 1964, when it was learned that AWTAR would discontinue the Powder Puff Derby after 1965, it became apparent that many members were very anxious to continue the race, regardless of the action of the present Board of AWTAR. Your President as an individual is among those who want to continue the race. All members who want to continue the race and are willing to work to that end are urged to contact your President at once and make your desires known.

To All Members Of The Ninety-Nines

Now that summer is almost over, the 1964 AWTAR has been flown and the Convention is only a dream, we can begin our plans for the 1965 AWTAR.

As many of you are aware, this will be our last transcontinental race, and it gives me an empty feeling when I think of losing something which has been a means of bringing so many of us together—helping us to establish friendships which will last a life-time.

It is a very great honor for our comparatively new chapter to have been awarded the privilege of hosting the start of the 1965 Race—more so than ever since it has been established as the final one.

On behalf of the members of the El Cajon (El C a h o n, that is) Valley Chapter and the East County Aviation Committee of the El Cajon Chamber of Commerce, I take great pleasure in inviting you to be our guests for this memorable occasion.

You may feel welcome to come early—make this your vacation and spend a day, a week or a month. We will not agree to schedule entertainment for the

entire month but for the week prior to and including the start of the Race, we promise you the Red-Carpet treatment.

El Cajon Valley (home of Gillespie Field), is framed in beauty — with mountains all 'round — it is approximately 12 to 15 miles from downtown San Diego, and is away from the coastal dampness, yet cooled sufficiently by ocean breezes. You can see beautiful mountains to the north, east, and south and rolling hills to the west. The benign, subtropical climate encourages outdoor living the year around.

You will enjoy the rural atmosphere and casual living of El Cajon Valley—with hotel accommodations in nearby Mission Valley, at the Town and Country Hotel, where there is swimming, golfing, horse-back riding and tennis — for shopping, the Grossmont Center is near Gillespie Field and the Mission Valley Shopping Center only a stone's throw from the hotel.

Your Hostess City has planned a delightful day and evening of entertainment at the famous Singing Hills Country Club, which is located in a scenic valley just beyond El Cajon City to the east. It is set in the heart of the foothills and surrounded by mammoth cottonwoods and plush grassy fairways.

El Cajon is in San Diego County and being San Diego County there are many places of interest for the tourist. Some of the things that we have to offer are: Cabrillo National Monument; Old Globe Theatre, presenting 12 months of live theatre, including a world-famous summer Shakespeare festival; the world-renown San Diego Zoo; Sea World, the great marine life show with performing dolphins. Balboa Park offers summer symphony, and starlight opera, the Museum of Natural History; Art Museum; the Museum of Man; Aerospace Museum, etc., all this plus quaint Old Mexico, to entertain you, and guided tours are planned by the San Diego County Convention and Tourist Bureau.

All of our plans will be dedicated to your happiness and entertainment.

We most cordially invite you to come and see for yourself—whether you be a contestant, a contestant's mother, or an observer. We'd like to make this the biggest and best get-together of all times.

Very sincerely yours,
Isabelle G. McCrae, Chm.
El Cajon Valley Chapter
The Ninety-Nines, Inc.

1964 AWTAR Terminus

By Irene B. Keith

Each year the race becomes a different problem and fun. This year, although not all of the starting aircraft arrived at Atlantic City, 92 of the original registered 112 gals arrived by plane — train? and bus? Bless them. They came anyway and I do hope it was worth it. For the early arrivals on Monday a real bang up party outside on the patio of Jane Morris's home in Ocean City, next door to Atlantic City. Complete with wonderful people—pool—music—good food and a terrific hostess. Mucho thanks, Jane.

Our first arrivals were Pat Owsley and Louise Hyde—one from each coast both flying Bonanzas and this started the ball rolling. A ground crew from three sections handled this terminus and I think it worked out well.

It would be impossible to name everyone and give them individual thanks for jobs well done so I shall have to say it in total.

We tried night program this year to see if it gave more people something to do and according to the totals of all dinners, it worked.

At the awards banquet, Mr. James Pyle, our guest speaker, had the chore???? of giving out the awards, and I think he enjoyed the task. Tar No. 1 Carol Kennedy and Ruth Nitzen presented Comm. Richard Jackson (in absence of the mayor) the famous jumping frogs from California. Dressed in a turtle neck sweater (the frogs) etc., it was quite a sensation.

There were many highlights of which I have touched on only a few, but I wonder if you're aware of the fact that many of the ground crews at all stations across the country give up vacation time—week of work—money out of their own pockets—not to mention all of the hard work to make this race the best. I do wish to thank Page Shamburger and her assistant June Hess for doing a fine job, and they were very much needed. June Hess is not a 99, but a professional P.R. and took the time to join us.

Every race has its boo-boo, and I pulled one at the awards banquet. I think because they were contestants is the reason, but really not bad manners. I wish to apologize to Ellie McCullough, Greater New York Chapter

Amelia Earhart Memorial Scholarship Competition Open For 1965 Awards

Your Scholarship Fund Trustees are very happy to announce that three Scholarship Awards of \$700 each are offered for 1965, two to be paid from income from the Scholarship Fund and one made available by the Executive Committee of the Ninety-Nines.

The new trustee officers for 1964-65

The Blessing

Dedicated to the 99's International, Inc., on Sunday, May 24, Trinity Sunday, 1964, on the occasion of airmarking the roof of Purcellville Lumber Company, Leesburg, Va., with warm gold paint, for the safe guidance of the journeys of all 99's.

By Elizabeth D. McCauley, 99

To FLY with wings
His Heav'ns to seek,
To build up temples for the meek,
To paint the pictures of the eye,
To write the sonnets to the Sky,
Creative talents to explode.

To bear the daily
Tasks of Earth
With willing hand and not a curse.
To teach the children in the Faith
That Jesus died to save thier place,

In God's Creation,
Throne on High,
Where all we meet—
Sun in the Sky,
And those whose faith
Has brought them by

The Golden Palace
In the Sky.

chairman, and to Alice Roberts, the International Vice-President, for not introducing them.

After the awards banquet, the next day's events included a trip to the World's Fair in New York, and I will tell you this story in the next issue. Thanks to the NAFEC personnel — Atlantic City Mal Dodson, and my M.C., Mr. Al Owen, and the many others that made the terminus a really good show. My thanks to Mr. Snyder and Mr. Fetters and all the personnel of the Dennis Hotel. Most of all to the gals that did the work, many thanks.

Irene B. Keith
AWTAR Terminus
Chairman, 1964

are: chairman, Deedo Heise; co-chairman, Ruth Rueckert; treasurer, Betty Gillies; with Broneta Evans and Alice Hammond continuing as Permanent Trustees.

Ninety-Nines wishing to apply for one of the 1965 Scholarships should so inform their Chapter Chairmen immediately, so their chapters' candidates can be selected, and application forms sent to them. To be eligible for a scholarship, a member must, in addition to being an active Ninety-Nine in good standing, have a minimum of 200 hours as pilot in command, must intend to carry on work in the field of aeronautics (including related fields such as teaching, writing, research, engineering, mechanics, as well as advanced flight ratings), and must agree to maintain the certification acquired through the award for at least two years.

Chapter chairmen will receive a letter from the chairman of trustees outlining their procedures relating to applications from their members.

Please note that all checks for chapter or individual contributions and First Day Cover proceeds should now go to the new scholarship treasurer, Betty H. Gillies, PO Box 625, Rancho Santa Fe, California.

There are some of the beautiful and rare "Around the World" First Day Amelia Earhart Scholarship Covers flown by Joan Merriam, bearing the Oakland departure cancellation and the New Guinea stamp with the Lae cancellation still available. They may be obtained on a first come basis by sending a (tax deductible) contribution of \$10 or more to the Amelia Earhart Scholarship Fund to Alice Hammond, 1203 Gilbert Road, Meadowbrook, Pa. 19046.

Last Flight

Arlene Davis
Life Member
OII-Ohio Chapter
North Central Section

'64 AMELIA EARHART MEMORIAL SCHOLARSHIP WINNERS



Jill S. McCormick, Indian Chapter, Air Line Transport Rating. (Photo by Photo Art Commercial Studio)



Florence S. Toney, Wisconsin Chapter, Commercial and Instructor's Rating. (Photo O'Brien, Waukesha)



Mary R. Creason, Michigan Chapter, Instrument and Instrument Instructor's Rating. (Photo Bretschneider Studio and Camera Shop, Grand Haven, Mich.)

Congratulations to the three wonderful winners of the 1964 Amelia Earhart Scholarship Awards of \$700 each! The trustees are mighty proud to present these girls to you, the Ninety-Nines, whose dedicated efforts make these scholarships possible.

Mary Creason, who started flying in 1943, is the wife of Dr. William Creason, dentist and the mayor of Grand

Haven, Michigan. They have four children from 6-15 years of age. Mary has a commercial and instructor's rating operates Ottawa Air, Flight School and Charter Service at Grand Haven Memorial Air Park. She is the only full-time ground and flight instructor on the field, and is using her award for her Instrument/Instrument Flight Instructor ratings and Multi-engine rating.

Jill McCormick began flying in 1940 while a student at Columbia University. Following two years in the WASP, she

was a flight crew coordinator and flight simulator instructor for the crews of a number of the major airlines until going to Purdue University, Lafayette, Indiana, in 1955 to write the curriculum for and teach in the Professional Pilot Program there. She teaches highly technical courses to young men, who, upon graduation from this course, are prepared for careers as airline pilots. With her award she will obtain her ATR to complete 100 percent the qualifications to teach in every phase of the Purdue Program both on the ground and in the air.

Florence Toney's flying began in 1950. A business secretary by profession, she spends every spare minute at the airport earning flying time by doing all sorts of tasks, including pumping gas, taking care of the office, the bookkeeping and even helping out on maintenance in the shops. Active also in the Flying Farmers, she has resigned this year as Wisconsin's Flying Farmer Queen. Toney is using her award for her Commercial/Instructor ratings, a full time instructor is desperately needed at Capitol Drive Airport in Milwaukee, her home port.

All three of these winners are and will continue to be a great credit to women in aviation, and to the Ninety-Nines.

Coming Events

Sept. 19-20, 1964: Fall Southeast Sectional, Grand Hotel, Point Clear, Fairhope, Alabama—Alabama Chapter hostess.

Sept. 25-26, 1964: South Central Sectional Meeting, Dallas, Texas—Dallas Chapter, hostess.

October 2-4, 1964: Michigan SMALL Race.

October 17, 1964: Middle East Sectional, Washington, D.C.

May, 1965: San Diego — Fallon Fun Race.

July 3, 1965: AWTAR from El Cajon, Calif., to Chattanooga, Tennessee.

July 8, 9, 10, 1965: International Ninety-Nines, Convention at Chattanooga, Tennessee.

**RENEW !
RENEW !
Sept. 30, 1964
Is The
Deadline**

THANK YOU COLUMN

THANK YOU

It was with a great deal of pride that I accepted the invitation to attend the 1964 annual convention in Cincinnati. I most sincerely appreciated the friendliness shown me by all 99's in attendance, and surely hope that you will ask me back again.

Executive Secretary
Carol Craig

THANKS FROM THE EX-EDITOR

By way of explanation, this issue is being edited by the "old regime" — due to the fact that this post-convention is later than usual — since the AWTAR and the convention were approximately a month apart this year. Dottie Young will take over in October.

It has been a pleasure to serve you this past year — all contributors have been prompt in getting material in, (such as 6 a.m. air mail special the morning of the deadline — 20th of each month!). Seriously, you have been conscientious and cooperative, and many have called long distance at their own expense from California to New England to advise that columns or articles would be late.

We have not always had the opportunity to write each of you if your material arrived after the NEWS was sent to the printers, but we have tried. A date stamp was used to stamp each envelope as it arrived, and if material was late, we could advise you that it would be used in the next issue. Your articles have become more newsworthy as the year progressed — not as much emphasis on Abigail Hassenferer's \$100,000 mansion and the crepe suzettes she served.

We tried to print most of the pictures — some were not good reproductive material and usually these were returned with an explanation.

New columns were inaugurated such as the Members-at-Large one, Coming Events, a Section Column, etc.

The News is the only contact we have with many of you—this is YOURS—use it!

I wish to thank my associate editor, Dottie Young, for her help as liaison with headquarters and also the printers, and I know you will give her the same fine cooperation you have given to me. Also—thanks again, to Marilyn Nordstrom and Helen Maxson of the

Colorado Chapter who have devoted a day or two each month to help with the News.

Thanks for your very kind words and vote of confidence. It's been fun.

Donna T. Myers,
Ex-Editor

This past year has been a most rewarding experience and I have a few thoughts I would like to bring you. I will spell out two words for you and while spelling them will tell you of my activities as your vice-president.

T—TRAVEL

During the past year I was able to visit in all eight sections, representing 77 chapters. I attended six Section Meetings and traveled through 35 states. I was present at the Charter ceremonies for three new chapters . . . Connecticut, Maryland, and my own Northern Arizona.

I represented the Ninety-Nines at the American Congress of Women Leaders in Washington, D.C. This Congress was limited to the presidents or vice-presidents of national and international organizations. There were about fifty women present and the basis of discussion was 'Women in Careers' and how we might help them gain equal opportunity in their chosen fields.

One of the suggestions given me was that we form a 99 auxiliary for student pilots and that we generally encourage non-flying wives of pilots.

H—HUSBAND

No matter where we go, regardless of the time spent, it is always a pleasant experience to go home. I need not dwell long on the fact that without my husband and his cooperation, I would not be able to participate in all the activities of the 99's. He has steadfastly encouraged me and I want to give him a vote of thanks.

A—ACCOMPLISHMENTS

These could vary from getting a new rating to flying around the world. We are proud of the accomplishments of Betty Miller, first woman to fly the Pacific solo, Jerrie Mock who flew her single engine Cessna around the world, and Joan Merriam, who fulfilled a lifelong dream to fly the Amelia Earhart Route around the world at the equator.

We are equally proud of Susie Q who just got her private rating . . . for who knows what accomplishments lie ahead for her.

N—NEW

New things are exciting . . . new people are interesting. Let's never

cease to have new ideas, try for new conquests. Our organization remains as new as its members. We are pleased that we have had new members, new chapters, new growth. We have grown from 99 to 2200.

K—KEY

One of Webster's definitions of key is: "That which serves to reveal, discover or solve something."

The Ninety-Nines serves to REVEAL to us our privilege as pilots, our freedom to develop our abilities.

We DISCOVER the thrill of flight, the warmness of friendships, the true sportsmanship of competition.

We help to SOLVE aviation problems that come our way, to have a part in the progress of aviation in general . . . but most of all, a personal progress of growth and an appreciation for mankind and nature.

Y—YOU

Without YOU there would be no need for a speech, or an organization or a convention. When it comes right down to it . . . without YOU there is nothing.

O—OHIO

Our convention hostess. Our thanks to those who have worked many, many months to plan the activities and entertainment we are about to and have been experiencing here.

U—UNFORGETTABLE

This past year holds many unforgettable memories for me.

The warm hospitality extended me when I was traveling
Your letters of encouragement and comment
Your real regard for the 99's and their continued growth
Your confidence in me that I could do the job.

Putting all the letters together, they spell THANK YOU.

I do want to thank you for giving me the opportunity of being your vice-president this past year. It will be one of my unforgettable memories.

Sincerely,
Alice Roberts

Renew! Renew!

Sept. 30, 1964

Is The Deadline

Notams

ATTENTION

NEWS LETTER REPORTERS AND ALL CONTRIBUTORS:

Deadline

By the 20th of each month, except October and June, due to the fact that there is no News in November and July.

Heading

Please head each page of report thusly:

SECTION
CHAPTER
REPORTER
PAGE NUMBER

Contents

Type DOUBLE SPACED, full width of 8½ x 11 paper. If reports exceed one typed page, please number each page. Do not write on back of pages.

Pictures

Color prints will not reproduce. Glossy black and whites only. 8 x 10 size is preferable, but smaller ones may be used. DO NOT WRITE ON BACKS OF PHOTOS, but attach names and occasion to the bottom of the picture with Scotch tape for removal in printing. Attach a note to Carol Craig, executive secretary at headquarters, if you wish photo returned.

By following the above procedure, you will make our task and the printers' easier.

—Editor

1964 - 1965 ROSTER

The 1964-65 Roster will be in your possession in November this year, but in order to do so, Headquarters will need to have **PRIOR** to September 30 the following:

1. A picture of each NEW section governor, international officer and member of the executive committee. These should be at least 3" x 5" or larger in a glossy black and white.

2. Complete listings of section and chapter officers and membership chairmen, meeting dates, and news reporter, etc. Please return forms to Headquarters as soon as possible. Let's make these 100 per cent this year.

3. Notification of any changes of address or name not previously given. Some members are not receiving their Ninety-Nine literature and mail because we are unable to obtain their correct mailing address.

4. The names of any deceased Ninety-Nine members effective this past year.

5. Any changes, additions or deletions in the "Articles For Sale" section of the Roster.

Thanks again to all of you for your wonderful cooperation this past year and don't forget to renew your membership prior to September 30.

Headquarters

Publications

The story of the long-awaited fulfillment of a woman's flying the Amelia Earhart global route will soon be published. It will be called:

"WORLD FLIGHT:

JOAN MERRIAM SMITH

As Told To Trixie-Ann Schubert"

Trixie is the author of three previous books. If 99's wish to place a pre-publication order, notify either Joan or Trixie. Send name and address to Joan Merriam Smith, 5055 Garford St., Suite 6, Long Beach, California.

Two excellent books have been brought to our attention: One is "Tracks Across the Sky," by our 99'er Page Shamburger. It is a book about "The Story of the Pioneers of the U.S. Air Mail." It includes many illustrations. Greater New York Chapter has copies, or write to Page direct if you don't find it in your local book store. If sending to Greater New York Chapter—Ninety-Nines—make check out the same for \$4.95 and include 25 cents for mailing. Be sure to include your name and address clearly printed.

The second book is the life of Amelia Earhart titled "Courage is the Price," by her sister, Muriel Earhart Morrissey. If you wish this book and autographed, send the money to Mrs. Muriel Morrissey — One Vernon Street, West Medford, Mass. 02155. If you just wish a copy of the book, send to the Harvard Cooperative—Harvard Square, Cambridge, Mass. A check for \$4.75 will cover the cost of book and shipping. Be sure to include your name and address.

Irene B. Keith

WELCOME TO NEW CHAPTERS

AUSTIN (Texas)
PUGET SOUND (Washington)
SOUTHERN OREGON (Oregon)
Congratulations to you from all of us.

The American Arbitration Association announces the appointment of Mrs. Sel-

ma Cronan of Leonia, N.J., to the national panel of the Association. She will sit in matters pertinent to general aviation.

The AAA, a private, non-profit organization in the public service is set up to resolve disputes in private industry. Arbitrators are chosen for personal integrity, sound judgement, specialized knowledge and understanding of procedure.

Refer: American Arbitration Assn:
140 West 51 St.
N.Y., N.Y. 10019

COMMITTEES

CONGRATULATIONS!

To all Membership Chairmen and members who worked so hard to get new members, a hearty BRAVO. You have almost doubled the NEW members during the period June 30, 1963 to July 1, 1964.

Interested in how your Section stacks up against the rest? Here are the figures:

New York-New Jersey	18
Middle East	25
Southeast	24
New England	17
North Central	77
South Central	74
Northwest	55
Southwest	98
Members Reinstated	41
Total	439

Also, we congratulate you on 10 new chapters, an increase of 500 percent over last year. They are: Connecticut, Top of Texas, Southern Oregon, Fallon, Northern Arizona, Maryland, Puget Sound, Arkansas, Austin and Las Vegas Valley.

Thanks for a job well done. Let's try for another outstanding record for the next year.

Alberta Nicholson
Membership Chairman

Renew! Renew!

Sept. 30, 1964

Is The Deadline



THESE PRIZES WILL AGAIN BE AWARDED to the first five place winners in the Michigan Small Race. Last year's winners were (l to r) Dorothy Rungeling of Fenwick, Ontario, Canada, 4th; Autrie Vell Lehr of Xenia, Ohio, 2nd; Mary Noah of Mission, Kan., 1st; Pat Arnold of Hebron, Conn., 3rd; Sophia Payton of Indianapolis, Ind., 5th. Mrs. Noah also holds the rotating Paul Bunyon Trophy.

—Photo by Lance Ferraro, Kalamazoo, Mich.

AIR MEET COLUMN

WOMEN PILOTS GET SET FOR MICHIGAN SMALL RACE

Mt. Pleasant, Michigan — The Ninth Annual Michigan Small Race, conducted in cooperation with the Michigan State Department of Aeronautics and sponsored by the Michigan Chapter of the Ninety-Nines, will be held October 2nd, 3rd, and 4th, and will be the highlight of the city's Centennial celebration.

There will be a welcoming teepee set up on the airport grounds where the pilots will register and an old "Indian Brew" will be served. This year's winner will not only receive her prize money and trophy, but will also be crowned Indian Princess of the Centennial.

Eloise Smith, this year's race chair-

man, expects to have 60 airplanes competing for prize money totaling \$600 and trophies for the first five place winners. The special Paul Bunyon and Charlotte R. Connelly trophies will again be awarded.

HOWARD FISHER TRUCKEE-TAHOE AIR RACE

Lindbergh Field, San Diego to Truckee-Tahoe, June 20, 1964.

Winners:

First Place: Margaret Callaway & Myrna Shanfield — Cessna 140 + 3.155;

Second Place: Betty Faux & Claire Walters — Cessna 172 + 1.683;

Third Place: Ruby Keaveny & Marian Jepsen — Cherokee 180 + .499;

Fourth Place: Fran Bera & Mary Pinkney — Cessna 182 —.396.

Special cash award: to private crew with combined total hours of less than 500:

Margaret Ritchie — Piper Pa-12.

Other contestants:

Emma McGuire & Carole Dunn — Cessna 172B;

Patricia Gladney & Margaret Standish — Cessna 180;

Lois Miles & Audrey Schutte — Comanche 280;

Katie Moskow & Frances Heaney — Apache;

Aileen Saunders Solo — Mooney Mark 20C;

Sharron Wofford Solo — Comanche 250;

Shirley Gilmore & Dorothy Geddes — Cessna 182 Skylane;

Bertha Cline & Jane Cox — Cessna 175;

Renew! Renew!
Sept. 30, 1964
Is The Deadline



Howard Fisher Truckee Tahoe Air Race first place winners, Myrna Shanfield, 19, (left) Rossmoor, Calif., and Margret Callaway (right), San Pedro, Calif. Both girls are members of the Long Beach Chapter of the Ninety-Nines. Myrna is the youngest member and this was the first race she has entered. Margret has been in many races. Margret has a commercial rating and about 7,000 hours, and Myrna has a commercial rating and about 275 hours. She is a student and is studying to be an elementary school teacher. Margret's Cessna 140, shown in picture, is the winning bird that took first place honors. The race was held from San Diego to Lake Tahoe, to help celebrate the dedication of the new Truckee Tahoe Airport.

Janet Hardin & Trixie Anne Schubert — Fournier F1;

Vija Berry & Darlene Marsh — Cessna 172B;

Barbara Faller & Claudell Faller — Cessna 210;

Patti Owsley Solo — Bonanza G;

Eleanor Cowles Solo — Shinn 2150A;

Alice Roberts & Dottie Sanders — Cherokee 180.

The awards, including \$200 for first, \$100 for second, \$50 for third, with 30 silver dollars given as a special added award, were announced Saturday evening at a banquet at Nevada Lodge by Howard Fisher of Fisher Aircraft Co. Also present at the event, held in conjunction with the Truckee-Tahoe Airport dedication and fly-in, was William Piper, president of Piper Aircraft.

TRIBUTE TO A STAR Flying The A. E. Route

By JOAN MERRIAM
Long Beach Chapter

LAKE, NEW GUINEA, July 2, 1937 (Friday) — Amelia Earhart departed for Howland Island at ten o'clock in the morning on a 2,556 mile flight across the Pacific along a primitive and non-traveled route.

Miss Earhart's Wasp-motored Lockheed Electra plane made a difficult take-off from Lae, heavy with fuel, leaving only a few feet at the end of the runway at lift-off time. She then tried to climb, but found it impossible, so chose a few feet off the water and flew eastward towards the eastern tip of New Guinea, "Fishhaven," prior to departing over open sea. She was last witnessed by many people who described her last take-off. The last six that now live at Lae are identified as Mr. John Cooke, Mr. and Mrs. Tony Griffiths, Artie Heath, Max Monehan, Flora Stewart, Ela Binnell. After 27 years these people still live at Lae, and most important, still remember the memory of A.E. and her cheerful spirit and dedication to aviation. "She was a very shy girl, who disliked a lot of fuss," says Flora Stewart, who housed her and Fred Noonan in her hotel at Lae. "Very serious in her art of flying, took lots of time in planning charts, weather, etc.," says John Cooke who was flying in the area and witnessed her last take-off as "Upon lifting off from Lae's 3500-foot strip, A.E.'s Lockheed had little room to spare and apparently demanded more airspeed, so she dropped the nose over the runway's ends and flew just above the water, 20 feet or so below the airport elevation. She flew so low that in fact her props were seen to pick up the spray until she disappeared out of sight to the east—40 miles."

On March 17, 1964 I took off from Oakland Airport to reduplicate the 1937 A.E. route as closely as possible. Choosing a twin engine for safety and placing a bubble sextant in place of a navigator as I did not have room for a seat other than the pilots. I chose a



LAE, NEW GUINEA, April 21, 1964. Shown with Joan Merriam Smith are the last six remaining on Lae who witnessed Amelia Earhart's 1937 departure. Left to right: John Cooke, Mrs. George Griffiths, George Griffiths, Mrs. Ela Binnell, Joan Merriam Smith, Mrs. Flora Stewart, Max Monehan.

1958 Apache, equipped it with turbochargers to improve its performance remarkably, and with 12 sponsors, three days of clothes, my life savings and then some credit, two compasses, two ADF's, 105 WAC charts, two Jepesen manuals, spare parts, I felt I had a good chance of flying this ship at and below the equator to duplicate the A.E. route. Many advised against such a route for I would have a constant array of weather and headwinds problems throughout. Everyone said I could not do it in an Apache, and advised everything from a twin-engine Bonanza to a B-25! In as much as I could only afford an Apache and this sounded like a challenge, I was ready to go! Mr. Chuck Banfe, 'round the world artist who flew a Super/V in 1960, made 22,900 miles in eight days, advised me on the fine points of the Pacific winds, and weather of Australia and New Guinea for that time of the year. Chuck is captain for Pan American jet and flies the San Francisco to Japan route as a steady diet, so he is most competent for an advisor for all large and small aircraft alike. The advisor for Amelia Earhart route, who advised Amelia not to take off from Lae if she had headwinds, and helped me considerably in planning the trip . . . who should know the route better than Paul Mantz? Paul was A.E.'s advisor in 1937 and engineered her entire world flight, added the safe-

ty features to the Lockheed, as well as blaze a trail of glory in aviation for himself over the past 30 years!

The trip from Oakland to Miami via Tucson and New Orleans was routine. To Paramaribo was uneventful at 13,000 feet, purring along smoothly against the headwinds that were mine since Oakland. At Paramaribo, I had a seven day delay with fuel tank leakage, a problem that almost forced me to abandon my dream. This dream, not a brainstorm, began at the age of 16 and never let go completely. Learning to fly at 16, getting my private license at 17, commercial, instrument, instructions rating at 18, and finally the ATR at 23 to become the first gal to receive that rating at the minimum age of 23. Dedication to aviation from high school days, long hours at airports, jobs varied from instructing flying 1954-1958, corporation pilot 1958-1962, charter and test flying at present. But the one long desire never left me — the urge to fly around the world at the equator, and follow the A.E. route. I had admired her courage and determination since I read her book, "Last Flight," at age 15. Silently, the thought of some day making that same trip came into mind, and into reality in 1964 after eleven long years of wishing and trying.

Prior to leaving Paramaribo, I met Marian Ziel, a private pilot in that

country and decided to sponsor her as a 99. Departing out of Paramaribo finally on March 30, I found myself in the middle of the Brazil Revolution. Two days later with nil weather information, I flew the Atlantic to Dakar. This was the second crossing of the equator and the weather phenomenon that grips the center of the earth — known as the Equatorial Frontal Zone, a 200-500 wide band of weather strictly instruments. Crossing Africa, Asia (met Sukria Ali, 99 in Karachi), a general rundown, routine, headwinds most of the way, weather pretty good. "Down under" from Bangkok to Singapore and Indonesia involved again instrument flying and dealing with high humidity, again crossing the equator out of Singapore. From Singapore, I flew to Djakarta, Surabaya (Darwin, Australia). Arrival at Darwin was the leg before Lae and I had been fortunate to find people who remember A.E. at Paramaribo, Karachi, Calcutta, and Singapore, in addition to Darwin. Lae, New Guinea, was the most significant part of my whole journey, for this was A.E.'s last stop, and New Guinea still is the most primitive area of the world with rugged, uncharted mountains and swamps that are beyond description with the interiors hidden by natives and headhunters that have never seen a white man.

Arrival at Lae, N.G., was made April 21 after three days of attempts from Darwin. The first day I cancelled the flight. The second day attempted it only to fly into cyclonic type of weather and have to force land at Horn Island, Australia, half way across the Coral Sea to Lae. Weather so severe it even took strips of paint off the plane as well as make me wish that perhaps a B-25 would have been better!!! The third day I flew to Port Moresby, then to Lae. The strip, layout of the village, rugged Owen-Stanley mountain range south of Lae, the steamy hot jungle type of climate, native huts, natives bare from the waist up . . . still the same. How glad I am that after 27 years, this remote spot of the world hasn't gone completely "modern"! At Lae, I had a chance to meet, lunch with, talk with the last six people who met A.E. in 1937. In addition, here at Lae I had the A.E. covers cancelled once more in addition to Oakland, the start. To carry 100 99 A.E. covers is not difficult, but to land in accordance with postal hours in foreign countries is, but Lae was one place where they had to, and did, accommodate me with the cancel-

lations of the covers.

I left Lae after two days and flew home via Guam, Wake, Midway, and Honolulu, after the greatest experience of my life and eleven years in aviation. I had a constant array of trouble with the Apache all the way across, including hydraulic gear failure, electrical troubles, autopilot failure, cowling cracking, engine overheating, etc. This little airplane had been thru the mill the past fifty days I thought, and had been without maintenance of any caliber all this time and I guess deserved to rebel. Thanks to my turbo-chargers though it saved the day in many cases for turbos improve the ship's range, economy, altitude, speed, and single engine performance. In many cases, with the strong winds on the nose, I would have had to cancel the flight for longer periods if the ship were unequipped with them. They worked beautifully and even now after 250 hours don't even need an adjustment!

My flight time around the A.E. route was 170 hours of which 47 hours were on actual instruments, and 26 at night. I had headwinds for 90 percent of the route (25,000 out of 27,700 miles), my average groundspeed only 120 kts., while doing 155 kts. True airspeed.

It was a worthwhile challenge, one I'm glad I accepted. In addition to becoming the first woman to fly around the world at the equator, I was unaware of this flight being the longest solo course in history until I returned. Despite the records, my reason was doing this to end a ten year dream, and the satisfaction it has brought.

In addition to the telegrams received upon my arrival at Oakland from the President of the U.S., FAA Halaby, Armed Forces, friends and admirers—the ones that stand out are the ones from the 99's, which read:

From Vera Bratz, Fla. Chapter Chairman: Congratulations on a dream realized since you alone completed the around the world route attempted by A.E.

Virginia Edwards, Chairman Tucson 99's: Dear Joan, We in Tucson want you to know the pride we feel in your accomplished dream come true. Congratulations on your safe return.

Ruth Deerman, Pres. 99's: Every 99 joins me in congratulating you, and I am so proud you were one of my Nine-ty-Nines.

Iris Critchell, Long Beach 99's: Bravo congratulations proud of you and gracefully accomplished fabulous achievement.

Mary Horne and Viola Gentry, New



Members of the Aero Club, Tenge, Holland, kneeling, left to right: Lucie Corver, Ansaryneje Minnis, Betty Mjenhuis. Behind them: Lucie Wymans (99 at large, Holland), Lea Sngelen, Bilt Derije, Ans Van Hulsen. Under the wing, Beg Kriuthof, Lola Velshuyten Van Lancer, Minny Seshoue.

Members-at-Large Column

By Lucie Wymans

NETHERLANDS

Remgrandt Kade 179
Deventer, Netherlands

Dear Ruth.

To satisfy your curiosity I certainly like to tell you something about flying in the Netherlands. But before I tell

York 99's: Accomplishment great. We are so proud of your wonderful flight. I am sure Amelia is pleased and smiling from the hangar in the Great Beyond. Our love and good wishes are with you.

OTHERS:

Amelia Earhart Post No. 678, American Legion Dept. of Calif.: With unbounded courage, amid constant difficulties, you have successfully fulfilled a cherished desire and completed the first equatorial flight unchallenged for 27 years and left unfinished by our noble Amelia Earhart. It is with extreme pride and joy that we salute you, Joan.

Muriel Earhart Morrissey: Great congratulations on your successful flight. In Amelia's name I thank you for your generous gesture in dedicating your flight to her. May this be the first of many triumphs in the air.

something about my own activities I think it is better to tell you first something about how flying is organized over here.

Everybody or practically everybody who has anything to do with the air is a member of the Royal Dutch Aeronautical Association with headquarters at the Hague, Josef Gsracielepien 8. Under the patronage of Her Majesty the Queen. In this association all is members from model builders, glider pilots to those who are interested in space and rocket investigation.

In the Government are representatives of the Dutch government (military) KLM, the Royal Air Force and Royal Navy Air Force.

Resolving under the association in the National Aviation School on most private airports this N.L.S. school has instructors and planes for instruction.

Apart from commercial or military training anybody who wants to learn to fly goes to the N.L.S. on one of the airports in their neighborhood. After having passed the medics lessons can begin. Motor flying in Holland is as a rule very expensive. One hour lesson on a Piper Cub costs 60 guilders. As we can get for one glider about as much as you for one dollar you can see for yourself.

As Holland is a small country there are not so many airports. Near to the Amsterdam Aerodrome Schiphol known

to you all there are airports and a few ships in use by manufacturers for private pilots.

I myself am a member of the Aero Clube Tenge on the Airport Tenge about five miles from Deventer where I live. Grass no concrete runways length 1050 meters. At the clubhouse you can get light meals and anything to drink.

To the members of the Aero Club belong glider pilots and motor flying pilots. So ages vary from 14 to 60. Till this year I was the only woman with a motor license, though a few girls were gliding. This year two other women have joined me. One of them will go on application for the 99 membership.

Next time I'll tell you something more about my own activities.

With greetings,
Lucie Wymans

BELGIUM

Samedi, 18 Julliet, 1964

Dear Ruth,

Thanks for your kind letter of June 11th and for your interest in the 99 and other girl pilots.

I shall try and answer your questions as completely as possible in as much as Belgium is concerned.

So far as girl pilots are concerned we have 26 at school, just beginning. Six with an "AA" certificate, which means that they have a beginner's license which allow them to fly alone without leaving Belgium. Four with a "B" Certificate, a touring pilot's license which allow them to fly where they wish with non-paying passengers. Two with a "C" certificate, a professional pilot's license which allow them several kinds of work in the air (trailing publicity panels, carrying cargo or paying passengers excepting regular airlines).

There is also one balloon pilot and a few glider pilots (I do not know exactly how many).

One of the two professionals has eight planes of different types and runs an aviation school. She is an instructor and trains pilots when they obtain their license she hires planes to them.

The other one (it happens to be myself) does air-taxis. My chief clients are business men who do not wish to depend on the regular airline schedules or who wish to go to small airfields which cannot be reached by regular airlines.

I have been flying in this way for 16 years. My first plane was a Stinson Voyager which I still have and use for air rides and for aerial photography (a

splendid little plane with which I some time ago crossed Bali in Indonesia.

Then I had my first Beechcraft Bonanza F35 which we flew over from Wichita to Belgium with another 99, Louise Sacchi, whose job is to ferry planes from one continent to another.

To travel in Europe, one needs a passport but no visa. Each time one leaves or arrives in another country one must pass the police and customs. I travel mostly to France, Germany, Holland and England, but I have been to so many countries and up to now have landed on 346 airfields and about 50 countries.

I have now about 3,700 flying hours. As it is practically impossible for a private pilot to obtain an IFR license in Belgium you have to fly VFR in very uncertain climate, which means that one works chiefly in summer; this applies to aviation school as well as flying.

This is all I can think of for this time being, my dear Ruth, but if there is anything else you would like to know I shall be very happy to answer.

Yours very sincerely,
Jacqueline Cousin

ENGLAND

C. Beechcroft Manor
Oatlands Drive
Weybridge, Surrey

Mrs. Ruth Deerman,
President,
The Ninety-Nines, Inc.
Dear Ruth,

I am sending this to you at the Convention, as I realize with a jolt that time has slipped by, and you would not receive it before Convention if I sent it to El Paso.

Thank you so much for your letter and for all the application forms and information. I got in touch with Shelia Scott and we had lunch together last week. She is also very keen to get a chapter started in England and we have set the wheels in motion, but I'm afraid we won't have anything definite to put before the meeting on the 15th, as we are still waiting to hear from some of the people. I will write to you again as soon as we are organized.

I am so sorry to miss the convention but please relay my best wishes to all the Ninety-Nines who made it to the meeting. I hope it is very enjoyable and that nobody gets weathered in—or out.

Sincerely,
Betty Cones

Mrs. Ruth Deerman
The Ninety-Nines, Inc.
c/o The Sharton-Gibson Hotel
Cincinnati, Ohio
Dear Ruth,

Having just sent off my other letter to you, I have now heard that we will definitely have enough people to start an England Chapter. They are in the process of completing forms, which will be forwarded to Martha Ann Reading in the very near future. I wonder if it is possible to get approval at the Convention before all the paperwork reaches you, and if so, we would greatly appreciate this. If, however, it is absolutely necessary to send the forms in first, we will just have to wait until the next convention and we will be very happy with our warrant authorizing formation in the meantime. Needless to say, I have a nasty feeling that this letter won't reach you in time anyway, but I thought it was worth trying.

Sincerely,
Betty Cones

ENGLAND

593 Park West
London W. 2, England
July 12th

Dear Ruth,

Thank you for your letter. I was very happy to get it, and love receiving the magazine, and reading all your news. I feel very guilty as some members have written welcoming me aboard the Ninety-Nines, and I haven't yet replied. Life has been hectic again this summer, as I spend as much time as possible flying around Europe on various competitive events. How I wish you were a little nearer and I could come over more often.

I'll do my best to answer your questions! Unfortunately owing to the high cost of flying in U.K. we can't compete with the Ninety-Nines, and few women do **much** flying here. Alas most of them are content with reaching solo, and local flights. We have only about 80 members of the British Women Pilots Association. There are perhaps 200 women pilots, and only about 10 commercial pilots, and only two or three of us hold full twin instrument ratings. There are a few more glider pilots, notable Ann Burns, Ann Welsh, and Brenda Horsfield. Ann Burns holds several world records.

We have a Junior Air Corps organization and try to stimulate interest among the younger girls. Our Government does not help in other ways, and

we still have many restrictions in our airspace for small aircraft.

I started flying in 1959—caught the bug badly—had “Myth” my Jackaroo biplane built from a Tiger Moth (the only thing within my price range in those days). She cost 1500 pounds and is a four seater with enclosed cockpit. She flew me all over Europe and North Africa, and in spite of frightening me out of my wits on occasion became a very treasured possession. She now belongs to the Skydivers, who use her for dispatching their beginner parachutists. I now hold a twin instrument rating, gliding, parachute dropping permit, and of course commercial and instrument licenses, and am a student balloonist and chopper pilot. I usually fly the Piper Aztec and Comanche, and all the Cessna range, occasionally the French Jodel range. Most of my flying is to foreign races and competitive rallies, and a little ferrying. I sometimes meet other Ninety-Nines, notably Grazia Sartori racing in Italy, Yvonne Gallot in Tangier last year where she was a hostess of the Moroccan Rally. Silvia Scotoni is usually with her husband on the F.A.I. Tours, and of course, Janet Ferguson (a full member) is now back in England. She is very popular over here, and we were delighted to see her again and hear all about her two years trip to the States.

I spent three months in the States in 1962 visiting Cessna, and AOPA Conventions, etc., and mostly at the Flying W Ranch where Lee and Bill White-sell were overwhelmingly kind and hospitable to me. It is thanks to them that I was able to take the American Licenses. The Flying W is certainly one of the most delightful aerodromes I've yet discovered. I managed another brief visit last year, and saw something of your fabulous West Coast. What a wonderful country you have. You are so lucky to have every kind of terrain and flying all in the same country without having to bother about political borders.

This week we are holding the first part of our National Air Races at Shoeham, when I'm flying a Cessna. The races consist of two class cross country races, and also the Silver Tiger Moth Trophy race for those who have never won a national race before. The first 10 in each of the class races qualify for the Kings Cup Air Race in August at Coventry. This is a short pylon closed circuit race 16 miles square, and can be most exciting with 21 aeroplanes rushing around, particularly on the



Left to right: Beryl Sanders and Shelia Scott with the Comanche they flew at the Lou's Bleriot meeting in Calais, July, 1964.

last lap! I seem to have been the only woman in it over the last three years, but this year there are four of us (two Turbulents, one Bolkow Junior and my Cessna) to provide some competition for the men.

I took a copilot, Beryl Sanders, and the Comanche to the Paris to Cannes Speed Race where we were third in the punctuality. There was one other woman in the race, French Michele Bondin. We've just returned from the International Race Round Sicily, where we held the Women's Challenge Cup for

the third time and can keep it now. We really did not have any competition from the women this year, but managed to get five assorted cups from the men.

There are several more races to come in Italy and there are competitive rallies and tours all over Europe. These vary in size from 20 to 100 aircraft present, and usually consist of some sort of competition for distance flown in a set time handicapped by horsepower, or arrival to the second over a set point, precision landings, aerial

treasure hunts, etc., followed by two nights fairly lavish hospitality. Entrance fees are usually about 35 dollars.

To fly in Europe we have to take passports, and an aircraft carnet. Its all much easier now once you know the procedures, and there are many heavenly places in the sun, which one can fly to in a day. I have been able to fly to all the European countries. Yugoslavia, Hungary, and Africa, and its been a wonderful five years. My only regret is that I cannot afford to keep a Comanche or Bonanza of my own.

The most fabulous thing I've known was my first flight in a balloon at one to two hundred feet across Holland with the Boesmans. It was quite enthralling and very beautiful, and yet enormous fun at the same time. I was later with Nina Boesman in the international balloon race in Utrecht which she won, and where I met your balloonist Frances Shields, and the well known American aviator in Europe, Jim Nields. There were seven balloons from six countries. Nina Boesman is a charming blond girl, who looks far too feminine to be a balloon champion. She and her husband have flown in some very exotic places with their balloon, including Africa, India, and the Middle East. One of her most epic flights was 6,000 meters over the Alps solo. They even left for their honeymoon by balloon!

Although the cost of hiring aircraft is high, it only costs about 15 dollars for membership of a flying club. Hiring charges vary from 12 dollars an hour for a Tiger Moth, 17 for a Colt or Cessna 150, 38 dollars for a Comanche, and 85 for an Aztec or Cessna 310. Most ab initio training is done on Tigers, Colts or 150's. Instrument ratings have to be taken on Apaches, twin Comanches or the Ministry Doves at the Ministry field. This exam on the Dove costs 170 dollars! So you see with the lower wages paid here—its quite a struggle for a woman to learn to fly. France and other countries are much more sensible, and their government subsidizes some of their flying.

It costs about 35,000 dollars to buy a Comanche here. Hangarage is about 30 dollars a month (cheaper than yours, perhaps because we have so few aeroplanes in comparison). Gas is 70 cents a gallon, and landing charges vary from 35 cents to 6 dollars. A 25 hour maintenance check costs 15 and a racing prep from 150 to 400. If five or more

plots from a group owning one aircraft, and no one pilot does more than 25 percent of the flying the government gives them a 40 percent petrol rebate. This seems to be our only concession, and of little help to the active pilot. There are few jobs, apart from instructing open to women in our aviation.

I was sad not to be able to come over for your Womens International Race, but as yet we haven't been able to get sponsors in the U.K. I have hopes that one day the British business world will become educated to the possibilities of advertising via aviation.

I enclose a photograph taken with my last weeks copilot, Beryl Sanders at the Louis Bleriot meeting at Calais. Beryl is the hatted one on the left. Will try and collect any of "members-at-large" if I come across them. Incidentally it was a great pleasure meeting Virginia Britt and Grace Harris when they were over here.

I do hope I shall get the opportunity to return to the States in the not too distant future to renew some very good friendships, and perhaps make some more. I particularly look forward to meeting you in person.

Kindest regards,
Sincerely,
Shelia Scott

CANADA

By Dorothy Rungeling

Here in the Niagara Peninsula in Ontario, Canada, we are thinking about reforming our chapter or joining hands with the Western New York Chapter until such time as our own chapter can be reformed. An invitation has been received from the Western New York Chapter to become members and we certainly appreciate it. In the meantime here is a bit of news of our Canadian Ninety-Nines.

Jean Brooke is now out of the cast which has kept her leg in prison for almost a year and a half, due to a skiing accident. This has cut off her flying but we hope she will soon be back at it.

Evelyn Gatfield has not been flying lately either but we find that she has been a busy girl in another direction—getting engaged. The wedding will take place in September.

Hettie Hutchinson is doing more flying than any of us, getting up in her Ercoupe as often as possible. She attended the Oshawa Breakfast Flight which is a huge annual affair with over

300 planes attending and getting bigger every year.

Edith Denny is proudly waving her new instrument rating around and we congratulate her. She is now working on an ATR. Edith has been doing a fair amount of flying the past few years, piling up the hours on a Cessna 180 and now on their Apache—lucky gal!

Dot Rungeling, who usually always got to all the races, has been laid up having had surgery but is almost back to par and is hoping to be able to enter the SMALL race again this year.

Dot has come up with an idea which would be quite original as far as 99 chapters is concerned. Her idea is to form an International Chapter which would have members from both sides of the border, U.S. and Canada. Since we are so close to the border—20 miles—this would be quite sensible and although it is almost the same as if we joined a U.S. chapter it would be unique in that it would be international. She is writing to headquarters for advice in this idea.

CANADA

256 - 22nd St.
Brandon
Manitolea
Canada
Aug. 6, 64

Dear Ruth,

Thank you for your letter, I am sorry to be so long in answering but have not had the opportunity to do so until now.

We have three members-at-large in Brandon and will have a fourth member shortly. As we have seven lady pilots in our city we are considering starting a chapter here but have nothing definite on it as yet.

Five of us received our private pilot licenses in November, 1960 and the other two since then. Dorothy Roseman and I also have our multi-engine rating. Rosemans fly a twin Comanche and we have a Beech Travelair. Georgia Kraeling flies a Bonanza and Marj Stevenson, a Navion.

Besides local flying we all use our planes for winter holidays to get down to the warmer temperatures for part of the winter. Rosemans flew to Mexico City and Acapulco in the winter of 1963 and to Florida this past winter. Kraelings flew to Vancouver and Victoria last year. Stevensons have flown to Mexico the past three winters. My 49½er and I flew to Mexico two winters and loved it. This past winter we flew

down through the Bahamas, Puerto Rico, Barbados, Grenada Martinique and Trinidad. It was a marvelous trip and having your own plane makes it possible to hop from island to island at your own pleasure.

We plan to go again next winter but will go on down to South America as we didn't have time to go there this year.

I hope this is the type of information you wanted, Ruth, we all enjoy the Ninety-Nine News very much and get a real thrill out of reading of the wonderful things the ladies are doing in flying.

My 49½er and I fly to Eugene, Ore., two or three times a year where our daughter attends the university, so I hope to meet some 99's in Oregon on one of these trips.

We would like to take this opportunity to extend an invitation to any 99's who happen to come our way to land at Brandon. Our city is small in numbers (approx. 30,000) but big in hospitality and we would love to meet some 99's.

Sincerely,
Ruby MacDonald

SECTION COLUMN

SOUTHEAST SECTION
By F. Christine Brown

On the weather threatened weekend of May 22-23, the Southeast Section convened in Memphis, Tenn., within a wingspan of Ol' Man River. On Friday afternoon, the Memphis Chapter waited out, with great expectations and growing trepidation, the slow arrivals. They were rewarded on Saturday morning when planes from all over the South began to touch down at Downtown Airport, which is located on a small Huck Finn type island just off the Memphis Harbor. Every chapter was represented—with eight planes full and a few commercial travelers.

Although a poolside cocktail party had been planned for Friday, only a few arrived in time. Activities really got under way Saturday afternoon with a business meeting chaired by Governor Cora McDonald. Among the business items discussed was the 1965 AWTAR Terminus and National Convention, both of which will be in Chattanooga, Tenn. The Tennessee Chapter,

not the Memphis Chapter (the two groups are sometimes confused as one and the same), will be our hostesses. We can assure you that they are making plans for an interesting visit to Chattanooga. The entire Southeast Section will be participating in hopes of making the 1965 AWTAR Terminus and convention one of the best ever. It's never too early to start planning to attend!

After the business meeting, Deedo Heise and husband, Herman, treated the group to "Flighty Lady." The latter is a film about how a lady and her husband withstand the rigor of flight instruction—from the best way to enter a J-3, to how to get out of a parachute.

In the evening some 48 persons, including about 35 Ninety-Nine members, gathered for dinner. Lugart Yerian, former director of Memphis Little Theatre, and a flying and soaring enthusiast, was dinner host. Our speaker for the evening was Deedo Heise, ably assisted by copilot Herman. Deedo and Herman are a charming couple, actively alive, and we are glad to have them.

Among the usual flurry of after dinner presentations was a trophy for the chapter which had received the most new ratings for the year. The Alabama Chapter with five new ratings among 20 members, won the trophy. The Southeast Section hopes to make this an annual presentation, rotating the trophy among the various chapters.

After the last ETA was filed on Sunday, the Memphis Chapter relaxed and concluded that it had been a successful Sectional. The attendance was 30 percent of the total membership. The Fall Sectional will be at Point Clear, Ala., on September 19-20. We're all invited, so let's go!

? Spineless Section

DEADWOOD CHAPTER
STATE OF LETHARGY
SPINELESS SECTION

By Miss Dee Daidlyne

I certainly never had any intention of being the newsletter reporter for the Deadwood Chapter, but after what's going on, I'm willing to sacrifice a little of my time with the sneaky idea

that I might be able to find out what in the devil went on at the International Convention in Cincinnati.

Juanta Doogood, the chairman of our 99 chapter in Deadwood, wasn't due to arrive back from Cincinnati until pretty late Sunday night so nobody planned to meet the plane, but meet Juanta, we eventually did. She evidently high tailed it off of the plane to the first pay phone in the airport and started dialing the membership. Her "this is an emergency" . . . "a matter of life and death" . . . "2c worth" . . . "blood transfusions" . . . etc., got us all out of bed and streaking for the airport.

I was one of the first to arrive, but she was already cutting the mustard all over the place. She spied me, and with her finger cocked, ready to go off any minute, she kept poking me in the chest, screaming, "Get the story off to the newsletter right now . . . I promised . . . they've got a 20th deadline . . . get it off right now!"

I was right shook, but I did try to find out what story. About that time, Enna Littlewhile and Lotta Koin came running in and she started jabbing them in the chest too and hollering something about minutes and pencils and papers and Wing Scouts and yelling at me to get the story off right away.

I can't help but believe that Juanta got involved with some hop heads in a penny ante poker game on the plane coming home. A lot of the members go along with my theory, because she had a glint in her eye, and a do or die look on her face, that none of us has ever seen before. Besides that, she had fists full of pennies, and everytime she'd poke one of us in the chest, she'd dribble pennies all over the place. Everytime a penny dropped, she'd point at it and scream, "that's blood . . . new blood for Deadwood!"

Like I said, I never had any intention of becoming a reporter for the chapter, but we sure would like to know what went on up there in Cincinnati at the Chairman's Coffee.

Miss Dee Daidlyne

Renew! Renew!

Sept. 30, 1964

Is The Deadline



10 Kensington Road South Yarra
Melbourne, Australia
26 July, 1964

"Dear Ruth, (Deerman)

"There is really nothing much to report we only manage to meet once a year, there are only about sixteen 99's over here and we spread over an area as large as your states. It is only the few who are fortunate enough to visit the states who can really enjoy the comradeship of the 99's and that really is wonderful. It is the Australean Women Pilots Association that holds us together out here. We have a membership of over forty in Victoria alone and those of us who can, go to our monthly meetings. We were very happy at our last meeting to welcome Louise Smith, it happened to be at my home and the girls enjoyed meeting her. She also met some of the Sydney pilots so now she has an idea just what we are like, unfortunately her stay was so short nobody got a chance to get to know her very well. I was so glad to meet her again, I felt I had not lost touch with you all in the States. I wish more of you could pay us a visit. We love having you but we are a long way from anywhere and traveling is a very expensive amusement. I shall be thinking of you all in about two weeks time, meeting in Cincinnati. I would love to be there, I have so many happy memories of last year in Oklahoma City. You were all so kind to the stranger from "down under," the 99's are truly a wonderful International Organization. My best wishes to you all at the convention and to you personally. Good luck.

Love,

Freda Mary Thompson"

136 Mona Vale Road
St. Ives
New South Wales, Australia
July 29, 1964

"My dear Ruth, (Deerman)

"This is to tell you I will be thinking of you on the occasion of the Tripple Jubilee and I wish to send my greetings and very best wishes to you and the girls for an extremely happy get together.

"I am also sending back for the

records, the letter written to me on 3rd April 1938, making me a member of the Ninety-Nines, because I feel it is a document that may eventually be of some interest to Headquarters, being near to the beginning of International memberships. You will notice that the letterhead says National Organization Licensed Women Pilots. When Betty Gillies became President I stayed with her in Syosset, and at that time the Constitution was being re-written. I think it was on my suggestion that this was changed to "International."

"Also, I note that you are having Roscoe Turner as your guest of honor, and as I met him in Australia and later in Los Angeles at the Clark Hotel, I would like to send a greeting to him. He is certainly a terrific personality and the little township of Bourke in New South Wales still remembers his landing there during the England-Australia Air Race in 1936. Please give him my very best regards.

Sincerely and affectionately
Nancy Bird Walton"

Copy

President

Daisy Kirkpatrick
2 Prospect Ave.
Swampscott, Mass.

Vice President

Betty Gillies

Burtis Lane

Syosset, L. I.

Secretary

Dorothy Morgan
1601 S. Knoxville Ave.
Tulsa, Okla.

Treasurer

Dorothy George
904 S. Oxford Ave.
Los Angeles, Calif.

NINETY-NINES

National Organization
Licensed Women Pilots
2 Prospect Ave.

Swampscott, Mass., U.S.A.

April 3, 1938

"Dear Nancy Bird,

"The Ninety-Nines are so happy to welcome you to membership. I do hope that you will enjoy the club and make many good friendships thru it. I am sending your letter to the Editor of the Ninety-Nine News Letter so that she can write up our new member from Australia in the May issue. We send out a News Letter to each member every month.

"I was interested to learn that you fly a Leopard Moth. During the sum-

mer of 1936 my husband and I chartered a Leopard Moth at Heston Airport, England and flew in Germany for two weeks. It was grand fun. I have a very warm spot in my heart for a Leopard Moth. I also like the Hornet and the Tiger Moth.

"Your Ninety-Nine dues are three dollars yearly and an initiation fee of one dollar. Will you please send your dues and initiation fee to the Treasurer, Dorothy George. Her present address is 237 North Catalina, Los Angeles, California, U.S.A. She will send you a Ninety-Nine Membership Card.

"You will probably also want to own a Ninety-Nine pin which I think is very attractive. The pins are \$1.50 each. If you wish one ask the Treasurer to send you one with your membership card.

"Again welcome to membership. And I do hope that I will have the pleasure of meeting you some day.

Sincerely,

Daisy Kirkpatrick"



CONNECTICUT CHAPTER

By Christine Winzer

After being launched as a new chapter in April, we met at Brainard Field, Hartford, in May. An anonymous friend made arrangements for us to have a helicopter ride in a Sikorsky S-51, after which we were treated to lunch to Betty Sagan's charming home in Withersfield. Assisted by Jean Rettinger and Lois Stroud, this surprise event swelled our empty coffer, since all those present donated to the treasury the \$2.00 we would have spent for lunch in a restaurant. We were pleased to have as guests Nancy Woodward, one of this reporter's student pilots, and Dorothy French of Danbury. Dorothy has a radio program every morning over Station WINE, Danbury, called "Wine, Women and Song." This was Dorothy's first airplane ride, and she is to be congratulated on gathering her courage not only to fly with me to Hartford, but to take her first helicopter ride in the same day. In the days to follow, Dorothy had many nice things to say about the 99's in general, and the Connecticut Chapter in particular, during her daily time on the air.

June found us postponing our planned

fly-in to Catherine Hiller's Airport in Massachusetts due to high winds. Instead, we met at the Holiday Inn in Trumbull, Conn. The meeting opened at the poolside with seven members and two prospective members present. Prospective Virginia Carricato and Sharon Simmons undertook the two hour drive from Danbury Airport, from Danbury Airport, from which they had planned to fly in Sharon's Cessna 150, to Trumbull, in order to attend the meeting.

Our Chairman, Peg Davidson, with Elaine McCabe aboard, made three valiant passes at the runway and finally made it down the "slot" at Danbury to pick up myself, Cynthia Kemper, and Ruth Buckley, then on to Brainard where Betty Sagan joined us, filling all six seats in the Cessna 205. From there we flew to Trumbull, where surrounding terrain and winds were more conducive to smooth landings. Jerry Gardiner had made arrangements for our luncheon at the Inn, and joined us for the afternoon.

Incidentally, the slot at Danbury is composed of two hills, with a pass between, that frames the approach to the north runway. To anyone who might have learned to fly in Kansas, those two hills could look like Mt. Everett and Mt. McKinley side by side. On a windy day there are some interesting currents flowing over and around those two humps.

Peg Davidson and Betty Sagan attended the New England Spring Sectional at Nashua, N. H.; Chris Winzer participated in the Greater New York Chapter's successful Penny-A-Pound Day at Caldwell Wright, N. J., flying for six hours, battling 30 knot crosswinds and enjoying every minute of it. Mary Horton presided over the 99 booth at the P. T. Barnum Air Circus at Bridgeport Airport and sold Amelia Earhart First Day Covers and AWTAR programs. She was assisted by our able flying activities chairman, Ruth Buckley.

Our planned fly-in to the Sea Spray Inn on Long Island in July was doomed by bad weather. Peg Davidson took Elaine McCabe and Cynthia and Bud Kemper, with their son Steve, but the rest of us, including the Eastern New England and Greater N. Y. Chapters, who were to join us, had our wings clipped for the day by lowering ceilings and poor visibility. Arnold Bayley and Viola Gentry were to have been our hosts to their wonderful weekend buffet

luncheon, served overlooking the ocean, and it was a great disappointment to have missed it. Anyone coming East must not miss the Sea Spray.

Peg Davidson and I (who was elected Connecticut Chapter delegate to the convention) planned to fly to Cincinnati together. Unfortunately, my flight instructor activities have forced me to cancel plans to attend, so we're looking forward to an account by Peg of the events she will participate in while representing us at convention.

Enough of this typewriter—I'm off to fly!



EASTERN PENNSYLVANIA CHAPTER

By Jerry Roberts

Happy Flying!—That's the way I ended our last newsletter—and Happy Flying it is! All the excitement and anticipation that preceded the Powder Puff Derby were but a smidgeon of what we REALLY enjoyed. Eastern Pennsylvania Chapter waves her banner of pride high—four members, Merle Chalow, Alice Hammond, Yvette Hortman and Gay Maher—were contestants in the AWTAR with Merle and Gay finishing in the top ten. Nine members served as ground crew. It is a privilege to commend Irene Keith for a job of organization "well done" at the terminus. A bouquet of nice phrases is sent also to Mary Myers who housed the Wing Scouts of Langhorne for a dollar a head. (Mary has a rooming house.) Those girls were invaluable—and so very willing to run errands and just be nice! I marvel at the graciousness of those girls who flew the race. They were never too tired to autograph a program, answer dozens of insignificant questions, and smile and shake hands with innumerable well-wishers and curious—"You mean THAT little thing flew across the country ALL BY HERSELF?" Those girls, by living example, do more for private aviation than all the editorials and brochures published in a decade! I was delighted to meet Reverend William Laird, whom I consider a personal friend from my hometown, Hadon Heights, at the Awards Banquet where he gave an unique and inspiring invocation. They say—Irene and Peggy

—among those who attended, that Jane Morris' party the Monday night of the AWTAR was nothing short of fabulous.

Lucetta Sharp hosted a three-star success meeting in Hazelton in June. All members and guests flew in—weather was better than good—and twenty-seven members, prospective and guests enjoyed a day of food, fun and fly talk! Silver gavel charms were presented to ex-chapter chairmen, Elsie McBride, Marie D'Alterio, Date Macario and Arlene Feldman.

Millcreek Farm, a charming estate nestled in the foothills of the Kittatinny Range, fondly called home by Nancy and Buz Diemand, was the meeting place for Eastern Pennsylvania Chapter July 18. This wondrous bit of acreage contains its airstrip for a start—then a perfectly dreamy house that dates back to 1750—a greenhouse—swimming pool—and a spring-fed creek veritably rushing past a picnic area built like a natural amphitheatre. There must have been thirty plus people and children milling around. And Nancy and Buz were most gracious and saw to it all were happy. It was a most happy day for all. Lo! These many months we've been keeping you aware of Louise Sacchi's travels and adventures, this meeting she told her experiences first hand. Our most active pilot-member held us spellbound as she told of her experiences and answered questions of those who aspire to follow in her slipstream. Chairman Peggy Borek presented Louise with the Amelia Earhart Medal in recognition of her services to general aviation and for women's participation in aviation progress. In the past three years Louise has ferried small aircraft to Switzerland, South Africa, London, France and Holland.

Jane Ralston and Laura Zerener visited us from the Washington, D. C. Chapter. Cecelia Stetser and 49½er Leland flew in from Lake Winnebago, N. H., for the meeting. Betty Tracy has replaced Hyacinth with a Tri-Pacer she calls Cutie-Pie. Anne Piggott Mentzor has flown southward to Texas with her groom and Joyce Harding will be transferring to a mid-western chapter. We'll miss both 99's. Carol Arnold became Mrs. Fox July 11. Much happiness to you both from all of us! Hazel Fel's daughter will march down the wedding aisle this month—our felicitations to bride and groom.

Joan Merriam Smith was honored



MIDDLE EAST SECTION RECEPTION FOR JOAN MERRIAM SMITH, MATS, VIP Lounge, Washington, D. C. (l to r) Virginia Thompson, Governor; Alice Roberts, International Vice-President; Laura Zerener, Washington, D. C. Chapter Chairman; Joan Merriam Smith, honored guest; Ada Mitchell, Maryland Chapter Chairman; Betty Boh, Maryland Chapter Vice-Chairman.

in Philadelphia Monday, July 19. Peggy Borek presented Joan with a silver charm appropriately inscribed from the Eastern Pennsylvania Chapter and a bouquet of blue and white carnations and matching corsage. While the City Fathers kept Joan busy with radio and television interviews throughout the day, Irene Wirtschafter gave Joyce Dixon, Joan's companion, a speedy tour of Philadelphia. Marie D'Alterio and Jerry Roberts were on hand to greet and applaud Joan as she put down at International. After hearing the exhausting schedule of public appearances Joan has experienced, it is a marvel she is so gracious—and so lovely. You did read her exciting article in *The Saturday Evening Post*?

July 26 weather marginal for Penny-a-Pound at Williamsport. The turnout

was inspiring, however. CAP Squadron 410—Montoursville is to be commended for a wonderful job. Helen Sheffer, Merle Chalow, Irene Wirtschafter and Beth Sturtevant flew in to help. Duane Callahan, airport manager, and members of the Wilco Flying Club helped out, as did Bob Angeli, Nancy Yandes, Mrs. Callahan, Mrs. Angeli, Doris Pfirman, Naomi Stahlnecker, Jim Sheffer and Frank Pennedecker. Customers were most enthusiastic. Two young ladies in their 70's had their first flight—and can hardly wait until the next penny-a-pound. 286 passengers flown and 12,856 lbs. of women flesh! Can you imagine the results if the weather had been CAVU? Irene, Merle and Beth bunked with Nancy Yandes Saturday night—and had heaps of fun.

Until next month—Happy Flying!

WASHINGTON, D. C. CHAPTER

By Jacqueline M. C. Smith

The June meeting of the Washington, D. C. Chapter was held at the home of Mitzi Keller on Saturday, June 20. Following a business meeting, chapter members, 49½ers and guests enjoyed Mitzi's delicious barbecue which was followed by a showing of movies of previous 99 events.

On Sunday, July 12, the Middle East Section under the direction of Governor Virginia Thompson held a reception for Joan Merriam Smith at the VIP Lounge at Mats Terminal at Washington National Airport. A large group of 99's, 49½ers and guests were at the gate to welcome Mrs. Smith when she landed her now famous plane at the airport. Accompanying Mrs. Smith was Joyce Dixon also of Long Beach.

Mrs. Smith received a congratulatory message from Senator and Mrs. Clair Engle of California and also a congratulatory telegram from her Congressman and Mrs. Hosmer. Mrs. Smith gave a most interesting talk on her flight, telling us the motivation behind it, the planning that went into it and the highlights of her trip. Everyone enjoyed the opportunity of talking with her and then refreshments were served. Some girls from the Maryland Chapter and some from the Eastern Pennsylvania Chapter attended. Merle Challow and Irene Wirtschaffer flew in together. Merle who is only 19 years old (the youngest to fly in the Race) flew solo and took 4th place in the AWTAR!

The Washington, D. C. Chapter is losing two of its very active members this month. Naomi Meeker is packing up her family to live in Buffalo, N. Y., and Janet Hitt is busy packing up her family, including a dog and a cat, and will start a three-year stint in Hawaii! All the best, Naomi and Janet.

Katherine Stinson is planning to attend the Soroptimists International at Geneva, Switzerland, the first week in September. Lucky gal!

Our Charter member, Blanche Noyes, has been very active as usual. In June she flew south on a field trip. She was honor guest at the speaker's table at the AWTAR banquet at Atlantic City and she was also honor guest at the World's Fair in New York when a scroll was presented to Joan Merriam Smith during the week of July 6th which had been proclaimed Ninety-Nines Week at the World's Fair.

Velta Been, our only entrant in this year's AWTAR, was unable to complete the route because of the poor weather conditions.

Speaking of those poor weather conditions, the author and her friend, Jerry Scott, flew Jerry's Comanche up to the Bay Chaleur area in New Brunswick, Canada, for the long weekend and had that weekend stretched into ten days due to fog, hail, thunderstorms, rain, etc. Like the old saying, if you have time, go by air. One of us has got to get an instrument rating!

Laura Zerener, our chairman, spent Sunday at Morgantown. She reports that Georgetta Dix, who was chairman of the Morgantown stop, did a real bang-up job and had everything well organized for the 20 AWTAR entrants who passed through. Mary Brown from All-Ohio Chapter also helped out. Doris

Phillips was also on hand and then stayed on at Morgantown for a week's vacation.

Margo Decker is enjoying a vacation in Michigan.

On Saturday, Aug. 8, we held our August meeting at Hedy Jaffe's lovely home. Everyone enjoyed Hedy's delicious buffet, especially that calorie-packed cake, and many of us came prepared to jump into the pool, but, alas, it started raining and nobody ventured out. Eve McIlveen brought some pictures of her July trip to Alaska, which she and her 49½'er took in their Bonanza, and those snow-capped mountains looked absolutely breathtaking.

Bea Wilder flew up to Plymouth, Mass., in July and Virginia Thompson, our governor, reported that she flew her family down to Tennessee in July.

The Hershey, Pa., fly-in which was scheduled for July 25 with the 26th as the rain date was a complete washout. We are now trying to have it on Sept. 12 with the 13th as the rain date. If we do make it this time, it will take the place of the September meeting, so let's pray for some fine weather.

Our chapter chairman, Laura Zerener, Mitzi Keller and her 49½'er and Irene Wirtschaffer flew out in the Keller plane to the North Central Sectional held in Cincinnati over the weekend of the 14th of August. From all reports they had a pretty rough time getting back to Washington. Virginia Thompson, Dorothy Mitchell, Ada Mitchell (Maryland Chapter), Doris Jacobson and Jo Edelman (Santa Clara Chapter) all drove out to Cincinnati by automobile and thus made sure they would have no problem with the weather.

The Washington, D. C. Chapter will be host at the Middle East Sectional to be held in Washington on Oct. 17, so y'all come!



ALABAMA CHAPTER

By Nancy B. Beeland

Alabama 99's met in Birmingham June 28—a week early due to the 4th of July holiday. Betty and Lew Ferrell were present to greet the arrivals. Jan Warrick drove from Decatur, accompanied by her young nephew. Bennie

Peters flew her Bonanza from Marion. Foy Halstead piloted his Twin Comanche to bring wife, Juanita, and Nancy Beeland. Bennie told of her conversation by phone with Beth Marquardt, now residing in Athens, Ohio. Beth is to fly co-pilot in the Powder Puff Derby, so Alabama will watch the race returns with special interest. Young Minnie Wade was married on the previous day (now Mrs. Charles Edward Coggins). Needless to say, both Minnies were absent! Juanita was congratulated on obtaining her twin-engine rating. Jan presided over the business meeting. Betty Ferrell gave the treasurer's report. After correspondence was read, constitutional amendments were discussed. Bennie is making plans to attend the national convention. A nominating committee was appointed. Plans were discussed for the fall sectional, to be held Sept. 19-20 at Grand Hotel, Fairhope, Ala., with Alabama as hostess. The next meeting will be held the first Sunday in August in Montgomery.

Alabama 99's met Sunday, Aug. 2, in Montgomery. Arrivals were greeted by Juanita Halstead and Elsie Heilpern. Grace and Harold Rodgers, Jan Warrick, and Betty Ferrell drove from Birmingham. Bennie Peters flew her Bonanza from Marion, and Nancy Beeland flew her Skylane from Greenville. Charlie and Minnie Wade flew in on a homeward bound trip from Panama City. Jan presided over the meeting. The recommendations of the nominating committee were accepted, with the following officers to serve the coming year: Bennie Peters, chairman; Nancy Beeland, co-chairman, with Juanita Halstead as advisor; Minnie Coggins, secretary; Betty Ferrell, treasurer; Minnie Wade, reporter. Betty will serve as official 99 hostess as the Southeast Aircraft Exposition September 11, 12 and 13. Bennie will be the official delegate to the International Convention in Cincinnati. Detailed plans were made for the Southeast Sectional to be held September 19, at Grand Hotel, Point Clear. The trophy, won for the most new ratings during the past year, will be displayed at Montgomery Aviation for several months. After lunch we adjourned to meet in September at the Sectional Meeting.

CAROLINAS CHAPTER

By Estelle M. Bradshaw

I am happy to announce that I have finally succeeded in getting Southern

Pines, N. C., airmarked. Any of you passing this way will be pleased to see a town marked in this vicinity.

The Herman Smiths together with Randy and Linda are on a South Pacific cruise, having sailed June 22 and are returning the end of July. We hope they have loads of fun.

The second North Carolina Aviation Forum was held May 24 at the Greensboro-High Point Airport with the ladies program presided over by Louise Thaden and Burnette Spencer. This was such a huge success they have decided to make it an annual affair. This is arranged to improve the proficiency of all pilots whether a student or an ATR.

We are glad to report that Page Shamburger is assisting the New England Chapter as chairman of the publicity at the terminus of the Powder Puff Derby at Atlantic City in July.

FLORIDA CHAPTER

By Virginia Britt

Our July meeting was held the evening of the 20th and we had an excellent turn-out. Understand there would have been more members present but, upon discovering an air-conditioned classroom, we hid away and a couple of members were unable to find us.

Home from the AWTAR: Miriam Davis and Cecile Adler, and Virginia Britt and Lee Winfield. Anyone interested in an hilarious account of the race written by a "first-timer," let us know. Cecile recorded everything from sick-sack to Southern Gentlemen. And the girls extend their thanks to the many charming 99's along the route who were a part of the operation of the race.

Flying in to SANIBEL ISLAND: Miriam Davis, Freda Gokey, Dorothy Davidson and Lee Winfield—with husbands and children. On the program—picnic and pickles.

Selecting a QUEEN: Miriam Davis and Lee Winfield. The girls are judges for "Queen of International Flying Farmers" contest at the Deauville Hotel, Miami Beach.

Attending the NINETY-NINES Convention: Chapter Chairman Vera Bratz. We look forward to a report at our next meeting, and to the Ninety-Nines in Ohio—we are sorry more of us could not attend.

Flying away: Dorothy Davidson and husband, Leonard, vacationing in North Dakota and Navion Convention in Wisconsin. Virginia Britt and husband,

Duncan, visiting son at Camp Carolina and World Fairing in New York.

Other EXCITEMENTS: Bahamas Treasure Hunt still has openings for approximately 30-35 entries. Write Hans Groenhoff, 1701 First National Bank Bldg., Miami, Fla. The boys at Fairhope Airport are eagerly awaiting all girl-type pilots attending SE Fall Section meeting at Grand Hotel, Point Clear. They say just give them a call on Unicom if you wish ground transportation and they will have a car waiting.

GEORGIA CHAPTER

By Betty W. McNabb

Georgia 99's have been on the go so fast lately that we haven't met since April until the June meeting just completed. We flew into the long smooth grassy strip at Arlington, Ga., as the guests of the Horace Jordan family. There aren't any 99's in the family but Buddy (Horace Jr.) is a member of Civil Air Patrol in Albany and very aviation-minded, so invited us over to picnic. Chapter President Ruth Miller drove in with her 49½'er and two of her three juniors, Greg and Virginia. Her bird, she explained, had to have an annual physical. Frances and Jack Peacock came in their Cherokee, bringing Mary Fender, who now lives in Atlanta too. Biff and Howard Kennedy from Parrott Comanché over, Frances Nichols soloed in from Valdosta in a Cessna 172. Betty McNabb and her dad, Frank B. Wood, Bonanza'd from Panama City.

We all compared notes on the past two month's activity. The Kennedys, Millers, and Voyles (Jean was off this weekend on a CAP Aerospace expedition to Murfreesboro, Tenn., and Statesboro, Ga.) went to sectional at Memphis.

Frances and Jack Peacock had a fine trip to West Palm Beach, Grand Bahama where they visited friends at Freeport, Key West, Jekyll Island and Panama City.

Carolyn and Biff have been down to Panama City but Carolyn has been recuperating from IAR which she flew with Georgia 99 Myrtle Cagle, as co-pilot. They had rough weather and lost over an hour on the ground at Tallulah, La., which they never could make up. But both enjoyed the race, which is beautifully organized by 99 Virginia Britt who, of course, utilizes 99's as aides at every stop.

Ruth Miller has been up to Canada to get son, Gregg, who goes to school

there. She has been commuting back and forth to Dog Island, their summer home off Carrabelle, Fla.

Betty has been ferrying or racing Musketeers, two round trips to Liberal, Kansas, and flew one in the IAR, courtesy of Albany Air Service, Albany, Ga. 99 Jessie Miller of Hattiesburg, Miss., flew co-pilot. They did not cover themselves with glory, (16th place) but had a fine time. Betty has been consulting and CAP-ing, and she and Jean represented Georgia 99's in CAP capacity at the annual Southeastern Conference in Hollywood, Fla. Another CAP-99 is Mary Fender.

Georgia 99's have been plagued with unusually bad weather this summer, at the July meeting, hostessed by Frances Nichols in Valdosta, a quorum could not make it. In August luck was better and we had a delightful meeting at Chairman Ruth Miller's Dog Island retreat on the Gulf Beach south of Carrabelle. Present were Jean Voyles and her son, the Jack Peacocks and friends of theirs from Atlanta, the Cokes, the Millers, and the Harold McNabbs. There were long lazy hours in the sun and surf and a pleasant cruise on the Miller Mathews.

Ruth had a wild experience at LaGuardia recently—her cigarette lighter shorted out as she was ready to take off, great puffs of black smoke filled the cockpit without any indication as to the source, and all sorts of fire trucks, emergency wagons, etc., rushed out to her rescue. It took 3 hours exploration and a fat fee to discover the trouble.

Betty McNabb had fun as the central character of "To Tell the Truth," a CBS panel show. The statement to be proved was that one of the three contestants was the first woman graduate of the USAF War College and a pilot and lieutenant colonel in the Civil Air Patrol. Imposters were 99 Martha Morrison of North Carolina and New York, and New Yorker Nora Anderson, former 99 and ex-Wasp. The panelists were Phyllis Newman of "That Was the Week That Was," Hume Cronyn, the Shakespearean actor; Joan Fontaine of the DeHaviland family, a pilot in her own right, and Sam Levinson.

After flubbing a few questions like who DESIGNED Lindbergh's engine, and what is the function of Samos, it wasn't too difficult to stump the panel.

Georgia 99's had a full-page spread in the Albany Herald, Albany, Ga., recently, and are pleased with this appreciation from one of the air-minded

newspapers in the state. Plans are made to airmark three more communities in the fall.

Three Georgians attended the International Convention; the Millers twin-Bonanza'd up and then Jim airlined home ahead of Ruth, the Kennedys Comanched up from Parrot, Ga., and Betty McNabb Bonanza'd up from Panama City with a stop in Albany (the dog put her paw in Bet's eye night before departure and she had to go see the eye doctor!)

Everybody thought International was fabulous, and the amount of work done by the hostess 99's must have been incredible. The Georgia gals had fun comparing notes with former Georgians Tannie Schlundt and Ruby Minching.

Weather scattered us homeward bound but Betty and Bennie Peters of Marion, Ala., made it together to Nashville, then Betty got stuck in Greenville, Ala., and enjoyed the wonderful 99 hospitality of Nancy and 49½er Jeff Beeland.

Next—Georgia 99's will meet at Panama City in September and on the next weekend to sectional in Fairhope, Ala.

MEMPHIS CHAPTER

By Mary Stanley

During the past few months almost half the Memphis Chapter has been busily engaged in acquiring new ratings, including commercial, multi-engine and instrument. Those having achieved the coveted tickets are: Martha Mehaffey (multi-engine), Martha Tobey (commercial), and Polly Duncan, who was also our Powder Puff Derby entrant (instrument). We hope to have more good news along this line soon.

Our annual meeting with Arkansas 99's was held at Augusta, Ark., in June with Mary and Joe Stanley as host and hostess. Eight planes flew in for the occasion.

Those flying to Lexington to assist with the AWTAR stop were Martha Tobey, Memphis 99's Chairman, and 49½er Frank, Chris Brown, Bonnie Whiteleather, Rosemary Williams, Ina Walker and Mary Stanley.

Martha and Frank Tobey, Ina and Mike Walker, Bonnie Whiteleather and Chris Brown also attended the National Convention in Cincinnati.

Rosemary and Bob Williams with two of their children have again visited Nassau in their Bonanza.

We are all looking forward to flying

down to Point Clear, Ala., in September for the Southeast Sectional.

MISSISSIPPI CHAPTER

By Cora McDonald

The chapter met at Hattiesburg Municipal Airport in July and caught up on the flying news. Some of the members helped at the IAR Stop in Jackson in May; the FAA building dedication at Jackson in June; the Section meeting in Memphis in May. We have had invitations to a breakfast fly-in at the newly dedicated Greenville, Miss., airport (formerly the Air Base). Our newest member is Dorothy Etheridge of Greenville, who will be assisting at the breakfast.

Jessie Miller flew in the IAR as Betty McNabb's copilot. Jessie just passed her commercial flight test and recently took her flight instructor written, and is planning a trip to Oklahoma City for a T-34 course. Jessie also had news of the recent aviation workshop at the U. of Miss. Southern, where Betty McNabb participated.

Prospect Sammie Daniels recently flew the twin-Comanche to Miami for a vacation; then flew with some of the Florida 99's to New York City. She obtained 30 hours of an instrument course in Florida.

Ethel Radzewicz of Jackson has been flying her husband to and from oil wells, piling up several hours a week in a Skylane. At present they are relaxing aboard their yacht "Samba" in Gulfport.

At the Hattiesburg meeting, Jessie Miller, Marie Kepper and Sammie Daniels were hostesses. Attending were recently soloed Karen Kirk and members Bernice Kelly (chairman), Ethel Radzewicz, Mariam Loe, Janet Green, Cora McDonald. A slate of officers was recommended for the coming year; donations voted to the AE Fund and AWTAR Fund; plans made for Convention and the coming year's program.

At the August meeting in Gulfport, Janet Green is going to make her Aero Commander available for :15 flight time to each member. This should secure a large turnout as well as perk up interest in advanced ratings. Early comers are also invited for an afternoon sail on the Samba on Saturday. The flights and business meetings will be on Sunday.

In September, we will conduct a chapter meeting during the Section meeting at Fairhope, Ala.

TENNESSEE CHAPTER

By Dot Patten

Evelyn Bryan, Mary Jane Quarles, and Mary Sawyer of Morristown will attend the convention in Cincinnati. They will fly up in Evelyn's Bonanza. Cora McDonald, Governor of the Southeast Section, will fly back with them for a short visit. These three have received strict instructions to take notes on anything and everything pertaining to holding a convention since the 1965 Convention will be in Chattanooga.

Evelyn Bryan, who operates the Morristown Airport plus owning and operating a dry cleaning establishment in Jefferson City, has 35 students this summer. Ten of these students are prospective 99's. As prospective 99's, they are also prospective helpers for the 1965 AWTAR Terminus and Convention in Chattanooga.

Ruth Thomas, our Knoxville 99, is just home from a tour of the West. One of the two reasons for the trip was to visit Washington and Oregon since Ruth has never landed in either state. The second aim was to fly over the coastal area in Northern California to look for the tallest tree in the world. The discovery of the three tallest trees in the world is reported in the July, 1964 issue of National Geographic magazine. Ruth reports that they did all that was planned plus some but never did get around to the two main reasons for going. Oh, well, maybe next year.

The 11th annual Tennessee Aerospace Workshop for Tennessee teachers was held at Middle Tennessee State College the first summer quarter. Ruth Thomas is a regular faculty member for the workshop. Betty McNabb, Georgia Chapter, was a guest speaker on CAP Day. Tennessee 99's always assist in the State Tour of Airports made by Advanced Workshop participants. The overnight stop for the tour was in Chattanooga.

Ruth Thomas cancelled plans to attend the Convention in Cincinnati when her 49½er asked if she would like to fly with him to Reindeer Lake in north-east Saskatchewan for a week of fishing. You can guess her answer. She will return August 22 and begin teaching third graders the 25th.

Dot Jones and 49½ are the owners of Jones International Airport in Ooltewah, Tenn. Jones International that's the name. Check your 1964 AOPA Airport Directory. Be sure to read the word of caution.

Chattanooga dedicated its new airport terminal June 15 and 16. Astro-

naut Capt. Edward White flew in to help. Hostesses for Dedication Days were the Tennessee 99's all dressed alike with a big 99 patch on each blouse. We served coffee and doughnuts to "millions." The "millions" came from Irene Flewellen who declared that she didn't spill a drop all day.

At the flying businessmen's lunch, Tennessee 99's were again dressed up in their uniforms and acting as hostesses. Mildred Jordan, Chattanooga 99, was overheard telling the why of the 99 name. LaVonne Jolley kept a group of these potential donors to our AWTAR Terminus fund entertained with stories about her flying. Sarah Duke soared off on another tangent. She asked the businessmen questions about themselves and their interest in flying. The fact that Ruth Thomas flew down from Knoxville to assist the Chattanooga 99's created quite a flurry of comments. Our Chairman, Dot Patten, is in Florida on vacation with 49½ and five children. After writing all the thank you notes necessary because of our hangar dance, she deserves a vacation. Dot got back before this letter was finished and told about dining at a 99's restaurant across from Busch Gardens in Tampa. She went in very proudly with her family expecting to see some of the Florida 99's. Very puzzled throughout dinner because she didn't recognize anyone. Upon leaving it dawned on her what the 99's signified. You guessed it Dot and family ate for less than \$10 one time. All you can eat for 99 cents.

The hangar dance for which Dot Jones was chairman was the climax of the dedication. It was held at Tennessee Airmotive thanks to Dot Patten and 49½er Tarbell. It was a big success. Thinking of another one next year. We made money for the AWTAR and had loads of fun doing it. Hope to see all of you in July, 1965 either at the terminus or Convention.



ALL-OHIO CHAPTER

By Marilyn Collette

Well we have a lot of catching up to do with the news, so we will take it in order. Our June meeting was held at the lovely home of Claire Phillips in

Cincinnati where much convention business was conducted along with enjoying their wonderful pool. The weather man gave us some sunshine to go along with it, and as usual a good time was had by all. Many thanks to Claire and her family for a delightful meeting.

Our July meeting was held at Concord Air Park, Painesville, with Connie Jones and Janet Gibbs as hostesses. We enjoyed the new pilots lounge, and held our raffle at that time. With a grand sunshiny day we had a lot of fly-ins. We had an excellent meeting with a lot of business and a sense of accomplishment.

I have just returned from the National Convention and the North Central Sectional meeting at Cincinnati, Ohio, and how proud I am of my chapter, and section for a wonderful spirit of cooperation in holding a very successful convention. Our thanks to Janice Keuchenmeister, general chairman of the convention who certainly did a magnificent job. We very much enjoyed the pleasure of meeting and talking to Mr. Joseph A. Walker personally and found him to be another hangar flyer like the rest of us. The expression "a real nice Joe" certainly applies to him. I also had the opportunity of meeting and talking with Mr. Herb Fisher, New York Port Authority and learned some fascinating stories about Kennedy International Airport, and am looking forward to next year's IAR when I hope to meet him again, on his home territory. Also many thanks to all of the 99's and friends of 99's who attended the convention. Without your attendance all the hard work would be for naught. It certainly is rewarding when you show the interest and inclination to come, and we hope you found it rewarding and fun. It certainly is great to be a NINETY-NINE. I never did find out what the final official registration was but the last word I got was 281 registered, and I believe this is 99's only.

CAPE GIRARDEAU AREA CHAPTER

By Margie Hall

We've been busy, busy, busy, busy, and had hoped that we'd have some of the contestants stop in our lovely town. All the while we were making plans and arrangements, we kept telling ourselves and everyone who so generously contributed time, energy and materials, that we'd be lucky if we had eight or nine planes land.

But we were more than rewarded;

we were invatad, much to our delight.

Alice had been so busy as Chairman of the Race, since Marge Hall was puny, so with Alice doing the footwork and there was lots of it, Marge set up a typewriter in bed and answered all correspondence, made phone calls, and stayed out of the way.

Mary Elders was busy stitching our darling wind sock, with lace yet! Polly Freytag and Nadine Heuer were getting the flowers all fixed, Lois Feigenbaum was busy arranging for the little things that don't show, and Mary Evans and Nell Rice were busy helping everywhere.

The Saturday before the race, Millie and Marge spent the day welcoming pilots who were flying East to West. We had a ball and laughed and told the rest of the girls that we probably saw more of the contestants going the wrong way, than we would when the race started. Ha! Famous last words!

On Thursday, Alice herded everyone down to put up the last minute fixings and our own wind sock, which Lois, with no regard to life or limb, put up. She had much cheering and suggestions from the ground crew, which hadn't been checked out in flagpole climbing.

After everything was in order, Alice was interviewed in our temporary tower by our local KFVS-TV. I might add she looked very fetching on the tube and we have one million circulation (aint that good advertising?) Hmmm.

So, from Thursday 'til Saturday when the race started, "we waited." Most of the girls spent Saturday afternoon until sunset by the tote-board. We wanted to know where everyone would RON and couldn't help wondering—would we or wouldn't we have some RON's? Little did we know that we would—have skads of them.

Sunday everyone woke bright and chipper and out to the airport. We wanted to be there for the first girls and since we had been busy bragging about the Ninety-Nines to everyone who would listen, and a few who wouldn't, we had lots of spectators. People were anxious to see what women race pilots looked like, and they looked darling. Such lovely outfits, and such lovely girls, we were so proud to be a part of them.

We had lots of surprises that day. So many Ninety-Nines flew in from surrounding states. They were: Dora Fritzke, Wisconsin Chapter; Florence Tony, Wisconsin Chapter; Ann Roethke,

1964 All Woman Transcontinental Air Race

NAME & TAR NO.	SPONSOR	AIRPLANE MAKE & MODEL HP	PAR SPEED KNOTS	AVG. GR. SPEED KNOTS	SCORE PLUS OR MINUS
1. Mary Ann Noah (TAR 20) Mission, Kansas Mary Aikins, Wichita, Kansas		Piper Cherokee PA-28 160 HP	110	130.17153	20.17153
2. Judy Wagner (TAR 3) Palos Verdes Estates, Calif.		Beechcraft Bonanza K-35 250 HP	158	178.13038	20.13038
3. Frances S. Bera (TAR 4) Long Beach 8, Calif. Dr. Dorothy Van Zante, Palos Verdes Est., Calif.	Belmont Aviation Great Wester Aviation Burke Concrete	Piper Cherokee PA-28 150 HP	108	126.28152	18.28152
4. Merle Chalow (TAR 41) Newfield, N. J.	Alcor Aviation, Inc.	Cessna 182A 230 HP	129	146.69026	17.69026
5. Patricia Arnold (TAR 27) Bishop Airport, Flint, Mich. Lorraine McCarty, Royal Oak, Mich.	Trimble Aviation Bishop Airport Flint, Mich.	Piper Comanche PA-24 180 HP	133	150.02549	17.02549
6. Bernice Steadman (TAR 38) Bishop Airport, Flint, Mich. Mary Clark, Jackson, Mich.	Trimble Aviation Aircraft Sales Flint, Mich.	Piper Cherokee 180 180 HP	120	137.01544	17.01544
7. Virginia Britt (TAR 53) Ft. Lauderdale, Fla. Lee Winfield, Miami Springs, Fla.	Red Aircraft Serv. D. E. Britt Ass'n. Ft. Lauderdale, Fla.	Piper Cherokee PA-28 180 HP	120	135.00257	15.00257
8. Pauline Glasson (TAR 19) Corpus Christi, Texas Patti Kennelly, Corpus Christi, Texas		Cessna 175 175 HP	116	129.66413	13.66413
9. Gay Maher (TAR 10) Marlton, N. J. Helen Ellis, Haddonfield, N. J.	Edward Ellis & Sons Cherry Hills, N. J. Flying "W" Ranch	Piper Cherokee PA-28 180 HP	120	133.13820	13.13820
10. Phyllis Cantrell (TAR 32) Santa Rosa, Calif. Joanne Lightfoot, Healdsburg, Calif.	Petaluma Sky Ranch Petaluma, Calif.	Piper Cherokee PA-28 180 HP	120	132.99083	12.99083
11. Jean Bonar (TAR 45) Mansfield, Ohio Patricia Rogers, Bellville, Ohio	Richland Avia. Sohio MFD News Jrnl, Whiteys MFD Tire Inn America	Beechcraft Bonanza 250 HP	157	169.74671	12.74671
12. M. Ringenberg (TAR 8) Grabill, Ind. Yvonne Davis, Angola, Ind.	Sherman Aircraft Ft. Wayne, Ind.	Beechcraft Musketeer 160 HP	111	121.82491	10.82491
13. Barbara Graber (TAR 50) Orinda, Calif. Hialeah Reilich, Hayward, Calif.	Crescent Jewelry Co. Melody Mooney Fresno, Calif.	Mooney Mark 21 180 HP	141	151.41953	10.41953
14. Ann Lodwig (TAR 40) Los Angeles, Calif. Sally LaForge, Los Angeles 66, Calif.	Collins Dietrich Air Service Torrance, Calif.	Cessna 170B 145 HP	105	115.26608	10.26608
15. Florence Dittmar (TAR 61) Los Angeles, Calif. Mary Kemper, Encino, Calif.	Van Nuys Skyways Van Nuys, Calif. Miss Pat of Calif.	Cessna Skyhawk 172 145 HP	109	118.68705	9.68705
16. Sharon Wofford (TAR 48) Fresno, Calif. Barbara Faller, Fresno, Calif.	Wofford Fresno Paving Baldock Hallowell Fresno Friends	Piper Comanche PA-24 250 HP	149	158.13904	9.13904
17. Shirley Gilmore (TAR 11) Arcadia, Calif. Dorothy Geddes, Arcadia, Calif.	Arcadia Chamber of Commerce Arcadia, Calif.	Cessna Skylane 182 230 HP	133	141.05604	8.05604
18. Emma McGuire (TAR 24) Santa Monica, Calif. Carole Dunn, Los Angeles 34, Calif.	Fireside & McGuires Markets Santa Monica, Calif.	Cessna 172B	109	116.94051	7.94051

1964 All Woman Transcontinental Air Race

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19. Lois M. Miles (TAR 22) Resada, Calif.	Mirk Construction Valley Pilots Van Nuys, Calif.	Piper Comanche PA-24 250 HP	149	156.72283	7.72283
20. Betty Miller (TAR 2) Los Angeles 66, Calif.	Pacific Piper Municipal Airport Santa Monica, Calif.	Piper Comanche PA-24 250 HP	152	159.54630	7.54630
21. Evelyn Rackleff (TAR 26) Lebanon, Ore. Dori Lohr, Lebanon, Ore.	Hillsboro Aviation Hillsboro, Ore. Vorvallis Aero Serv.	Piper Cherokee PA-28 235 HP	139	146.36221	7.36221
22. Barbara Willis (TAR 21) Los Angeles 66, Calif. Dr. Dee Kluppel, Los Angeles, Calif.	Daco Rubber, Inc. North Hollywood, Calif.	Cessna Skylane 182 230 HP	133	140.35512	7.35512
23. Dorothy Warren (TAR 46) Dallas, Texas Lucille Hoffer, Dallas, Texas	Duncan Beechcraft Inc. Tip Top Corp. Precision Flight Nav.	Beechcraft Bonanza 285 HP	166	173.27998	7.27998
24. Jackie Petty (TAR 18) Mountain View, Calif. Ardell Hauk, Salinas, Calif.	Trojan Properties Inc. Western Ordnance Frank Lambe Piper	Piper Cherokee PA-28 235 HP	142	148.93192	6.93192
25. Carol Kennedy (TAR 1) San Andreas, Calif. Ruth Nitzen, Torrance, Calif.	Martin Miller Realtor Calaveras Frog Jump Calaveras Co., Calif.	Cessna Skylane 182 230 HP	133	139.90386	6.90386
26. C. Huntington (TAR 7) El Cajon, Calif. Elsie Watson, San Diego, Calif.	Gibbs Flying Serv. Montgomery Field San Diego, Calif.	Piper Cherokee PA-28 180 HP	120	126.71286	6.71286
27. Yvette Hortman (TAR 13) Titusville, N. J. Mary June Loch, Morrisville, Pa.	Fidelity Accept. Corp. Hortman Aviation Morrisville Apt., Pa.	Piper Cherokee PA-28 180 HP	120	126.41438	6.41438
28. Sammy McKay (TAR 56) Grand Blanc, Mich. Margaret Crane, Fenton, Mich.	Superior Pontiac- Cadillac Flint, Mich.	Cessna 210 260 HP	156	161.76489	5.76489
29. Jean Reynolds (TAR 36) Garden City, Mich. Dorothy Raume, Detroit, Mich.	Mercury Flight Service Detroit, Mich.	Piper Comanche PA-24 250 HP	152	157.66825	5.66825
30. Jacquelyn Markham (TAR 15) Battle Creek, Mich. Mary English, Battle Creek, Mich.	Archway Cookies of Calif., Ohio and Michigan	Cessna 182G 230 HP	135	140.59535	5.59535
31. Polly Duncan (TAR 54) Whitehaven, Tenn.		Cessna Skyhawk 172 145 HP	109	113.39721	4.39721
32. Miriam Davis (TAR 35) Miami, Fla. Cecile Adler, North Miami, Fla.	Acme Concrete, Miami Tursair Executive, Mel Warshaw, Miss Jane	Beechcraft Debonair 225 HP	154	156.91834	2.91834
33. Myrtle Wright (TAR 16) Pinole, Calif. Anita Conley, Vellajo, Calif.	Salinas Eng. Works Williams & Lane Inc. Hoberg's Resort	Beechcraft Travelair 180 HP	165	167.14563	2.14563
34. Katherine Stewart (TAR 17) Atlantic Highlands, N. J.	Irish Int'l. Airlines The Friendly Airline	Piper Cherokee PA-28 180 HP	120	121.70335	1.70335
35. Madine Parsel (TAR 57) Newport Beach, Calif. Evelyn Sherwood, Newport Beach, Calif.		Cessna 172 145 HP	109	110.46557	1.46557
36. Mary Vial (TAR 44) Phoenix, Ariz. Jessie Wimmers, Phoenix, Ariz.	Ramada Inns Phoenix Beauty Supply Phoenix, Ariz.	Cessna Skylane 182 230 HP	135	136.24324	1.24324

1964 All Woman Transcontinental Air Race

NAME & TAR NO.	SPONSOR	AIRPLANE MAKE & MODEL HP	PAR SPEED KNOTS	AVG. GR. SPEED KNOTS	SCORE PLUS OR MINUS
37. Jewel Vom Saal (TAR 5) Yonkers 3, N. Y. E. McCullough, Ray Shore, N. Y.	RAC Flying Club Parachutes Inc. Mac-Aire Flying	Cessna 182A 230 HP	131	132.00295	1.00295
38. Hope Riehle (TAR 25) R.F.D, Burlington, Vt. Dawn Hazelett, Winooski, Vt.	K-2 Charters Inc. Burlington, Vt.	Cessna 185 260 HP	143	141.92645	1.07355
39. Joan Prehn (TAR 60) Rochester 15, N. Y. Posalie Tygert, Webster, N. Y.	Palm Air Inc. Rochester, N. Y.	Cessna Skyhawk 172P 175 HP	121	119.74100	1.25900
40. Lorene Misener (TAR 58) Heyward, Calif. Rhoda Title, Torrance, Calif.	Aircraft Modification Hayward Flying Optometrist	Piper Cherokee PA-28 150 HP	110	107.42591	2.57409
41. Norma Wilcox (TAR 41) Glendora, Calif. Beulah Kee, Inglewood, Calif.		Piper Tri-Pacer PA-24 150 HP	105	101.02236	3.97764
42. Louise Hyde (TAR 39) New York, N. Y.	Airspeed Ltd. Millville, N. J. David Dows Jr.	Beechcraft Bonanza 250 HP	162	156.23616	5.76384
43. Patti Owsley (TAR 30) Blythe, Calif. Frances Anderson, Blythe, Calif.	Blythe C of C "Blythe, Calif. for Friends"	Beechcraft Bonanza 240 HP	161	154.67217	6.32783
44. Trixie Schubert (TAR 31) Los Angeles 39, Calif. Jan Hardin, Granada Hills, Calif.	Beach Air 3205 Lakewood Blvd. Long Beach, Calif.	Cessna Skylane 182 230 HP	135	123.35757	11.64243

Leg Awards

PLACE	NAME	TAR NO.	FROM	TO	AVG. GR. SPEED (K)
	Leg Award No. 1A				
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Fresno	Las Vegas	128.16092
	Leg Award No. 1				
1	Phyllis Contrell, Pilot Joanne Lightfoot, Co-Pilot	32	Fresno	Winslow	134.3286
2	Emma McGuire, Pilot Carole Dunn, Co-Pilot	24	Fresno	Winslow	113.92301
	Leg Award No. 2				
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Las Vegas	Albuquerque	131.36020
	Leg Award No. 3				
1	Virginia Britt, Pilot Lee Winfield, Co-Pilot	53	Winslow	Amarillo	134.61212
	Leg Award No. 4				
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Albuquerque	Oklahoma City	140.34603
2	Jean Reynolds, Pilot Dorothy Raume, Co-Pilot	36	Albuquerque	Oklahoma City	165.78375
	Leg Award No. 4A				
1	Norma Wilcox, Pilot Beulah Kee, Co-Pilot	34	Amarillo	Oklahoma City	109.53273

1964 All Woman Transcontinental Air Race

PLACE	NAME	TAR NO.	FROM	TO	AVG. GR. SPEED (K)
	Leg Award No. 5				
1	Mary Ann Noah, Pilot Mary Aikens, Co-Pilot	20	Amarillo	Fayetteville	145.12987
	Leg Award No. 6				
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Oklahoma City	Cape Girardeau	143.02588
	Leg Award No. 7				
1	Patricia Arnold, Pilot Lorraine McCarty, Co-Pilot	27	Fayetteville	Lexington	161.04407
	Leg Award No. 8				
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Cape Girardeau	Morgantown	140.15534
	Leg Award No. 9				
1	Judy Wagner, Pilot	3	Lexington	Atlantic City	182.05157

Special Awards

PLACE	NAME	TAR NO.	PLANE	AVG. GR. SPEED (K)	FAILED TO START
PILOT FLYING SOLO					
1	Judy Wagner, Pilot	3		178.13038	TAR 12 TAR 37 TAR 59
CREW WITH UNDER 500 HOURS FLYING TIME					
1	Merle Challow, Pilot	41		146.69026	
CREW FLYING FIRST TAR					
1	Ann Lodwig, Pilot Sally LaForge, Co-Pilot	40		115.26608	WITHDREW TAR 29 TAR 23
BEST IN CLASS 1					
1	Judy Wagner, Pilot	3	Bonanza K35	17.13038	
BEST IN CLASS 2					
1	Merle Challow, Pilot	41	Cessna 180, 182, 185	146.69026	TAR 6 TAR 9 TAR 28 TAR 33 TAR 14
BEST IN CLASS 3					
1	Pauline Glasson, Pilot Patti Kennelly, Co Pilot	19	Cessna 170, 172, 175	129.66413	
BEST IN CLASS 4					
1	Patricia Arnold, Pilot Lorraine McCarty, Co-Pilot	27	Comanche PA-24 180, 250	150.02543	FAILED TO FINISH TAR 43 TAR 42 TAR 52 TAR 55 TAR 47 TAR 51 TAR 49
BEST IN CLASS 5					
1	Bernice Steadman, Pilot Mary Clark, Co-Pilot	38	Fiber Cherokee 180, 235	137.01544	
BEST IN CLASS 6					
1	Mary Ann Noah, Pilot Mary Aikens, Co-Pilot	20	Piper Cherokee PA-28 150, 160	130.17153	

Wisconsin Chapter; Helen Sailer, Chicago Area Chapter; Carmen Skow, Central Illinois Chapter; Velma Hite, Ozark Chapter; Mayme Burtin, Ozark Chapter; Dorothy Haupt, St. Louis Chapter; Ruth Taksel, St. Louis Chapter.

And loads more of the girls from the St. Louis Chapter whose names we failed to get on our guest list. Also, since we had been busy promoting this race, we had several plane loads of people from out of state who were just interested.

We were anxiously awaiting our first stop when in come Jessie Wimmers and Mary Vial from Phoenix. Being the first to land, I'm afraid we probably overwhelmed them. Everyone wanted a closer look and all our children (future pilots and Ninety-Nines) were delighted, as only children can be. They were so friendly and charming to everyone. "Aren't Ninety-Nines wonderful?"

From then on in, we had Betty Miller, TAR No. 2; Dorothy Warren and Lucille Hoffer, TAR No. 46; Emma McGuire and Carol Dunn, TAR No. 24; Delores Adamson, Theo Sommers, TAR No. 42; Hazel McKendrick, Phyllis Emmert, TAR No. 6; Virginia Harper, Mildred Shinn, TAR No. 43. The girls were all taken to the Town House Motel where the President of our Pilot's Club (also owner of Town House) met each girl with a big Missouri smile.

After a siesta, the girls were picked up by the host and hostess, to be taken to the Purple Crackle Club (also owned by the Secretary of our local Pilot's Club) where they were entertained, and we in turn were entertained by having them.

But Monday arrived bright and early with hazy weather in the area. However, our wonderful timekeepers, Mary Evans and Nadine Heuer, and the St. Louis Area Chapter were all on hand to get things rolling. But as the day wore on, the weather didn't improve and we had Ninety-Nines everywhere; they were literally hanging from the ceiling. We had Ninety-Nines here, Ninety-Nines there, in fact Ninety-Nines everywhere—79 contestants in all.

When we first thought of the race, we were sure that we'd be lucky if we had ten planes land but lo! and behold, they started coming on Monday and kept coming. We soon realized that we'd have to extend our plans to accommodate everyone.

By this time, Alice Godwin had turned gray, Marge Hall had taken to her

bed and Millie Limbaugh was busy calling all available friends and enemies to help out with the host and hostess chore. Mary Elders and Nadine Heuer were still baby sitting the clock and Nell Rice and Lois Feigenbaum were running all four ways at once. But Cape Girardeau, being the air-minded town it is, and having such an enthusiastic group of "Johns"—John Godwin, John Seesing, John Higgens—we really started hustling and before official sunset we had arranged a host and hostess for each airplane that landed.

So, at sunset we all trudged home to say "hello" to our family, feed the animals, take a bath and then being refreshed, set off for a "Happy Hour" at the Crackle.

We really had a wonderful time and several of the St. Louis girls stayed to help with the festivities, for which we're deeply grateful.

The girls were home in bed rather early, so to be fit as a fiddle for Tuesday morning which came with a lovely, sunny, hot, humid day, 100 degrees in the shade.

We thought the landings of these planes were exciting. It's nothing compared to the take-offs, beautiful flying and a joy to behold. Made each of us long to get in our "roaring Jessies" and take off with them.

Gosh! it was a terrible letdown and too darn peaceful again after the girls were gone. We had guests for the night again, but only one plane, Ester Hill and Dorothy Jurick.

Velta Benn and copilot stayed 'til the afternoon, but decided that weather at Lexington was improving, so off she roared.

Next day, Dorothy and Ester took off early and all we had to do was finish up and drive F.S.S. crazy, wanting to know where they were. After they passed Lexington we had no more contact, but wished them luck and God speed.

We still had two of the pilots with us. Two very wonderful girls who ran out of petrol. Their loss was certainly our gain.

Our town was completely captivated by these outstanding girls, Audrey Schuette and Ellen Trindle. We loved them and they are the most wonderful salesmen for the Ninety-Nines. In fact, we loved them so much we made them Honorary Citizens of our "Wonderful Air-minded Town" and we have only issued four before to very outstanding individuals.

They certainly added a sparkle to St. Francis Hospital and the nuns were fascinated by them. The fact that they fly amazes them, but the fact that they can hit a stump and come up smiling, grateful and captivating, was still a bigger amazement.

These flying women are really something, aren't they?

In closing, we'd like for everyone of the Ninety-Nines to know that we loved having them and would dearly love to have each one of them drop in. Just call us and we'll be out to pick you up.

For the girls who didn't stop, do try to, next time!

CENTRAL ILLINOIS CHAPTER

By Leah Warren

Summer over, convention over, term of office ending for international and sectional officers. May we all be able to say—it has been a "full" year. Our organization and ourselves are "bigger and better" people. May I put in print our thanks to Ruth Deerman for the last column on conventions. I truly hope that each chapter chairman brought it to the attention of each and every member. It should be saved to be read to each chapter again in about two years when most chapters would have another large group of new members who are wondering what conventions are all about. THANK YOU, RUTH.

Briefly, our May meeting was at Mattoon Country Club with 11 members and four guests present. Barbara Jenison and Marjorie Kelly had attended the Michigan Sectional and gave us details of the business presented and the wonderful time had by all. Approval has been given by the group for chapter dues of \$2 a year. We will present an official delegate to the International Convention with a donation to help defray her expenses. Our June meeting was set for the 7th at Eldorado, Ill. Due to vacations and other commitments, only two were present.

Our August meeting was held at Marshall County Airport at Lacon, Ill. We had the grand group of 14 members, 10 guests and three 49½ers. Dee Adamson, our chairman, will represent us at the International Convention. She and Theo Sommer gave us some details of the AWTAR. Barbara Jenison and Carmen Skow were able to be at Cape Girardeau for the race stop. Our group has been asked by the Illinois State Department of Aeronautics to

help make arrangements for roofs for airmarking in the state.

We are glad everyone is busily enjoying the summer. There have been Air Shows at Mattoon and Decatur to mention two, Flying Farmer Queen Days, and then each individual seems to have a trip over or planned. D. Adamson was busy with flying the AWTAR with T. Sommer. Now will go to Ohio for convention. R. Andrews had a grand trip to Ft. Collins, Colo. This week (the 13th) we leave for there. B. Common was to Miami for a stay, got some instrument time and a helicopter ride. J. Crocker went to Wisconsin Queen's Day and now will go to Flying Farmer Convention in Miami as will the Lentmans. Connie Gernon had a trip to Linden, N. J., to visit family and take in the fair. Pat Smith, D. Holcomb, H. McBride have also been to the fair while on trips East. B. Jenison is on mid-west CAP trip. She and Eula Schmidt hope to make Ohio convention. M. Kelly had made Florida and Milwaukee, Wis. trips. We have truly been an active group this summer and hope it can continue.

CHICAGO AREA CHAPTER

By Eva White

A group of brave girls, none afraid of height, met at Aurora Municipal Airport on Sunday, July 12, to airmark the roof of the new hangar. Winds of 25 to 30 knots didn't deter them; and by the end of the day, the words AURORA MUNICIPAL were completed.

Thirteen weary and paint-covered 99's climbed down the ladder to be treated to a delicious barbecued chicken supper prepared by the owner of the new hangar.

The air-marking project was arranged by Dr. Sue Roscoe, and the "painter-pilots" were Louise Kokesh, Barbara Pence, Regina Devine, Jane Dewey, Virginia Coffee, Irene Campbell, Florence Pickering, Doris Mullen, Jane Schoger, Alice DeWitt, Bernice Malmanger, Marg Raglin and Sue Roscoe. This is the first air-marker our chapter has painted in several years.

On Sunday, July 19, the regular meeting was a "fly-in" to the Napier Aero Club field, with a spot landing on arrival. The meeting, followed by a picnic lunch and swimming, was held at the Harold Whites' Aero Estates home. Hostesses were Elzabe Yocum (chairman), and Eva White, Dorothy White, Lorraine Brucher, Mary Zurndorfer, and Joan Stanford.

Fifty-five 99's, 49½ers and guests enjoyed the beautiful day. The spot landing contest was won by Alice DeWitt, who touched down just barely over the line.

GLEANED AT THE MEETING . . . Mary Zurndorfer and her 49½er, Dr. Walter, returned July 13 from a three week tour with the Flying Physicians Association through eastern Canada. She reports that weather and flying conditions were ideal.

Tracy Pilurs' airplane that she is building is nearing completion. She has the fuselage at Chicagoland Airport; and everything is done but the assembling. This is quite an accomplishment! Tracy won the aerobatics championship for women last year.

John and Toni Tieber flew to Houghton, Mich., over the July 4th weekend. They took the boat trip from Cooper Harbor to Isle Royale, a 50 mile trip that took 4½ hours one way. Toni feels that a movement ought to be made to put an air strip on the island. Since they are such avid flyers, they didn't appreciate the long boat trip, although the island is beautiful and worth seeing.

Dorothy White has been helping student pilots in the Businessmen's Flying Club, of which she is a member, to organize a ground school. She has conducted the meetings in her home.

Helen Sailer was a Cape Girardeau AWTAR stop, having flown down with Anne Roethke of the Wisconsin 99's.

Louise Kokesh is busy working on the annual Air Meet, which is to be held Saturday morning, Sept. 12, at DuPage County Airport. This is the first Chicago Area air meet in which the 49½ers have been invited to participate. They will be co-pilots in the 300 mile race. An awards banquet will be held in the evening at St. Andrew's Country Club.

Doris Mullen writes that, as usual, she is flying all over the country. She and her 49½, Dr. "Moon" Mullen, went to Lock Haven, Pa., to pick up a Super Cub from the factory. Their trip back was made without radio. She says they had "lots of fun" with "good old-fashioned pilotage." Moon was a contestant in the National Soaring Meet in McCook, Neb., and Doris was his ground crew chief. He drove the car and glider trailer to the meet, and she followed in the Super Cub, making it in 6½ hours. The Cub was used for towing at the meet.

Doris reports that each day was spent assembling the gliders, polishing

them, checking equipment for take-off, getting glider and pilot on the take-off line on time, waiting for the official start, and then driving off down the Nebraska country road, keeping as close to the glider as possible in order to retrieve the pilot if he went down.

Muriel Leland of the Colorado Chapter 99's and Doris were the only feminine crew members. Their only mishaps were one flat tire and getting stuck in the mud. Both women have their glider ratings, and were very envious of the skillful men that they followed.

After Doris returned to Illinois, she flew her son to Madison, Wis., for a day of registration and orientation at the University of Wisconsin. She says her son makes a great co-pilot. In concluding her note, she says, "With three girls on a swim team, I am constantly scheming to find time to keep current with the twin-engine, instrument work, and glider flying. Maybe after school starts!" Your reporter thinks she is doing a fine job now.

Plans are being made for the trip to the National Convention at Cincinnati, Ohio, by many of our chapter members. I'll report on this next month.

GREATER ST. LOUIS CHAPTER

By Irene Rawlings

The June meeting of our St. Louis Chapter was held at Ruth Lake's very beautiful home, and quite timely was the date, reason? Ruth as co-pilot, with Fran Henke as pilot, were first place winners, of the Skylady Derby Race, sponsored by Women's National Aeronautical Association, in Tulsa, Okla. Our St. Louis Chapter 99's, congratulate you and we have extra pride because we claim you as ours! Business discussion for evening was time clock assignment for the Powder Puff Derby, at Cape Girardeau, and at this writing lots of our girls attended and report a very wonderful and exciting race. "Wings over Baja" in color, was shown and provided by our President, Rosemond Joly, and as an extra treat. Ruth Taksel presented some very current slides on her recent visit to Cape Kennedy and beautiful color shots of the Saturn Missile, Ruth and Lorreta Slavick both attended the Aviation Writers' Convention in Miami, Fla.

The business meeting over, we enjoyed refreshments and good conversation, and every one has big vacation plans for the summer. Rose and Paul Joly plan a very wonderful trip to Fort Lauderdale, Fla., and then on to the Island of Bimini, then to Nassau, and

on to Greater Exuma Island in the Bahamas, to inspect a summer-home site they have purchased there. This writer and her 49½ flew to Miami Beach in the Mooney Mark 20A, lovingly named Pyoke II, and had dinner with Rose and Paul on their return from the Bahamas, and they approve of everything, it is O.K. all the way, and they are real excited about their island.

The adventure this writer and her 49½ had from the flatlands of Illinois over the Smokey Mountains of Tennessee, the Everglades of Florida and the Atlantic coastline and return shall always be a treasurer flying memory.

Now by our favorite secretary, Amy Laws, who was so nice to keep news and notes for us, Amy reports the following: Monday, July 6, Jane Noyes and Amy Laws flew down in Amy's Cessna 182 Skylane to Cape Girardeau, one of the stops for the Powder Puff Derby. It was "St. Louis Day" and the girls from St. Louis did their best to help out on the clock and welcoming the Derby girls. The Cape Girardeau Chapter went all out to really make it a fantastic welcome. On the town were free nights lodging at the Towne House and dinner and breakfast for all those who were RON (remaining over night). Already there since Sunday, (and working since dawn's early light) were Ruth Taksel and Dorothy Haupt, who had Skylanded in Dottie's 182, and Val Johnson (in same plane 182, make and model—how we love those 182's—noticed there were a lot of them in the AWTAR, also).

The Cape Girardeau girls were happy to get some help. Student Loretta Nelson, almost one of the gang, but short cross country time before she becomes a 99; right behind her were Loretta Slavick with Margaret Walsh, another prospective member in Margaret's Er-coupe. Wonderful, exciting day meeting all the grand girls who were in the race. They are the Who's Who of flying to us, including the famous Betty Miller who looks just like her pictures by the way and proved to be twice as sweet to talk to.

At this moment we have heard that Mary Ann Noah of Mission, Kan., and her co-pilot, Mary Aikens of Wichita, Kan., won first place. Congratulations to them and the others who won other trophies. They all flew a terrific race, we know.

Wonderful weekend was spent in June by Amy Laws and her 49½, Jack, with friends, Bill and Sylvia

Shackles. Flew down to New Orleans in five hours, "did the town" and were back in St. Louis by next evening.

Val Johnson passed her check ride for instrument rating, Valerie with co-pilot Iota Tremaine also flew a real good race in the Skylady Derby.

Now we are sure, Amy and I, that we have missed some very important news because this is a busy summer, but everybody just remember all you have and know and we will see you and hear from you next month, so til then . . .

Under some lovely big trees, in easy lawn chairs, at Adel Scharr's the St. Louis Chapter held the July meeting. Betty Smalley was co-hostess. We discussed the International Ninety-Nine Convention plans. Delegates for the St. Louis Chapter will be Rose Joly and Dorothy Haupt. A thank you note from Alice Godwin for the assist from the St. Louis 99's at the Cape for the AWTAR was read. You are welcome, the fun and pleasure was ours! Newt Gleason, manager of Creve Coeur Airport, has invited us to have our harvest Hangar Dance at his airport on Oct. 10. Committees were appointed, Ruth Taksel, food committee; Jan Pocock and Jane Noyes, decorating; and this writer, Irene Rawlings, coffee and donuts. Give all of your friends notice, they have a date for dancing Oct. 10, with the St. Louis 99's.

Business for the evening completed, refreshments were served and we enjoyed lots of delicious cake and coffee. Rose Joly showed some very beautiful color film of her Nassau vacation, and after seeing them, there has to be a just about professional photographer in her family. They were beautiful. Loretta Slavick reminds us that the 1964 Missouri Air Tour will be a flight to Wagoner, Okla., to participate in the National Pilots Fly-in. The fly-in will include many activities, social and informative panel discussions, one of special note is the aircraft hull and liability insurance panel discussion which is important to all of us who own our aircraft. Betty Smalley informs us that she has really been soaring. Betty has approximately 20 flights and has soloed two-place and single-place gliders, sounds real exciting to me. Golly Miner also went for a glider ride at Walston Civic Memorial, at Alton, Ill., and is very enthused about it.

The Lakes, the Taksels and the Haupts all attended the Aero Club fly-in at the Lake of the Ozarks. Ruth Taksel was guest speaker at the Air-

port Kiwanis Club. Subject, "Women in Aviation." If you would like a real fun ride in a P12, we suggest you get a pilot named Dorothy Haupt and you have a treat in store, I personally had the fun and pleasure.

St. Louis had the pleasure of a visit from Peggy Coulter and her 49½, John, from Muncie, Ind. Peggy is chairman of the Indiana Chapter. On her arrival, Dorothy Haupt started some last minute phoning and by evening had some of our 99's ready to help the Coulters celebrate at Gas-Light Square. The evening started at the very Oriental Kotobukis, for dinner, on to a little Dixieland music at The Tiger's Den and then to The Roaring 20's for a wonderful floor show and an evening for real entertainment. It ended all too soon, we hope the Coulters will come again very soon!

For August, our chapter just vacationed and had our annual swim party, at Golly and Jack Miners very beautiful swimming pool. It was very warm and just the day for swimming and trying out Golly's new slide. We swam and sunned and closed the wonderful day with lots of delicious food, we all decided that it was just about the perfect August day.

INDIANA CHAPTER

By Martha Holst

A most exciting part of the hot June 28th meeting of the Indiana 99's was the presenting of verbal medals for the activity of the air-lift by air-lift chairman, Muriel Dykemia. The medals presented were as follows: Peg Coulter, biggest airlift with least airplanes; Mid Snyder, most airplanes with least passengers; Ethel Knuth, biggest report to the co-chairman; Roena Milan, biggest airlift flown in the rain; Marty Wyall, biggest of most everything, including two Aero Commanders (she had 15 planes in all) also DC-3, twin Beechcraft, and one Waco biplane; Agnes Gallatin, most messages back and forth to Muriel; Billie Smith and Betty Cull, most work on no airlift; Sophia Peyton, most 99's participating; Dorothy Smith, biggest turnover of planes and pilots; Tannie Schlundt and Jill McCormick, biggest airlifts yet to be put on.

Guests at the June 28 meeting were Virginia Brown of Terre Haute Sky King, Jane Martin of Huntingburg, Eldora Wisiwell of Elkhart and Janice Henz of Richmond.

Jo Richardson is in the Minnesota Woods for a month's vacation. They



Indiana and California 99's at Indianapolis Weir Cook Airport are (l to r) Dorothy Smith and Mid Cassidy, Indianapolis; Beulah Kee, Inglewood; Rae Cawdell, Indianapolis; Norma Wilcox, Glendora; Betty Miller, Santa Monica; Mary Pinkney, Redondo Beach; and (back row) Tannie Schlundt and Dorothy King, Indianapolis.

fly around the lakes looking for the best spots to land and go fishing.

Delia and Harry Sanders chairmaned a flight to Schuler's Restaurant at Marshall, Mich., for the Indianapolis Aero Club on June 28th. There were about 30 reservations.

Mid Cassidy after having quite a mixup in reservations via commercial to Bellaire Beach, Fla., says that "Cassidy Airlines" are best! No lost luggage or late flights there!

Pat Patterson is enjoying her teaching activities with a "Lady Co-Pilot Ground School" at Roscoe Aurner A. C. at Weir Cook Airport. She finds it very stimulating. The ladies are very pleased to find such a course being offered. Many of them are now flying with their husbands. Knowledge takes away fear!

We are anxious to tell everybody that the Hoosier 99's are now participating in the biggest air marking program in the United States! We have

31 airmarkers completed with 60 more now in some stage of development. We have been working out of Indianapolis since last September, but have recently set up a unit to work out of South Bend. The tower personnel of South Bend, Jaycees and Senior Chamber are enthusiastically participating. Agnes Gallatin is acting as 99 coordinator for air taxi. Jo Richardson took the first aerial survey trip and appeared on TV prior to take off for South Bend. Fifty-two towns were surveyed on this trip.

On April 3, Margaret Petty flew to Japan via Japanese Airlines. It was 16 hours from Los Angeles to Tokyo with two stops en route at Honolulu and Wake Island. From Japan she flew to Taiwan, C.A.T. Airline and from there to Hong Kong. She returned to Honolulu via Japanese Airlines and Pan Am to San Francisco on May 3.

Agnes Gallatin has been flying news

convention films for WSBT-TV in South Bend.

Joe Vorbeck, chief pilot of the General Flight Program at Perdue University, reports that there is a big fever of enthusiasm in his program this summer. This enthusiasm is emitting from one Jill McCormick who heretofore only instructed instrument flight and is now instructing her first student in the private pilot course. Also starting Monday, June 29, Jill will also be teaching in the Aerospace Clinic held for primary and secondary school teachers.

Martha Ozhum and family went to the World's Fair for one week.

Peggy Coulter took son John to St. Louis to catch 707 flight to Hawaii for a six weeks summer school and vacation trip. Wish I could be with him!

Major Ruth Congram, CAP, has just returned from a 3200 mile trip with the distance covered by Air Force C47's,

CAP bus, private auto and boats. As senior escort, she accompanied 11 CAP cadettes from the Great Lakes Region to Tinker AFB and Little Rock AFB, with side trips around the state of Arkansas. In Oklahoma City she had a phone visit with Ruth Jones and met Jane Abbott for luncheon. When the group landed at Little Rock AFB, Major Aline Newth was among the welcoming party. Later in the week, Aline, Ruth, Mary Jane McKillip and Cindy Morris met for dinner and a visit.

Weather provided an opportunity for some of the Indianapolis girls to get together with AWTAR participants weathered in at Indianapolis on their way home to California.

Overnight at the Indianapolis Weir Cook Airport Hotel were Betty Miller and Mary Pinkney, Long Beach Chapter; Norma Wilcox, San Gabriel Chapter; and Beulah Kee, Los Angeles Chapter.

When Rae Cawdell learned from Betty Archibald, who was on duty in the control tower, that the California girls had landed at Weir Cook, she got on the telephone and lined up several members of the Indianapolis area who went out to the airport to greet the visitors Saturday night. Others met with them for Sunday morning breakfast. All reported their western friends were a delight to meet. And they admitted if they had Betty Miller's Pacific flight to their credit, they couldn't be as modest and unassuming as Betty.

Each meeting of the chapter brings more information and news of our airlifts. Ft. Wayne airlift netted \$1,000. It was a wonderful day for aviation! The Jaycees and the 99's had every-one's cooperation that day.

Hoosier hospitality at the home of Eldora and Harold Wiswell will stand out in 99 memories for quite some time. We'll remember their swimming pool and Harold's initiation as a 49½er (he was thrown into the pool!) as much as Eldora receiving her membership pin. We landed that hot summer day at the private strip known as the Mishawaka Pilots Club. It was well air marked "Welcome 99's" on a hangar and a special wind sock on the hangar roof was a beautiful lace trimmed pair of ladies silk panties. 49½er Bob Gallatin is always ready, willing and very able to make our meetings a success!

Margaret Petty seemed a little shook that she had to drive to this meeting. It was the first 99 meeting she had

driven to. She made the mistake of believing the weatherman. Also she drove to Culver to see her two grandsons who are in summer school there—then spent Saturday night with her daughter at Pretty Lake. On Sunday she drove on to Elkhart. It turned out to be a beautiful day.

Ethel and Rusty Knuth are flying the 170 west soon. Son Ron has been transferred to Sonoma Co. Airport control tower, Santa Rosa, Calif. Esther Berner and Tannie Schlundt had a grand trip to New York this summer. They delivered a Musketeer to George and Tress McClellan who moved to New York with the Hazeltine Corp. This was Esther's vacation before going into the hospital.

IOWA CHAPTER

By Mary Lou Ballensky

What a perfect day to fly! On Sunday, July 26th, the summer haze and hot, humid Iowa "corn weather" was temporarily swept away by light, northerly breezes, and we flew away to lovely, clear-blue Lake Okoboji.

Dinny Phipps hosted a fabulous day at the New Inn, with the help of her husband, as well as Lois and Ray Grange and Rick and Irene Griffith. It started with our arrival at the New Inn Airport, proceeded with an enormous buffet dinner at the New Inn Coffee Shop, and continued with a short meeting. Then, the fun began!

The lovely heated pool, and docks and beaches along the lake front were curs for the day. Ray Grange and Nate Phipps took everybody for a ride in their respective boats and the day was complete!

But, then . . . let's back up to the meeting! Some last minute balloting completed the election of our new officers, and they are as follows: Chairman, Tina Healy; Vice Chairman, Bea Jobe; Secretary, Peg Ong; Treasurer, Lois Grange; Ways and Means, Bernice Malloy; Membership, Dinny Phipps; Publicity, Edith Jensen; News Reporter, Mary Lou Ballensky.

Carma Mohler of Des Moines was voted into membership and we welcomed our many guests of the day, including Betty Barton of Spencer, Ruth Wake of Bolon, Mrs. Harriett Ostermann and hubby of Ocheyedan, Jane Brown of Des Moines, and Dr. Elizabeth Burroughs, also of Des Moines.

This meeting took the place of our usual August meeting, leaving that month clear for our trip to Cincinnati.

Late in the afternoon, we reluctantly took our leave . . . 14 members, nine husbands, five children, and six guests . . . flying away into a still-perfect, cloudless sky.

MICHIGAN CHAPTER

By Adele Binsfield

Our July meeting on the 19th at Kalamazoo had an excellent turnout. Thirty-seven members and thirty guests were present. Fourteen pilots took advantage of the CAVU weather, filled their planes and came to Kalamazoo Airport. Joan Hrubec and Leah Higgins flew in from Cleveland—consequently we received first hand information on the coming National Convention in Ohio.

After a delicious brunch, Mrs. Gunther Balz told us about the round the world flight she and her husband took in their twin Bonanza. They traveled for a year and enjoyed it tremendously. We would love to see the rest of those slides. Upon completion of the business meeting Eloise Smith invited us to her home to hangar talk and cool off. You probably have heard of the AWTAR outcome, but we are especially proud of Pat Arnold and Bee Steadman, who finished fifth and sixth respectively. Muff English flew her first TAR as co-pilot and considered it a very rewarding experience, especially meeting and being with women pilots from all over the country. One fact she discovered was that no matter how carefully plans were made, they usually were changed. It turned out to be a very vigorous physical time—not only because you dash, pellmell for the clock, but use every muscle polishing the plane and spending a good number of hours on hands and knees on the hotel room floors, retracing those routes on the maps. It was all very well worth it. Lucille Quamby, Velma Del Giorno and Adele Binsfield were at Atlantic City in the official capacity of timers. Winnie Duperou and Dorothy Ligon flew over in Winnie's Cessna 172B to attend the terminus and enjoyed the day at the World's Fair.

Bill and Anne Steinhagen and family flew to Denver, rented a car and drove through the West, visiting four national parks in two weeks. Ended up in San Francisco, took the jet back to Denver then flew on home. Met the Schuker family in Bluffton, Ind., for breakfast at the Bluffton fly-in on the way home. Nina Meringa told us her flying club graduated to a Cessna 182. She had a wonderful vacation in Europe. Did

some skiing, saw the men's giant slalom at Innsbruck, also took a weeks advanced hair-styling course in Paris. She tried to contact our 99 member while in Rome, Italy, but was unable to reach her during the week she was there. Mary Creason is instructing at Grand Haven Airport. She told us of the 400 4-H Club members who camped on and toured the Grand Haven Airport in July (busy time).

Our August 19 meeting was hostessed by Mary Clark in Jackson. She took advantage of us by showing us a collection of slides on some of the AW-TAR races, which were interesting as well as amusing. Chairman Sammy McKay flew guests Nancy and Kenneth Ackerman to the meeting. Nancy was the winner of our Aerospace Workshop Scholarship to Wayne State University. She is presently teaching at the Emerson Grade School in Royal Oak. Pat Arnold is currently working on her written for helicopter flight instructor. Donna Westerlund attended a convention for a week in Denver, Colo., with a side trip to the Air Force Academy and their beautiful parks. Spent another week in Phoenix and New York, with one whole day at the World's Fair. W. R. Pearce of Fenton, Mich., was the winner of our special raffle.

We had 19 Michigan members (and six husbands) present at the National Convention in Cincinnati. We were proud of Becky Thatcher, Eloise Smith and Helen Wetherill, who were honored at the Governors' table at lunchtime. (It was good to see Harold Thatcher there, meeting and greeting old friends.) We think the Ohio Chapter did an excellent job on hostessing the convention. Mary Von Mach made a fine sergeant at arms during the business meeting. We shall all remember the Jubilee Boat Ride on Friday night and then the excellent speakers—Roscoe Turner and Joe Walker. Most of all—we enjoyed the comradeship. May it keep on forever!

OZARK CHAPTER

By Hazel Matz

Present at the July meeting were Edythe Vernon, Mary Morriset, Mayme Burtin and her sister, Mary Rhodes of Des Moines, Iowa, and me. Jean Fuldner had spent the last two weeks in Grand Rapids, Mich., and was returning immediately to be with her father who is seriously ill. Jean McClernon is in the hospital tied up in traction so was unable to join us. And if you

couldn't drive in—you just didn't get there as we were having the most beautiful thunderstorms, et., etc.

Edythe has her commercial license. Congratulations! She and hubby spent the 4th weekend in Atlanta. Have heard stories about that trip but won't repeat.

The Hites and the Burtins flew to Cape Girardeau to be on hand when the "Derby" girls came in. Reported a wonderful time and enjoyed meeting everyone. They continued on to Nashville, Tenn., where they spent the night and then back home in time for work. Patty Hurst has checked out in the Mooney, Mayme has mastered "Honey," the Supercruiser, and Mary has mowed.

Our meeting was entirely on the Spring Sectional. Date—April 23-25. The "site" has been selected, a speaker contacted, and a few other odds and ends completed. At least we are trying.

Always save the best to the last. Did you ever lose your airplane? According to Mayme it's easy. Seems she and Paul went down to the lake for a day of fishing. They landed on a strip on top of one of those Ozark hills, walked down the hill, took a boat across the lake to their fishing spot. At the end of the day they reversed the process—walked up the hill—but NO airplane and worse yet—NO AIR-STRIP! Just a farmer's front yard! Seems they had climbed the wrong hill! As it was getting too late to do more searching, they returned to the boat, back across the lake where they had to stay until the sun came up so they could find the right hill.

According to Jean, almost everyone attended the August meeting—except me. Again, the meeting was devoted to talk and planning for the Sectional, and of course the usual female type gab and hangar flying. Our September meeting is to be with Naomi in Pittsburg, Kan. Come join us.



COLORADO CHAPTER

Not many modern pilots have had the thrill of listening to the wind as it whistles over the wings of a plane in flight—but the members of the Colorado Chapter had this thrill when they

each had a flight in two sailplanes belonging to the Pikes Peak Glider Club and the Denver Glider Club, each staffed with the glider club members, on August 8 at the Black Forest Gliderport.

Ken Kolstad, president and chief cook for the Pikes Peak Soaring Association, invited the 99's, 49½ers and guests to a barbecue and a fly-in at the Gliderport. Counting all there were 60 people at this fly-in.

The "winch" proved to be an interesting item. With a 470 pound sailplane fastened to the end of a 2,000 foot cable, this "winch" catapults the sail and occupant into the air 1,800 feet at a speed of 45 knots at a 45 degree angle. Some angle of attack!

Muriel Leland and Janie Oesch, our U.S. Air Force Academy 99's with their 49½ers, made this fly-in one to remember with their barbecued chicken and free sailplane rides. Out of town 99's present were Trixie Ann Schubert from Los Angeles and Lygie Hagan from Spokane.

Marion Tankersley and Mary Frenzell completed 6,700 miles to Anchorage, Alaska, from Denver, in Marion's Stinson, "startout" was July 28 and return on August 22! They were on TV in Denver August 23.

Doris Langher, when not busy with her job as flight simulator instructor for United Airlines in Denver, is busily taking helicopter instructions.

Here and there: Gwen Craven flew her little Volkswagen back to Michigan to see her new grandchild; Helen and Joe Choun and two sons recently flew to Taos, N. M., to the "Fiesta"; Fredda and Larry Turrill are flying all over the country to square dancing festivals; Thelma Thomas, who roves more than anyone in the chapter, will soon be on her way to Australia.

Marilyn, Harold and son, Craig, have just finished an extensive trip of 6,000 miles to Williamsburg, Washington, D. C., New York (and the fair), up into New England, Detroit, Chicago, etc. They report they absorbed more American history than could be gleaned from history books in a year.

Fredda Turrill flew her plane to the convention in Cincinnati, taking along Sue Everett, Betty Cannon and Mary Wenholz (Long Beach Chapter) who flew to Denver to go along to CNC with the others. Donna Myers flew airline to the convention—and reports that "Happiness is finally receiving her lost luggage, misplaced on the way home—after three days of some mental an-

guish, not only because it contained her "other" dress—but tons of material handed her at the convention, for this Newsletter!"

DALLAS CHAPTER

By Sally Brown

We had two airplanes and four girls in the AWTAR this year. Dorothy Warren and Lucille Hoffer flew a new Beech Bonanza and were undoubtedly the best dressed contestants in the race. Not to be outdone, Hazel McKendrick and Phyllis Emmert, flying a Cessna 182, sported hats with survival kit needs stuck thereon. They all say they had a marvelous time and are making plans to win next year's race.

Sue Andrews and her 49½, George, flew to the East the last of May. Sue said the scenery was beautiful. It was their first experience flying in the New York area and they both were kept quite busy. Sue has a new instrument rating.

The WNAA's Skylady Derby came through Dallas' Addison Airport this year. Hazel Corry, Doris Weller, and Hazel McKendrick greeted the girls as they landed and helped them get started on the next leg of their hot and very windy course.

Elinor Johnson now has a commercial and flight instructor ratings to add to her collection.

All in all, this has been a great year under the leadership of Romona Upfield as chairman. We have added several new members and have been led to renewed enthusiasm.

Great plans are being made for the Fall Sectional here in Dallas. We promise to have the greatest of meetings and entertainment. We hope everyone will make plans to come.

Hope to see you soon!

EL PASO CHAPTER

By Bonnie Link

If some of these stories are mutilated or distorted you'll know why—Most of our girls have gone off to the convention. (I have no one to talk to.) So until next month when I promise to do better, forgive my feeble attempt to report.

Dottie Blackam, 49½er and children went to Six Flags Over Texas for a starter on their vacation.

Billie Callaghan and Lydie Weaver have been on the Empire Tour through Mexico. (I wish I knew just what that was and where all they went.)

Lela Carwardine is presently visiting in Chicago.

Polly Peerce (who I might add, has been a real inspiration to some of us younger pilots who thought they may give up the whole thing any minute, as she has learned to fly later in life than most, 57 years later) has done it again, taking that Skylane and 49½er Norvel to Eugene, Oregon and from there to Great Falls, Mont., by way of Walla Walla, Wash., for almost three weeks. We are so proud of her.

Catherine Magruder, 49½er Guyler and daughter Barbara recently returned from three weeks vacation flying that Skymatser which she loves and refers to as her "Baby," to Klamath Falls, Las Vegas, Nev., and Phoenix. You can't guess where they spent most of that time! Wonderful shows!

I guess Charlotte Mullen had the "Thrill of the Month" when they lost an engine flying 310 to Salt Lake City over Monticello, elevation 7,200, and landed on the taxi strip as active runway was closed while under construction. Whew!

Mary Fran Siedl has been real busy with her flying. Making weekly trips most of the summer to Green River, Utah, for the Athena Missile. In June she flew to Chicago to visit her father taking three of her children with her and returning with one extra, and flying IFR to St. Louis. This is what you might call a "game bird." Four children and IFR too?

Evelyn Wasser made a three week air tour of Europe for a much needed "rest?" I'm sure. This is a very busy girl.

Lela Carwardine and Wandra Emerson sponsored our June fly-in breakfast and meeting at Las Cruces with cooking assistance from one of our 99's Dixie Erwin. Flying in the bombing run were Mary Fran Siedl and Ruth Fleisher, Juanita Burdick with Catherine Magruder flying (what else but) "Baby". Win Griffin with Ruth Deerman in "Cotton Clipper Jr." who incidently won the Plane Pinata, and Wandra Emerson flying Aerocoupe who also thrilled spectators with some fancy stunt flying. Everyone especially delighted with the presence of Joy Chisholm. Others present were 66's Lynn Kittridge, Betty Griffin and many 33's. Real good turnout. Let's do it again . . . when I can go too!

Eunice Dickey, our chapter sister, is moving from Lakeview, Oregon, where there was very little flying, to Bakersfield and a very active group. Our loss is Bakersfield's gain.

Our civic project for the year was

to sponsor and obtain as many planes as possible to ferry the physically handicapped children to the Lions camp in Kerrville, Texas. This was very rewarding and there were planes left over. Ninety-Nine planes participating were Siedl and Burdick.

Mary Lou Dean has recently obtained her private license and is prospective new member we will be pleased to have.

Our local 66, Ellen Jane Anderson, is summering at their ranch north of La Junta, Colo.

Juanita and Tex Burdick have been spending lots of time at their cabin in Lake City, Colo. (runway is only 2,640 feet at 8,681 feet, in a canyon yet) with grandson Trey and guest Charles Siedl.

La Verne McCauley made July trip to Grand Junction, Colo., and returned with her niece and 400 pounds of cherries. Yes! She was canning for a week.

Our own Ruth Deerman has been very busy entertaining and hostessing many of the out of town 99's at her home: Ellie McCullough from New York. Jo Eddleman, Santa Clara Chapter. Margo Calloway and Myrna Shanfield, Long Beach Chapter, en route to the World Fair. Pat Gladney and Jeanne McElhatton of Santa Clara, also Joan Merriam en route to New Jersey to greet winner of AWTAR. We were fortunate to be on hand along with local officials, television and newspaper to welcome her. And receive first-hand account of her round the world flight at a dinner given in her honor. She is a very gracious gal. We enjoyed and admired her very much.

After making three trips to California (in the smog) since earning my license, finally summed up enough nerve to take 49½er George and fly one hour to the nearby mountain resort of Ruidoso to attend annual Jockey's Ball. Party was great, trip was fine and maybe this isn't the time or place but I must say something about the hospitality of Browns Service at the north end of airport. Can't wait to go back.

Our entire chapter joints in extending sincere sympathy to Ruby Tatman whose husband, Richard, recently and suddenly passed away.

Must hurry! We are expecting Tucson Chapter members on their third annual Bob Schmidt All Woman Tour to arrive on their first leg Monday, 17th, of a fun sounding tour.

FORT WORTH CHAPTER

It's safe to tell you now that the pinata (there's a little jigger over the "n" in pinata to be correct) at Ann Atkeison's poolside party turned out to be a paper mache airplane!

This is being written ahead of the party which is August 1 on Saturday at 6:00 (18:00) and should you receive the newsletter before that time and are in FTW, bring a box lunch, some presents for the pinata (must be tiny) and come loaded for fun.

August 6, 7, 8—Lou Ellen Foster, at Wichita Falls plans to be busy with an Air-o-Rama, and on the 8th 99's will be having lunch at the club once called Petroleum Club—now the Wichita. She will need advance notice if you plan to drop in to share a cup of coffee, coffee's hard to find in a Petroleum Club.

Jimmie Kolp, Electra, plans on the Farnbrough Air Show in September, Tony Page also plans to go (both hope "the best laid plans of mice and men" will not go astray).

FORT WORTH CHAPTER HAS ANOTHER WHIRLEY GIRL! Faith Richards (ex-Wasp, now with Braniff) joined the ranks July 13, is No. 74. She got her ticket after a training session with Dottie Young, Brantly Copter, in Oklahoma City. "Until you get the 'i' in, the 'copter is indeed a hell-copter," said Faith.

City of FTW has five Whirly Girls: Dora Dougherty, Edna G. Whyte, Ceile Orphen, Tony Page and now Faith (who's a Dallas resident, but her heart is in FTW).

The Fort Worth Chapter had a pinata party at the home of Ann Atkeison. The pinata was broken with proper ceremonies by one of the 49½ers (Joe Ed Parsons, husband of Betty Joe). The swimming was great. We all brought box lunches but we did not auction them off as they were too pretty and we were too hungry!

The pinata contained a bunch of rubber balls which promptly went into the pool; Spanish and Mexican money (silver) and aviation charms. We had two guests, Cecile Orphen, a Whirly Girl, and soon to become a member of our chapter, and Marian Hodgson, a former Wasp. She and the other WASPs present, Dr. Dora Dougherty and Ann Atkeison held a WASP conference, but no one was stung!

Tony Page is leaving for England shortly to cover the Farnborough Air Show—will be gone two weeks—and

Jimmy Kolp, Electra, Texas, will join the flight.

Faith Richards and Dora Dougherty attended the International Convention in Cincinnati.

HOUSTON CHAPTER

By Louise Bickford

Our chapter has had some interesting meetings lately with good attendance. Let's hope this continues. We have initiated an achievement award contest and hope this will get everyone flying and to take a more active part in our activities.

The July meeting was held at International Airport. A most interesting tour of the tower and radar facilities was conducted by FAA controller Larry Amiot, who has exhibited a great deal of interest in general aviation. After the tour he showed us two films: one on the operations of the FAA and the other on old flying machines. Anyone who has seen the latter film will agree that the airplanes of those days are most amusing now. Thanks to those pioneers though, we are able to enjoy many pleasant hours in the sky.

We are happy to welcome Mary Burke to our chapter. We know that Tulsa Chapter is sorry to see her leave. Shortly after moving to Houston, she was named the "1964 Woman of the Year in Aviation" at the Sky Lady Derby banquet. A great honor, indeed!

We held our first penny-a-pound rides at Sky Lakes Country Club near Waller, Texas, on July 19. Despite circumstances beyond our control, namely weather, we carried 1983 lbs. Martha Akins, Ora Mae Boswell, Mary Able, Marilyn Stoneberg and Louise Bickford were there with airplanes and Maybelle Fletcher and Mary Burke were there to help fly. Petticoat Pilots Marijane Stepchinski and Ruth Hildebrand were also there to help. Most of us brought our families along and enjoyed a good barbecue meal and talking about our favorite subject—airplanes, of course.

Marijane is about ready to become a new 99. She won the Petticoat Pilots scholarship award last May and has completed all of her required flying time. She plans to take the written exam in a couple of days, and we hope she will be eligible for a 99 membership by our next meeting.

Last month while Marijane was working on her cross-country solo time, she and your reporter were talking about flying to San Antonio to visit mutual friends. Marilyn Stoneberg

heard about our trip and asked to go along to visit her mother, also in San Antonio. We ended up with three airplanes making the trip. Marilyn took her sister and I took my 16 month old son and Martha Akins. We had quite a crowd when we all met for lunch in San Antonio.

NEW RATINGS: Helen Guinn has her commercial. Mary Coale has recently received her instructor's and is teaching her son to fly.

Our August meeting was preceded by a swimming party and hamburger fry at Mary Burke's beautiful apartment. We all enjoyed the party and the delicious food.

Chapter officers for the new season were elected and we are pleased to report them as follows: Chairman, Mary Able; Vice Chairman, Marilyn Stoneberg; Secretary, Mary Burke; and Treasurer, Maybelle Fletcher.

We have a breakfast fly-in to Hilltop Lakes planned for next month in conjunction with the JC's aviation committee. Let's hope the weather doesn't change our plans.

A recent note from our Rice University student, Jean Parker, says she is busy this summer taking three courses at Auburn University, working in the computer center, flying and parachuting. We will be glad to see her back in Houston again next month.

KANSAS CHAPTER

By Garrett Hastings

Kansas Chapter members held their last meeting on Wednesday evening, July 29, at Mildred Early's home in Wichita. There were 13 members present plus one guest, Jean Noble. The gals from Smith Center were weathered in at Salina, and we're sorry they couldn't make it the rest of the way. Delicious refreshments were served after the business meeting, the highlight of which was a very interesting report by Mary Aikins of the 18th annual Powder Puff Derby. We are also elated that two of our Kansas gals, Mary Ann Noah and Mary Aikins, placed first in this all important AW-TAR, and wish them both "the best" in future accomplishments.

Gene Nora Jessen flew a Debonair, accompanied by Garnett Hastings and Pat McEwen, and also Martha Ann Reading of Dallas, to the International 99's Convention in Cincinnati, Ohio. They report a successful meeting, and lots of fun. Our hats off to the North Central Section members for all their

efforts, and courtesies extended, to make this so pleasant.

Our girls have been active in recent areospace workshops—one at Ken-Mar Airpark in Wichita—with Jean Murray, Marilyn Copeland, Mary Aikins, Esther Isaacs, Margaret Yourdon, Grace Brown, Gene Nora Jessen participating; and one at Winfield, Kan. with Pat McEwen, Gene Nora Jessen and Margaret Yourdon attending.

Our girls are all so busy this summer, that perhaps next month we can "hog-tie" them long enough to get a good article for the 99's publication. i.e.—after Mary Aikins flies her first air show in Tulsa August 30 in her Pitts Special; Esther Isaacs and Grace Brown and Joyce Funsch return from the Flying Farmer's Convention in Miami, Fla.; Marilyn Copeland settles down from trips to California, Hot Springs, Ark., etc.; Pat McEwen flies in the St. Louis Air Race; and various and sundry other activities by our members.

MIDLAND CHAPTER

By Hettie Currie

Midland Chapter members, Velma Copeland, Hettie Currie and Barbara Speed, along with Nancy Brumlow, who with her husband, manages the airport, participated in dedication ceremonies for the Winkler County Airport. The day began with members arriving in Kermit at 7 a.m. for a fly-in breakfast and providing penny-a-pound airplane rides throughout the day. The Ninety-Nines were treated royally and given a red-carpet treatment, including invitations to a banquet given by the Kermit Chamber of Commerce and honored with a formal introduction. Champs of El Paso donated use of a Cessna 205 and fuel; Nancy Brumlow donated use of their Cessna 172 and fuel for the penny-a-pound rides which continued until 6 p.m. We were greatly gratified by the enthusiastic acceptance of the rides program. \$171 was collected with some customers turned away because our pilots, Nancy and Barbara were becoming fatigued.

Charlotte Hunter, chairman in charge, and Velma Copeland went to Amarillo to man the clocks at the 18th annual Powder Puff Derby contestants made their landings. They arrived Friday at 9:00 in Charlotte's Bonanza. A tent was erected and chairs provided, clocks checked and set with FAA, flight plans were received, their TA recorded and at 15 minute past sunset, collect calls were made to report

planes which had arrived before sunset. What appeared to be a slow beginning, by only four planes coming through on Saturday, changed, with Sunday being a very excitingly busy day. Top-of-Texas Chapter member Betty Holmes' arrival on Sunday morning to help, made it possible to keep up. These girls highly recommended that all of you help whenever possible with a race, because they received a wealth of knowledge in their work with the Powder Puff Derby and thoroughly enjoyed every minute of it despite the sand which was being kicked up by guests at 25 or 30 knots. Any of you who have been through our part of the country during this condition know what we mean.

Our chapter is in search of ideas which generate enthusiasm for being present at meetings. Among those being discussed were a door prize at each meeting, and one hour flying time given to any member attending every meeting of the year. New officers for the coming year have been discussed and will be nominated next month. Oh yes! our Mildred Goodson has just graduated from a Dale Carnegie Course. Congratualtions are in order for her and to us as a chapter, because her abilities which this course has further developed, will be a great asset to her and to us.

MISSOURI VALLEY CHAPTER

By Jan Heins

Our July meeting found us at the home of Leah Snart in Kearney. Millie Barritt, Elarence Boring, Marge Colton, Lois Durham, Catherine Marsh, Verdayne Menze, Leah Snart, and Anita Thomas were present with 49½-ers Colton, Cummings, Menze and Snart. Helen Summons of Abilene, Kan. and 49½-er brought guests Mr. and Mrs. Thomas. 99's Neola Masson, Betty Merriweather and Vi Rush of Smith Center, Kan., and Fredda Turrill and Irene Riggs were also guests, along with three students from Kearney, Charlotte Brandt, Mavetta Paulson and Tina Whitney. Leah entertained the group at a picnic dinner in her yard with home barbecued beef and all the "fixin's", a delightful dinner.

The nominating committee presented their slate of officers for 1964-65. The slate was accepted and election will be held next meeting.

OKLAHOMA CHAPTER

By Nema Masonhall

The Powder Puff has come and gone,

nice to see our friends again and make new ones. Velma and Broneta are back from their tour of Europe, quite an experience for Broneta as it was her first trip over, so we should have a travel-log from them. Also, Skip and Ruth who took an extended trip through the Great Lakes states. Arlene and Hoyt took another ferry trip to Costa Rica, this is about her third. Carol and Ferd vacationed in Minnesota, Carol had the mumps up there, some vacation for her. Rita and Leonard attended the Kansas State EAA fly-in. Joan Merriam stopped by OKC enroute west, had lunch with Susie, Dottie and Bucky, such a nice person. We all feel badly about the loss of Chuck and Jean's best friend. Our Chapter will be well represented at the Convention: Dottie, Susie, Rita, Broneta and our Chapter Chairman Jane and her 49½-er, Rogers. Rita came down from Rockford, Ill., where she had been attending the annual International EAA Convention with 49½-er Leonard. Rita and Jane served as delegates to the 99 Convention from our chapter and did a wonderful job.

Compliments to the International officers, executive board members and committee chairmen and their committees for a very successful year and congratulations to the coming year's ones.

With the size of our chapter, I'm sure this news doesn't cover all our members' summer activities, but these are all I know to report, catch the rest of the activities in next issue. Should be a goodly number of us going to the Fall Sectional in Dallas, so see you there.

TIP OF TEXAS CHAPTER

By Pauline Glasson

Sorta late, but welcome Top-of-Texas Chapter—come down and see us. Gee, its summertime in south Texas, but that is not bothering all of us. Louise Clarkson and husband are still roaming in Europe after a field trip to Alaska. Why can't we all be geologists? Shirley Pagan and family spending month of August in Mexico City and this is after a trip to Europe and the Fair.

Merle Dunnam has returned from a month in Hawaii—a glorious time. We expect Elaine Needham to return to Tip of Texas Chapter this month after the summer in Wheaton, Ill. Elaine will teach school in Corpus Christi and we surely need her talent in the 99's. Ardath McCreery and family 210ed to

Iowa for a quickie and now at Six Flags Over Texas.

Patti Kennelly hurried to Monterrey, Mexico—to get hepped on her Spanish—immediately after returning from the AWTAAR.

Lena Jackson jetted from California after going out with Pauline and Patti for the race. What a beautiful sight flying over Mt. Whitney on the way out.

Lucille Van Tyne's going about this summer would fill this page. Wonderful of Dottie Klotz and husband, Bert, to come to Fresno to see us during the TAR. Dottie is now a member of San Diego Chapter. Thanks to ALL you girls and your helpers along the TAR route for the tremendous job you did—the stops were marvelous, we know what a big job this is, all the work, planning and the time you give of yourselves to make it so wonderful for us. Frankly, if it weren't for you the race could not be held so we say now many, many THANKS.

TOP OF TEXAS

By Avonlee English

Some scattered thunderstorms and blowing wind have occasionally "interrupted" out beautiful flying weather this summer. Our girls have flown several places and had interesting trips. One most unhappy incident, however, grounded Billie Holmes, of Borger, for a few days. Our hearts go out to this gal whose home was considerably damaged by fire. She has been busy with her redecorating. When she is ready for us, we are going to have our August fly-in at Borger.

During July the Plainview 99's sponsored a most successful wives pre-ground school co-pilot course. Twenty ladies received instruction from Marge Mitchell in radio communication, navigation, fundamentals of light, etc. At the end of the course several plane loads of ladies flew on a cross country to Abilene where they toured Dyess Air Force Base and to Lubbock where they had dinner. Although pilots flew the planes, the ladies had the tasks of navigating and communicating.

Marge Mitchell will long remember June 27, 1964. On that eventful day she flew a T-37 from Reese Air Force Base. She reported a most wonderful experience.

As the summer days are growing to a close, we are making our plans for the fall. Several from our chapter are planning to attend the South Central Sectional fall meeting in Dallas in September. Hope to see many of you there.

TULSA CHAPTER

By Jean Engler

Lee Baker was our Sunday afternoon hostess this month. Lois Martin, Jean Williams, Mary Krutsch, Jan Mauritsen, Colleen White, Mary Shaddock and I braved the rain.

Agnes Hellman is resting (we think) in New Mexico after our weekend in Fayetteville. We certainly are grateful to all the nice people over there for their tireless efforts on the part of the TAR girls. We had 36 LTO's and many of them RON. We were delighted to have Kay Brick, Betty Gillies, Barbara London and Margaret Ross RON July 4th. Mr. Burleson, of the local C of C took us out to the Rice Bowl for dinner. We don't remember how we got there and back, but it was an interesting experience.

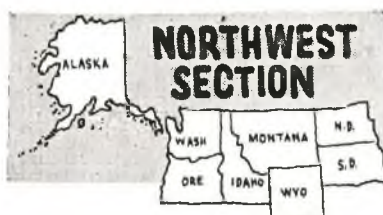
Two of our pore old hard working gals are going to Cincinnati. Jan and Colleen will be there with all our sagacious advice and good wishes. Wish we could all attend.

Hope all the Derby girls enjoyed our little stop. It was very exciting for us and we were mighty glad to have you. See you.

Our August meeting at Jan Mauritsen's netted excellent results. We elected new officers, watched Annahlee's 16mm trip to Mexico—which was very enjoyable—and sent Jan, Colleen and Mary Shaddock off to Cincinnati.

Our new custodians are Jean Williams, Chairman; Lee Baker, Vice Chairman; Colleen White, Secretary; and Annahlee Jones, Treasurer. We also discussed having a different meeting night, so those of you who do not come on Wednesday can now not come some other night, probably Tuesday. Colleen will notify you officialish.

Judy Hellman has a new job in San Juan, Puerto Rico for the Caribbean Aircraft Distributor as a flight instructor. Sure is nice to know someone there to go visit—okay, Judy?



ALASKA CHAPTER

By Lavelle Betz

Our June meeting consisted of making posters and planning for our Father's Day fly-in, drive-in breakfast which was held at the Yacht Club on

Big Lake. Much fun was had by all. Our bank balance is a little better off since this breakfast. It couldn't have been worse because we were down to zero!

June was also the month when Terry Kellog surprised us with a short visit. Several of the 99's got together with Terry for a pleasant luncheon at the Westward's Chart Room. We tried to talk her into staying longer but she had to get back for a fly-in that weekend.

Doll recently wrote from Nassau where she and 49½'er Don are vacationing. She told of visiting the World's Fair in New York, as well as Niagara Falls and numerous other places between here and there. From the way she writes, she is having a wonderful time.

Ruth O'Buck and I ran into Jo (Edwards) King who is now living in Cordova and instructing down there. She reports Cordova lost their large clam beds due to the land raising above the high tide mark during our shaking up on March 27.

Our July meeting was held at the home of Jesse Dodson. We had three surprise visitors, Leah M. (Mrs. Raymond G.) Stinchcomb and daughter, Lynn, from Baltimore, Md., and Manilla Davis Talley (Mrs. Brig. Gen. B. B. Talley, Ret.) who just recently moved to Anchorage. Both ladies were extremely interesting.

Leah is a new 99 this year. She, her husband and two children were making a tour of Alaska in a twin-engine Comanche. Both her husband and son are pilots and all three fly with the "Forty West Flying Club, Inc." Due to their tight schedule, they could only stay in Anchorage for one night.

Manilla, whose husband is an engineer with the firm repairing and rebuilding our quake damaged utilities, is also the 100th Ninety-Nine. She told of arriving at the charter meeting just after the door was closed on applicants. In 1949, she was presented with a card honoring her as the 100th member. She had engine trouble en route from Boston, Mass., where she was a member of the Curtiss Wright sales force, East Boston. Manilla went to the charter meeting in 1929 in an 085 Travelair plane. As much as we hated to see her not get in on the charter, we told her it was a good thing she did not make it. Ninety-Nine's sounds so much better than 100's.

Manilla has traveled extensively the world over and has many interesting



THE ALASKA CHAPTER recently had two stateside Ninety-Nine visitors. The occasion called for a group picture. Shown (back row, left to right) are: Leah Stinchcomb, Maryland Chapter; Patsy Moore; Rusty Hinyub; Virginia Johnson; Student Pilot Mary Gange, and Lavelle Betz. Second row: Carol Kennedy; Ruth O'Buck; Manilla Davis, Greater New York Chapter, but more recently from Oklahoma; and Jesse Dodson. Front row: starting with Pat Gilda (in glasses), Helga Bading, Marion Zaegel, and Marlene Hardesty.

tales to tell. I could have listened all night. She is currently working on a book. It sounds so interesting, I hope I will be able to get some of the first copies.

July was also the month for a 99 family "get-together." We had a cook-out at Russian Jack Springs. Had a large turnout and wonderful time.

Elections for next year's officers were held one month early. Results were: Chairman, Lavelle Betz; Vice Chairman, Marlene Hardesty; Secretary-Treasurer, Pat McGee; Newsletter, Jesse Dodson; Historian, Doll Booth; Membership, Rusty Henyub.

News Briefs:

Pat Gilda is leaving Aug. 8 for a month's vacation in Washington, Oregon and then on to the Northwest Sectional in Boise, Idaho.

Helen Stoddard is still vacationing in Arizona, and having a wonderful time. I might add.

Yours truly leaves Aug. 3 for a vacation in Washington, Oregon, Northern California and then on to the convention if time permits.

This newsletter is my "swan song." It has been a pleasure to serve in the capacity of 99 newsletter reporter for the Alaska Chapter for the past two years. Jesse Dodson will be taking

over and I might say, there is none more capable.

EASTERN WASHINGTON CHAPTER

By Helen R. Crum

The day was perfect for our July 19th meeting at Kathleen Hitchcock's in White Swan. The buffet luncheon was delicious, the host and hostess most hospitable, the number of members flying in and lining up along the green grass runway encouraging. The meeting was interesting and quite a bit of business was accomplished.

Chairman Barbara Thisted, Millie Shinn and Helen Dewey flew in from Spokane with Ginny Harper. Minnie Boyd brought her 49 $\frac{1}{2}$ er, along with two guests in her Cherokee from Pullman. Terri Becker flew alone from Pullman. Ethel Wikstrom in her Aztec hopped over the hills from Yakima with her husband, Jane Capizzi and Helen Crum. Helen Ernsdorff followed close behind with a student who is one of several Yakima 99 prospects. Kathleen had a guest who got her license the next week.

Lygie Hagan was in Colorado Springs but expects to fly from there to the International Convention. Minnie, our delegate, and Jane have left together in Minnie's plane for Cincinnati where

they will be joined by Jean Carbon, alternate.

Ginny and Millie gave a most interesting account of their Powder Puff Derby experience—the first for Ginny, who said that she could hardly wait for next year in spite of the fact that they, along with Gini Richardson and her co-pilot, ended the race in Lexington, Ky., due to impossible weather. The Spokane girls were asked to speak to the Aviation Committee of the local Chamber of Commerce where they were presented a scrapbook of newspaper articles and tape recordings of their nightly call-ins to the radio station while on the race route.

Gini Richardson has not been able to attend the last two meetings so we have not heard from her about the 32 member FAA Women's Advisory Committee on Aviation which met last May in Washington, D. C. Perhaps she will report at the sectional in Boise Aug. 28 and 29.

Barbara announced that the candy for our money raising project will be available soon. Our bank balance is \$16.17.

The Spokane YWCA has asked the 99's there to conduct an aviation class like the one last year which was so successful. There will be a pilot's seminar Sept. 5 and 6 in Spokane for which 99's will be co-sponsors and a similar one in Yakima in October which our chapter is co-sponsoring with the Aviation Committee of the Chamber of Commerce.

Helen Dewey gave an interesting talk about her recent trip to Cape Kennedy where her brother is in charge of a missile project. We were impressed with her ability to understand and impart such scientific information.

Kathleen has returned from a flying business trip with her husband to Minneapolis. Jane flew her husband and children to Klamath Falls. Ethel gets in considerable practice in the Aztec. We are unable to keep track of Gini who seems to be flying somewhere most of the time.

The September meeting will be at Marie Reynnells' Snake River orchard near Pomeroy.

MONTANA CHAPTER

By Betty Nunn

The July meeting of the Montana 99's was held in Missoula on July 18, with a very good turnout—12 members and five guests. The fall sectional meeting at Boise, Idaho on August 28 and 29 was discussed and we hope to have a

good attendance there. With that meeting and the International Convention both in August, we will not have a regular 99 meeting until September.

Verna Wood and 49½ Hank left August 10 for the International Flying Farmers Convention at Miami, Fla. They flew in their 172 Cessna. Verna is the Queen from Montana.

Pud Lovelace and 49½ Jack flew in their own 175 Cessna to Edmonton, thence by jet to London on July 29, where they were met by son, Jack and family. Pud hopes to get in touch with some women pilots in England, whose addresses were sent to her by Deedo Heise. Pud and Jack will tour England and hope to visit the continent.

Laulette Hansen was a co-ed for two weeks in July. She attended a refresher course for social workers at Montana State University in Missoula.

Mary Jo Janey, supervisor of Aviation Education for Montana Aeronautics Commission, was the coordinator for three aerospace workshops completed this summer. The students were classroom teachers from throughout Montana and a number of other states. Each teacher and student was given a 2½ hour actual flight lesson by local instructors. Workshops were held June 16-July 17 in Missoula at Montana State University; June 29-July 17 in Dillon at Western Montana College; and June 16-July 17 in Bozeman at Montana State College.

During the last week the group was flown to FAA Center in Oklahoma City for a three day extensive tour of the installations including the Academy and Medical Research Division. The trip to Oklahoma was made in a DC-6 provided by FAA. Besides the trip to Oklahoma, Mary Jo Made a trip to Washington, D. C., where she was elected to the Board of Directors of National Aerospace Education Council at its regular meeting.

OREGON CHAPTER

By Rivka A. Pratt

Here it is time again to get this off to make the deadline—although some time has passed since the last letter was sent in—it always sneaks up on you. You never quite have all the information, but here goes.

The July 18th meeting at the Scapoose was a dilly—about 21 of the girls met there, in all mode of dress, prepared to paint the letters POOSE. Juanita Ellingson took her children, Patty and Bobby, with her and a near tragedy was averted when they dis-

covered that Patty had a project all her own—to fill in the top of the P. It took a little work, but they managed to clean the letter up o.k. The paint was gotten from the Oregon State Highway Department via Marcie Wolford who flew to Salem to pick it up. She spent quite a bit of time with a chemist friend to help make the paint dry faster. Gretchen Fraser flew her plane in and almost caused another tragedy—she came within a brush width (1½") of running into the wet letters. Such a variety of equipment you have never seen—there was everything from a wall brush down to a good sized paint brush. However, rain clouds came in faster than we could paint so consequently we all got soaking wet.

Although we were a pretty bedraggled lot, the Lincoln Continental courtesy car from the Village Inn Motel and Restaurant in St. Helens picked us up and treated us to lunch. Everybody sat around in wet clothes and left puddles in their chairs but the lunch was delicious; we were served by very efficient waitresses and the chef had prepared a special desert just for our group. Leave it to Marcella Othus to be different though. She didn't sit around in her wet clothes but removed them and ate in her raincoat. The hat was passed around for money to pay for the paint—\$14 was collected and the chapter made up the difference. Thirty gallons of paint is quite a lot. It was decided though, that in spite of the weather we wanted to have more painting parties and continue our air-marking program. La Grande and Aurora are on the agenda. Bobby Hays was acting chairman in Evelyn's absence.

On July 10th, the writer set out for Banff, Alberta, Canada, to meet two lady friends who were making a bus trip across Canada from Montclair, N. J. The trip had been planned since last December and we missed connections by just 15 minutes but we wouldn't have if I had not taken the wrong road out of Radium Hot Springs. I decided I wouldn't take the time to go two miles to see Radium Hot Springs but would just continue up the highway—Banff was just 86 miles away. After traveling about 30 miles the sign read Banff 126 miles—no one had told me you had to go past Radium Hot Springs to get into Kootenay National Park to take the short cut to Banff. I just turned around and went back—you see the scenery is so marvelous you gawk too much—and it is just like flying—come-

times you overshoot your mark. In 10 days, and 3,500 miles, we traveled to the Columbia Ice Fields, via Lake Louise and Moraine Lake; Rogers Pass, Fraser River Valley to Hope; Twassen Bay to Swartz Bay (Vancouver Island) Victoria to Port Angeles, down the Washington Coast taking in La Push, the Rain Forest and finally ferried across the mouth of the Columbia River at Astoria and home to Portland; the following day we rented a car (leaving mine at home) made Crater Lake and the Redwoods to Sacramento from which place I returned home via bus. The weather was gorgeous; our plans worked out beautifully and I have a wonderful bunch of memories to review if I never get to take another like it. Sorry it couldn't be flown, but one of the ladies does not fly.

Ruth Doland is making up for my not flying on my vacation; she and her 49½ Floyd are still in Texas and Ruth has built up to 250 hours in the air commuting back and forth to California where her son, Floyd Jr., lives. They do a lot of air sightseeing with a friend who owns a Bonanza. She says she misses the mountains for checkpoints; the terrain where she is is very flat and covered with trees and looks like a jungle. She said maybe they raise a lot of big things in Texas but it isn't the trees. We Oregonians would use them for toothpicks. They are making their headquarters in Lusk, Texas. She hopes to make the Sectional meeting if at all possible.

Peg Morgan flew to San Francisco to visit friends. They took her on a flight sightseeing trip down the coast—she couldn't see a thing through the haze, fog and smog.

Ann Brown and 49½ Val flew to Victoria recently and cruised around Barclay Sound, on the West Coast of Vancouver Island. The biggest and oldest town there consists of 75 families. The children, Val Jr. and Wendy, went with them in their boat "Cimba." Marcie Wolford's 49½ Jim helped Val take the boat up the coast while Marcie got in 20 hours in one week; she flew to Santa Barbara and picked up her daughter, Paula. Returning to Portland she outfitted Paula for camp and then flew her to Lopez Island, in the San Juans; turned around and flew to Port Angeles, where she picked up husband Jim from the "Cimba". Mighty good flying, Marcie.

Nancy Edwards just received her multi-engine rating. They have a new

Aero Commander, that is "new" to them. It has a beautiful new paint job.

In the July 12th race, sponsored by the Hillsboro Aviation for lady pilots, Marcella Othus captured the first prize (and \$100); Joan Buerrman came in second and Linda Alvord, third. Marcie Wolfard flew with Marcella as copilot; Ann Brown was also entered, and a few others whose names slip my mind.

The August 8th Aerial Treasure Hunt sponsored by Hillsboro OPA was quite an affair. Ann and Val Brown, Joan Buerrman and her 49½ Don; Barbara Daufel and 49½ Carl, Marcie Wolfard and Marcella Othus entered. Barbara Daufels' husband, Carl, won the treasure hunt—a terrific portable radio with short wave for aeroplanes, towers, etc. A good time was reported by all who attended.

Ima Peterson and her 49½ bought a lot on Stuart Island, the northernmost island of the American San Juans (just opposite Victoria) and spend a lot of time commuting from here to there.

On August 13th our meeting was held at McMinnville with Peg Morgan (assisted by Marcie Wolfard) was hostess. McMinnville Airport is really buzzing—new buildings, new planes being brought in—lots of student flying. Peg had a lot of fledglings furnishing transportation to the Bayou County Club where a delicious buffet type luncheon was served. Fresh fall salmon, baked and fried chicken were the main courses and everything that goes with a buffet luncheon was served. Very good!

Under the direction of Charlotte Dodson, the caravan is well underway for the Sectional Meeting at Boise, Aug. 28th. Plans are under way to meet at Pendleton Aug. 28 at 10:30 a.m. for coffee and from there on we are having "some sort of a contest" from Pendleton to Boise—prizes are being awarded at the Saturday morning Oregon breakfast. From all indications it looks like the Idaho girls have the red carpet ready for us, but more of this next time.

Chairman Byers Jones is in the East visiting her mother who is quite ill. We sincerely hope she has improved since last word from Charmian.

Bobby Hays extends a warm invitation to anyone who wishes to come to Vernonia to fly in. Vernonia fliers are proud of their airstrip which is located about five miles west of town on the 262 radial of Portland Omni. It is 2,000 feet long, smooth turf and 640 feet elevation. Left-hand pattern landing

west; right hand pattern landing east. Wind sock and chocks or tie-downs available. A short walk down a country lane leads to the Nehalem River (good fishing) and the golf course which border the airstrip. Hot coffee, delicious sandwiches and telephone are available at the club house. Good fishing, rock hunting, golfing or just plain relaxation in the Nehalem Valley is yours when you get there. A call to HA 9-6782 will bring Bobbie in her little red Volks to welcome you.

Evelyn Rockleff and Dori Lohr were sponsored in the ATAR (for the main part) by Hillsboro Aviation who furnished them a brand new plane which the girls picked up at the factory and ferried it out here—besides 97 hours of time in the plane before the race. Competition was real keen—the difference between first and second place was only four seconds—the time it would take you to talk to the clock. Evelyn is encouraging girls from our chapter to enter the 1966 AWTAR—her enthusiasm has not dimmed a bit even though she and her co-pilot were not in the top ten. Hillsboro Aviation still has confidence in them—they are sponsoring the same team for 1966. Evelyn warns though that flying AWTAR is no picnic; it is no vacation; it is a lot of hard work, but the satisfaction of participation is the big thrill and the keynote of the whole affair.

The next meeting will be at Eugene to inaugurate their new tower. Sept. 12th is the date.

Get well, Lucy. We miss you.

WESTERN WASHINGTON CHAPTER **By Pat McGee**

There have been many activities throughout the summer and I am sorry that it was impossible to keep up with them for the Newsletter as we went along.

The most exciting news from our Chapter is that we have sent our letters and the first installment on our bid for the 1966 Powder Puff Derby to the AWTAR Committee. There is a great deal of community interest and we hope to keep it alive through continued publicity. The convention will be held here during the impound period, and already plans are underway for showing off the Great Northwest at it's very best!

Vacations have been drawing our members away from their usual haunts; Marian Morton spent some time in Montana in July; she and 49½ Bob flew to Flathead Lake with their

family in the Cessna 180 on floats. Bob had to come back after two weeks so he left the family and went back after them after another week. Marian said that Lake Chelan looked awfully inviting as they passed over on their way home, but they were all anxious to get back in Seattle so—no stops!

Ilovene Potter and her family have been living on Hoods Canal most of the summer, commuting occasionally by helicopter or Aztec.

Terry Kellogg flew (PNA) to Alaska and spent some time with her daughter, Galeen, following the earthquake there. Dave, her 49½er, was at a hotel in Anchorage when the earthquake hit; he was able to get to the airport, where the communications tower had collapsed, and make contact with the Seattle office from the cockpit of his Constellation. He manned the radio there for the next 18 hours, helping to avoid many a bad situation by diverting much of the traffic which would normally have come in there. Just recently Dave figured in the rescue of a young couple whose canoe overturned on Lake Washington. According to the young man involved, they were unable to hang onto the canoe. The girl could not swim at all, so the young fellow gave her the two buoyant cushions which they had snatched, and he tried to swim to shore. Unfortunately, he was a poor swimmer and was making no headway at all. They drifted some distance from where the "spill" occurred, and by the time Dave heard their cries for help, they had been in the water about 1½ hours. Dave took his 42-footer out from his dock and with the help of a searchlight he located the girl first, and then the boy. Both were almost completely exhausted and he had some difficulty getting them onto his boat and then into the house. Everything turned out well, however, after the couple had recuperated somewhat Dave drove them home—both glad to be alive!

We have welcomed several new members into our Chapter this summer. Among them are Helen Sims, Gail Brees, Helen Givens, Amelia Carter, Betty Bozell. We are mighty happy to have them aboard; all are active pilots, and all but Betty have flying husbands.

We will lose three of our members at Convention time, when the girls from Everett will receive their charter to form a new chapter there. We will miss them, but wish them the best of

luck and look forward to sharing many activities with them.

Winnie Blythe and her husband have moved to Maple Valley from Renton. Getting settled has been a long process, but they enjoy their new location and expect to be very happy in the more rural surroundings.

We all followed this year's AWTAR with great interest, although no one from our area was entered. We felt that great strides have been made in keeping the news media aware of the race, for both newspapers and several radio stations carried material almost daily.

At the request of our Education and Safety Chairman, Marian Morton, the Chapter purchased a membership in the Aerospace Association for Bob Larson, a member of the KCTS-TV staff at the University of Washington. He was most appreciative of this, as the material which he gets from them gives him a great deal to work with in preparing science programs for his young viewers. This was a small item in the chapter budget, but we felt that it is one of the ways to accomplish the purposes of The Ninety-Nines.

Jay Lawrence is on vacation as this is being written, and I have no details. Will have to get the story from her later.

Ginny Andrews and husband, Nick, are making occasional trips by Cessna 172, but Ginny says they've been staying pretty close to home lately.

The July meeting was held on Saturday afternoon, July, 18, at the lake-side home of Terry and Dave Kellogg. With so many members out of town the attendance was not what it has been at these annual gatherings, but there were enough to have a thoroughly enjoyable time. After enjoying the pot-luck dinner and having a short business meeting, the crowd went on board the Kellogg yacht for a cruise up the lake. The day had been mostly cloudy and dull, but by evening the skies had cleared and a silvery half-moon shone down on the lake, which was calm and smooth. Altogether, a thoroughly enjoyable afternoon and evening.

One of the brightest aspects of the get-together was having Marian Owen back with us, after her two years in the Peace Corps. Her time was spent in Pakistan, where, during the major part of the time she taught electronics engineering at the University of Lahore. She was inundated with questions about the way of life there, and had many interesting little anecdotes to tell.

She said it was an experience she would not have missed for the world, but admitted she was glad to be back in the U.S.A.!

That's "30" for now; we'll be back with you next month, hopefully. In the meanwhile—plan ahead for Seattle in '66—we'll be looking for you!

WESTERN WASHINGTON CHAPTER

By Winnie Blythe

Our August meeting was held at Helen Appels beautiful new home, and was a combination business meeting and swim party. Ways and means to raise money for our start of the AWTAR in 1966 is our big project. September 13th which is Boeing Field Day, we will have an air life there and begin ticket sales for our raffle, first prize is a one week all-expense paid trip to Honolulu for two and second prize is three days in Las Vegas for two all-expense paid.

Sept. 13th is also the 16th birthday of Les and Illovene Potter's son, Greg, and he will celebrate by soloing their Aztec, a Cessna 150 and Illoven's helicopter.

Congratulations to Nick and Ginny Andrews who celebrated their silver wedding anniversary in August with a party at the Bellevue Barb.

Van and Gordon Adderson's son, Jim, has finished school and has moved his family back here, Van says that she is certainly enjoying getting acquainted with her little granddaughter, Cammie, who is a regular doll.

Our chairman, Pat McGee, has been getting lots of flying time in this summer with her students and she has also just recently completed an 11 county tour with a team of judges who are selecting the dairy family of the year.

Montana seems to be the favorite vacation spot this year for our gals, Bob and Marian Morton just returned from flying their 180 to Flathead Lake, Woody and Helen Sims are flying their 172 there then on to California and Irene Anderson will be leaving later this month for her vacation.



BAKERSFIELD CHAPTER

By Alice Pemberton

June Edwards is one of the busiest people in town. She has been asked to join the California group of the Ameri-

can Society of Agriculture Consultants, and is scheduled to speak at their September meeting in Denver, Colo. June is also a member of the local Toastmistress Club and was speaker for that group recently, using as her topic "Spray Program Gets Ninety-Nine Percent Kill."

Edna Long attended the May meeting of CAEA Southern Section. A tour of the LAX tower and IFR room at L. A. International Airport was only one of the highlights of the interesting trip.

Florence and Glenn Moody flew to Red Bluff last month so Florence could fulfill the requirement for "350 miles away from our airport" for her commercial license. They returned via the Nut Tree, a place famous for fabulous fresh fruit salads.

Our chapter is about to have an increase in the family. Eunice Dickey, husband, Brantley, and two children, of the El Paso Chapter, are newcomers to Bakersfield. Both Eunice and Brantley are private pilots and are anxious to get their Tri-Pacer out here.

Jo Ann Murphy and 49½ Murdoc enjoyed a fishing trip to Lake Tsuniah, B. C., over Memorial Day weekend. They report fishing terrific, food delicious, and surroundings straight out of a picture book. Their Cessna 180 can find the way all by itself it has made so many trips to that part of the country.

We were pleased to learn Edna Long was to be official timer at Porterville, an official stop during the San Diego-Lake Tahoe Race on June 20th. She was ably assisted by Priscilla Spencer, Achsa Holfelder and Florence Moody.

The only way to keep this Chapter happy is to keep us busy, so we are working on a "Fly In The Sky" for "pennies-a-pound" (2 cents per lb. is the actual charge). Our aim is to raise enough money to help purchase a school bus for the children of Santa Marie in Baja, Calif. The big day is August 9 at Meadows Field. All are welcome to step on our scales—rumor is that we have both "his" and "hers."

Fresno welcomed Achsa Holfelder, Alice Pemberton, Edna Long, Florence Moody, Laurine Witmer and Priscilla Spencer during Impound Week of the AWTAR earlier this month. June Edwards and Rhoda Thompson joined us for the luncheon that Thursday. We all enjoyed the excitement and visiting with all the wonderful people involved. The Fresno Chapter did an outstanding job.



Achsa Holfedler, June Edwards, Maryanne Laxague and Florence Moody present the "Bus for Baja" being given to the children of the Santa Maria valley in Baja, Calif., by the Bakersfield Ninety-Nines. Funds for purchase of this bus were raised by a Pennies-Per-Pound Airlift

Peggy Archer is grounded again. Seems her little Mooney Mite is not airworthy so will have to be re-built—torn down to the wood and built up to linen covering, and a paint job like the red and white Miniplane her 49½ Melvin flies.

Bertha Haycock departs August 9 for Iran with her young son to visit her husband, Gordon, who is working there. Bert will be gone a month or so but plans to return to Iran about November for a couple of months (depends on how long our zero-zero fog infested weather lasts). Bert has certainly earned a rest and she has been putting in many long hours in both airplane and helicopter, especially with the forest fire season in full swing.

Rhoda and Warren Thompson are giving the trout a bad time both at Tunnel Meadow and Templeton. They have made several trips to each place already this summer. Alice and Roy Pemberton prefer the fishing at Monache, partly because their camp equipment is there.

Lee Wall and husband Steve own a whole airport. It is the Jackass Aero Park, Lathrop Wells, Nev., elevation 7,000 ft. and is 10 miles or so from the Mercury Atomic Bomb testing site. Lee tells us that after five years, this part of the state is beginning to boom. Lee and Steve have been to Carson City and Reno recently, and were at Lake Tahoe for four days.

Roberta (Bobbie) Blackwood is moving to Upland very soon and we will be

sorry to lose her. No doubt she will find a chapter a little closer than we will be. Just so she belongs to one somewhere.

Jean and Jim Sughrue are flying with friends to Santa Barbara this weekend but Jean plans to be back in time to attend our meeting.

Their airplane never gives them trouble, but just as they are ready to leave on an extended motor trip with their camper it required a new engine. So Yellowstone, Washington and Oregon will just have to wait a few days.

Achsa Holfedler not only has a new red Jaguar, but is flying a new Cessna 150. In her spare time she works on redecorating her apartment. And Jo Dunham is spending the summer in her new swimming pool.

BAKERSFIELD CHAPTER

By Rhoda Thompson

Did you ever buy a school bus? We did.

By the time you read this our bus will be in the Santa Maria Valley in Baja, Calif., providing transportation to school for about 75 Mexican children who have not had school for several years because they had no way to get there. We became interested in the need for a bus when some of our members ran out of daylight and gas at the same time while on a trip through the area. They found the people there so wonderful and one thing led to another as often happens and we de-

cided that Bakersfield could somehow provide a bus so that these kiddies could get an education.

Our People to People project was made possible by sponsoring a pennies-per-pound airlift. On Aug. 9, we had nine planes in the air from 8 a.m. until 6 p.m., carried over 700 passengers with a total weight of over 75,500 lbs., we charged two cents per pound, and ended up with our bus and expenses all paid and a worthy project completed. We estimate that at least 80 percent of our passengers were given their first airplane ride that day, and we always like to introduce people to the wonderful world of flight.

Tucson Chapter calls it "Frantic Fun for Funds," which is certainly true, but certainly a wonderful way to raise some cash and do a good turn for aviation at the same time.

This truly was a "good neighbor" project. We received terrific cooperation from so many people. The motor company from whom we bought the bus, a used one, gave it a thorough mechanical going-over. The bus was given a sparkling paint job by another man, the tires were re-capped by still another interested donor. The newspaper and other news media were extremely helpful.

On the other side of the border, a Citizens Committee of fathers of the children has been formed to operate and maintain the bus, a new school had to be opened because never before have so many children been able to

attend! So far, they do not have desks enough to seat the children, but they don't mind if they have to sit on the floor. We all found it a most heart-warming experience to accomplish a worth-while project and promote aviation at the same time.

Quite a contingent of our members and helpers on this project will go to Santa Maria over Labor Day weekend to present the bus to the children, they are putting on a little "fiesta" at this time.

Our members found time to fly and travel this summer, too, Laurine Witmer and family were in Alaska for two weeks, Lee Wall and family flew to Minnesota, Maryanne Laxague has ferried numerous personnel to Inyokern, Santa Barbara and Monterrey for her employer, and left the day after the airlift for two weeks in Hawaii, Florence Moody is working on her commercial but took time to spend a week on her sailboat out of Long Beach, Joanne Murphy took in Yellowstone, Edna Long spent some time in Los Angeles and loved dining at the fabulous Pieces of Eight Restaurant, Rhoda Thompson and husband have fished at Tunnel Meadows numerous times this summer. Eunice Dickey, our transfer from Dallas, will soon have her Tri-Pacer out here, and we know she will enjoy our wonderful flying weather. We may have hot weather in summer, but we have more good flying days a year than most anyone else!

Summer is on the wane, we are all looking forward to that exciting Section meeting at Hoberg's Resort.

BAY CITIES CHAPTER

By Elly Jones for Ruth Magill

During the Fallon, Nev., fly-in on June 13-14, the charter was presented to the new Fallon Chapter by Pat Lambert of Phoenix. Congratulations, girls. Bertha Cline, recently of the Bay Cities Chapter, is one of the 12 charter members of the new Fallon Chapter. The meet was very well attended with 99's coming from as far away as Salt Lake City and San Diego. The Bay Cities Chapter was well represented by Margaret and John Gerhardt coming in a Cessna 150, Gail Lane along with Dorothy and Dave Garliepp. Gladys and Ray Cobb took Mary and Ralph Fields along in their Cherokee. Incidentally, Ralph was the lucky 49½'er to win the all-expense paid weekend. Fran and Norman Grant arrived via surface transportation all the way from San

Mateo. Hialeah and Harry Reilich came in 66B along with the children. Caroline and Henry Schutt, along with Jaunda Bigelow, flew their brand new Musketeer on its first X-C. Gail Lane was slightly overgrossed when departure time arrived due to heavy amounts of silver she carted away from the casinos. The Schutts enjoyed Fallon so much they stayed for five days. They would have stayed longer but Caroline was to be hostess for the June 19th chapter meeting and in all the rush she carried it off beautifully complete with delectable goodies. Jaunda Bigelow flew all the way down from Fallon for the chapter meeting and the following day took the 172 to Truckee-Tahoe for the close of the San Diego-Truckee Tahoe Air Race which was won by Margaret Calloway of Long Beach. William T. Piper was guest speaker at the airport dedication and awards dinner for that affair. Also present in Truckee that day were Hialeah and Gladys Cobb. The big affair, of course, was the 18th AWTAR. Elaine Loening, Nancy Lynam, Lorene Misener and Hialeah Reilich were the entrants from the Bay Cities chapter.

Mary Fields served on the Inspection Crew during Impound activities. Present for part of the start festivities and the takeoff were 49½'s Don Lyman, Harry Reilich with 26¾'s Eileen and Kenny as well as Roy Jones and Carl Bieglow. Ruth Rueckert and Miriam Brugh drove down, Dorothy Garliepp and family flew down as did the Bigelows, Gladys Cobb and Elly Jones. After seeing all the girls off we slowly headed homeward to await the news of the safe arrival in Atlantic City of off the AWTAR contestants.

While in Fresno for the start of the 18th AWTAR (and my first as a 99) everyone was very complimentary towards the Fresno girls and the city in general for the courtesies extended. The personnel from CAP worked very hard to make the transportation portion run like clock work. EVERYTHING AND EVERYONE was absolutely wonderful. The ladies of the Fresno Chapter deserve much for a job "Well done."

EL CAJON VALLEY CHAPTER

By Doris Ritchey

About half of our members really have their computers busy. The chapter members are participating in an Air Show at Brown Field, Aug. 22 and 23. We are flying in a proficiency race to Ramona and return. Winner will be

determined by the closest time to her estimated ETA. Participants are: Dottie Sanders, Isabelle McCrae, Aileen Saunders, Karen Whited, Barbara Tucker, Dottie Davis, Mac Huntington, Doris Ritchey and Barbara Almand, a new prospective member.

Dottie Sanders and Mac Huntington also participated in the AWTAR. Dottie and Aileen Saunders raced in the Truckee-Tahoe race in June, too. Dottie Sanders and Aileen Saunders also attended the National Convention so these gals have really been busy with 99 activities this summer.

Our chapter chairman, Isabelle McCrae, really has some exciting news that just missed the last Newsletter deadline. She is going around the world on The University of the Seven Seas. She will work as a nurse in the ship hospital and her son, Mike, who is a pre-vet student, will go as a student. They will be gone from October to February. Sounds like a dream trip.

Barbara Tucker has really been busy. She has been helping 49½ John at their new flying school, Stardust Aviation, at Gillespie Field. John is the best pilot and instructor in this area and he also has an aerobatic course for any prospective stunt pilots.

We have had two swimming party meetings this summer. Barbara Hill entertained in June and "Boo" Christensen in July. A few brave gals really enjoyed the water. The August meeting is scheduled for the 26th. We hope to have all our vacationing gals back so we can hear their news.

The East County Aviation Committee of the El Cajon Chamber of Commerce is having a hangar dance to help us raise money for the 1965 AWTAR. It will be Sept. 12, at the El Cajon Flying Service hangar. See you there.

FALLON CHAPTER

By Joyce Beail

The new Fallon Chapter received its charter on June 13th. The charter was presented by Pat Lambert, vice governor of the Southwest Section. The charter started off with a membership of 12—Doris Eacret, Reno; Mary Barr, Susanville, Calif.; Deanna Baer, Winemucca; Bertha Cline, Tonopah; Margaret Moore, Honey Von Goerken, Lela Horn and Pat Flower, Las Vegas; Pat Henning, Mary Little, Joyce Beail and Fran Gustavson, Fallon.

As part of the charter presentation, a fly-in for 99s and their husbands was held on June 13 and 14. Our fly-in turned out very successfully with 12 chap-

ters in the Section represented, with a total of 66 people attending. We were all sorry Pat Henning, our secretary, missed the charter presentation since she flew her husband and a friend to San Antonio on business and had the usual weather problems.

We are exceptionally proud of private and commercial flight examiner, Mary Barr, besides holding an ATR, she now has a nice new A&P mechanics license. Five members of our chapter took their flight test and received their private license from Mary within the last year.

Our contestants in the San Diego-Truckee-Tahoe race were: Bertha Cline, flying her 175, with student pilot, Jane Cox, as co-pilot. They certainly made a hit in their "Centennial outfits." Doris Eacret, Mary Barr, Fran Gustavson and Joyce Beal assisted the San Diego Chapter by acting as timers at the end of the race.

Fran Gustavson and Pat Henning acted as starting official for the AWTAR at Fresno in July.

The chapter had their first meeting in July in the Ambassador Room at the Reno Municipal Airport. The treasurer was started off with a \$60 fund, donated by the husbands.

Fallon Chapter's address is P. O. Box 99, courtesy of our postmaster. He had to make some minor adjustments, we think.

A new member from Carson City, Ora Destree, has joined our ranks.

Fallon and San Diego Chapters are co-sponsoring an All-Woman Air Race in May of next year, from San Diego to Fallon and the race will be known as the "San Diego-Fallon Fun Race."

FRESNO CHAPTER

By Sharon Wofford

There hasn't been much flying done for this chapter during the last month, as most everyone is recuperating from the AWTAR Start. We sure appreciate all the letters and thank yous we have received on the Start activities. The girls of our chapter worked hard this last year along with other members of our city trying to make this the best start ever.

Our August meeting was an installation dinner held at the Leilani. The new officers for the coming year are: Carol Bugay, chairman; Helen Smith, vice chairman; Betty MacPherson, secretary; Louciel Freeman, treasurer. No business was conducted at this meeting, but Carol Bugay, fly-away chairman, has planned a flying poker run



TAR NO. 1 PLANE CREW at Terminus of AWTAR. Left to right: Carol Kennedy and Co-pilot Ruth Nitzen presenting Atlantic City Commissioner Richard Jacksen with California's Jumping Frogs.

for our August activity, ending with a barbecue. TAR 48, Barbara Faller, co-pilot, and myself did most of the talking, telling all about the race and our experiences along the way. This being our first race, we had quite a few stories to tell. The race was most enjoyable and we hope to participate again next year as a team.

Though all the excitement of the race start, three of our students became eligible for membership. They are Claudell Faller, Vi Huckleberry, and Sherry MacDonald.

LONG BEACH CHAPTER

By Carole B. Dunn

Our August meeting was a DDD party at the Fort MacArthur Officers Mess in San Pedro. DDD is for dining, dancing, and drinking. The officers mess wasn't a mess at all it a beautiful spot overlooking the Los Angeles Harbor. Quite a few prospective members and guests attended, among them were Slim Kidwell of Torrance who is building a new two-seater, twin-engine plane called the "Derringer." Lee and Irwin Title brought two new pilots, Ailine Marquet and Hal C. Doris Lockness, our helicopter gal, brought her husband Bob who won the honor of drawing the door prize of the evening because he was the newest pilot there. As usual, lucky Ruth Gay won the prize, an aircraft receiver radio. That's three you have Ruth, just imagine—stereo tower. Margaret Callaway and husband Richard

attended bringing two guest pilots, also international students. Our adopted Idaho Chapter member, Carol Talich brought hubby Joe who's been on a lonely Pacific isle for quite some time. Katie and Gene Moskow were there to help fill our treasury as Gene kept getting fined and helped in getting fines for us. We have a money maker in that our chapter fines its members for any advertising of members' businesses. Wonder why Claire Walters always carries a roll of dimes with her, now come when everyone was asked where do you fly :they answered "at Claire Walters Flight Academy." Most of us aren't kidding either.

Olive and Arthur Tuttle were there, along with my 49½er Pat and Martha Cholewski, Fran Bera, Jackie Sepulveda and Mary Wenholtz with 49½er Bob. Just last meeting the girls all signed up the husbands as 49½'s, so I guess they were putting up a good showing for us. Ruth Nitzen made it back to California without any frogs, she and Carol Kennedy were the hit of the Powder Puff Derby with their frogs from their sponsors the Calaveras Co. Frog Jumping Jubilee. Our Judy placed second and Fran and Dorothy Van Zante placed third. If any of the girls in your chapter were in the race, be sure to ask them to sing you the "Beginning of the Race—Mouse Song," its the cutest ditty I've heard in a long time. There's nothing like the "Derby" for incentive, learning and good old

hangar flying after its over. I don't know about you, but I joined this club because it isn't a women's club, its a flying club. See you in Holberg.

NORTHERN ARIZONA CHAPTER

By Marilyn J. Bills

With Ruth Deerman here to present our charter to us on July 4, we are joining other 99's with enthusiasm. Many of our members are recent pilots so we were quite in awe seeing all the Powder Puff Derby entrants that were present at our charter meeting in Winslow. We would like you to know the names of our charter members: Rose Marie Phillips, Lillian Brewer, Helen Lawrence, Dot Ward, Ruth Smith, Rosemary Kahle, Mary Van Gasbeek, Helen Hughes, Ann Madariaga, Jean Black, June Ely, Francis Ferrell, Beth Wright and Marilyn Bills.

Our first official meeting was held in Flagstaff on July 24. Twelve pilots and 12 non-pilots attended. Helen Lawrence gave us a report on our money-making project which is the sale of paper back books at the Flagstaff Air Terminal. The second hand books are donated and we sell them at a reduced price. Jean Black was voted our official delegate and plans to attend the National Convention. Since our officers have been acting temporarily, it was time for a nominating committee to decide on candidates to be voted on. We'll have the results of that by our next meeting. The last bit of business was a vote to try for the Powder Puff Derby stop in 1965 here in Flagstaff.

Beth Wright will be attending the Flying Club Clinic in Oklahoma City on the 21st and 22nd of August. We're quite proud of Beth . . . she'll be on the panel representing Fixed Base Operators. The clinic covers safety, financing and insurance points of view. In general the clinic is designed to improve flying clubs.

Dot Ward gives a little more status to our group now having her ground school instructor's rating and she has passed the written part of her commercial. Don't see how she finds the time. She and dentist husband, Wayne, have built their own boat and spend free time at Lake Powell near Page.

Marilyn and Eldon Bills encountered some new experiences while on a recent flying trip to visit relatives in Iowa. Their first long cross-country together and they experienced first hand some of that weather they'd read about in the books.

ORANGE COUNTY CHAPTER

By Evelyn Sherwood

Pot luck in the patio, poolside, of member Vee Walensky at her new apartment in Westcliff, Newport Beach, had members and their husbands enjoying a balmy evening on the coast.

The short meeting was turned into a blow-by-blow or turbulence-by-turbulence description of the AWTAR by Madine Parsel, pilot of TAR 57 and co-pilot, Evelyn Sherwood.

The hilarious account was punctuated by the oh's and ah's of the group—all of who will fly the course (or expect to) next year.

The swinging group of flyers have a majority of members in the air or hanging on the weather ropes most of the time.

Those attending the gala get-together included Chris and Al Hoffman, Ruth Phillips, Betty Farrell, Thon and Bailey Abbott, Walter and Madine Parsel, Jackie Sepulveda, Edna Stennett, Hilda Reafsnnyder, George Griffith.

REDWOOD EMPIRE CHAPTER

By Bette D. Smith

We had a wonderful flight and a beautiful day for our monthly meeting held at Mendocino County Airport with lunch at the Little River Inn. Most of us were in the mood for the abalone sandwich which is always good on the coast.

After lunch we walked to the ocean which is just a little ways from the Inn.

Winner of the Jeppesen Instrument Flight Bag was Jack Worel who held the lucky ticket.

Congratulations to our Phyllis Cantrell and Becky Lightfoot on placing 10th in the race. I know they must have been thrilled and had a wonderful time.

Pat Stouffer and I had the opportunity to fly in the Beechcraft Travel Aire with Myrtle Wright at the controls. She flew this ship in the air race and I can see how much she must have enjoyed the flight. It is a beautiful ship. With us was Dick Worstell of Salinas who owns the ship.

Betty Foster flew to the meeting in a Cherokee 140 from Petaluma Sky Ranch.

Anita Conley, friend Jack Worel, daughter Dale and her friend Larry flew in Anita's Cessna 170.

Visitors to our meeting were John and Mary Perry from Santa Rosa flying their Cessna 170.

We are all busy with mailers and

special work meetings for next month at Hobergs Resort.

SACRAMENTO CHAPTER

By Joyce Evans

Our past year has been most successful—well attended meetings, enthusiastic response to activities, and a growth in membership under our "chief pilot" Darlene Marsh. Fifteen members and two guests met at Ruth Wagner's home for the August business session and to elect the following officers: Chairman, June Devine; vice chairman, Joyce Evans; secretary, LaRue Brown; treasurer, Veja Berry; historian and publicity chairman, Lillian Gray; membership, Trish Marks; newsletter, Florence Breen. Installation of this board will be at 8 p.m. Wednesday, Sept. 2, at Posey's, after a happy hour and dinner.

Darlene Marsh and Veja Berry placed 15th in the San Diego-Truckee-Tahoe race. June and Jim Devine, Juanita Bigler and Haskell Berry were there to convey congrats! when the girls landed. On July 4th we had our fabulous flight as guests of the Air Force—we all felt like VIPs.

In July the Berrys, taking equal turns as pilot, went to Nebraska via the southern states, and returned the northern route. Veja also recently flew her sons, Viktor and Erik, to and from Redding where they spent three weeks at the Manzanita Ranch.

Trish Marks has flown from Woodland to the Oregon-California border—to San Jose—and to Chowchilla, where she checked out in a Cherokee 235.

LaRue Brown is a new mother-in-law. Charles and his bride have moved to Crescent City. LaRue and Norm have flown to Jackson Hole, Wya., to spend several days horseback riding at Granite Ranch; to Blakely Island, Wash., for a long weekend; and were part of a party of eight in two planes on a fishing trip to Yellowstone.

The Lady Bugs honored Hialeah Reilich and Barbara Graber recently at a luncheon in Concord. The winners of 13th place in the Race, Hi and Barbara kept June and Jim Devine, Beth Hill, Ruth Wagner, LaRue Brown, Dorothy Williford and Florence Breen entranced with their experiences on their flight.

Gerry Mickelson, Jim Devine and the Browns were in FAT on July 4th to see the start of the Race from the ground. The "fortunate few" saw it all on radar, tracking from BFL to Avenal in a "Connie."

Darlene March and Carol Hammond were at FAT for the Powder Puff luncheon, going down in a C-206. Darlene went to Crescent City in the C-206 on July 5th, and returned in time to go to Napa for dinner with Marianne McDonald in her C-172. Darlene is being married to her very own pilot and navigator, Lt. Col. E. W. Gilmore (ret.) at 2 p.m. September 19th.

Marianne is now checked out in the C-210. For her first solo cross country flight, she took Darlene to Napa for dinner.

The last weekend in July the Devines took the Evans as guests in their P Model Bonanza to San Diego. They explored Mission Bay, a beautiful new recreation area where there is everything for families: boatings, fishing, golf, swimming; beautiful new motels, delicious food, delightful weather. Highly recommended for flying in to. (We used Lindbergh Field.) We were all treated to a demonstration ride in the new S Model Bonanza, with a three blade prop.

Jerry Mickelson attended the WASP reunion in Cincinnati, and was our representative at International Convention.

In August, Lillian and Dave Gray traveled in their C-182 to the Black Hills, S. D., to the Land of the Lakes, Wis.; St. Louis, Mo.; Dallas, Texas, and home to SAC.

Joyce, Hugh and Jeff Evans (C-182) just returned from Campbell River, B. C. They found the fishing very good—14 year old Jeff caught two Tyee Salmon, 47½ lbs. and 45 lbs.

The Merrills, Cleo, Chet, Curt and Craig, plan a flight to Jackson Hole, Wyo., this month for a week's vacation.

SAN DIEGO CHAPTER

By Stella Hardin

July meeting was held at the home of Martha Mullen, on Monday, July 20th. Guests present were Betty Wharton, Kitty Bacardo and Rose Di Girolamo, Terry's sister from New York.

An accounting of the Truckee-Tahoe race was given. Every one agreed it had been hard work but a real fun race, well worth the effort. Chairman Ruby read a letter from Fran Gustavson inviting us to co-host a San Diego-Fallon, Nev., Fun Race next May. Excitement ran wild and plans are rapidly forming for next year's race.

Elsie Watson and Mirian Jepsen recounted their experiences in the 1964

AWTAR. Members present at Fresno Race Start were Gertrude Lockwood, Terry Vasques, Ruby Keaveny and Gerry Vickers. Elsie Watson, Mirian Jepsen and Stella attended the 99 Day at the New York World's Fair.

Ruby and 49½er Jack flew to Medford, Ore., for a two day rest after the Truckee-Tahoe Race. Terry earned a commercial rating in June. Ruth Ebey is flying regularly every weekend. Margaret Moody and family are on a flying trip through the Western states. Helen Dick rode the winds of Owens Valley recently, on a flight of more than 250 miles, starting and ending at Inyokern. The records of the flight have been sent to NAA for approval as a woman's soaring record for goal-and-return distances in a sailplane.

Stella and family toured the country for three weeks via auto, visiting friends, relatives and the N. Y. World's Fair. It was my pleasure to attend the Award's Banquet in Atlantic City and to meet Joan Merriam, Captain Kim (Korea), and Anesia Machado of Brazil. On our return journey, we stopped at the Stapleton Airport in Denver, where during WW II, I had been active with the Civil Air Patrol. I spoke to several people trying to recall incidents and pilots I had known and not quite realizing the 20 years of progress and the fact that I was addressing a new generation until a very helpful young man said: "Say, there's an OLD TIMER who sometimes comes to the field on Sundays, who remembers the war . . ."

Which counter-balances the time I recently visited a new control tower at a local airport. I rang the bell for admittance, and a voice on the intercom, asked me what I wanted. In a meek, quiet voice I asked if I could come up and watch the planes, and was startled to hear—"how old are you?"

SAN FERNANDO VALLEY CHAPTER

By Trixie-Ann Schubert

We witches with wings took our brooms to Van Nuys airport this month and swept white lime into the letters VAN NUYS so that all of you wanting to visit us can identify more easily. The airmarking project is on the old east-west runway. Kudos to our new 99 Marilyn Arnold and Erlene Peebles who got their private tickets this June. They'll be pinned pronto.

Watch for Jeanine and Pete Ceccio's PIC, the Pilot's Information Center

manual just published and giving you the following information for over two hundred airports: dealers on the field, gas and types of credit cards, repair service hours, radio service hours, tie-down or hangar rates, weather service, additional service, restaurant or snack bar facilities, auto rental, other transportation, entertainment, overnight facilities, you name. A boon to private flying and we're happy it's the project of one of our own illustrious Ninety-Nines. Mary Kemper flew the KMPC Air Watch, and flew to Carmel, the Grand Canyon, and many local flights.

Laura Cangiano sandwiches her study from an MA along with flying; she checked out in Sky Roamers planes at Burbank, sold her interest in a Bonanza, and is enroute to New York with 49½er in a Debonair.

At our Agua Dulce fly-in, Jeanine won the prize for best spot landing and Florence Dittmar a prize for dropping the tennis ball closest to the target. Flo flew to Carmel too. Bette Malone flew to fishing lakes. As keeper of the chapter scrapbook she's kept busy pasteing in the incoming 99 publicity, generated largely by dynamo Mary Kemper who promotes the Skyways Flyaways but doesn't miss an opportunity to ring in the 99's on publicity wherever possible.

Mary Johnson took her children flying to Oxnard and Fox; Millie OW staked out a runway at Trinity Center, flew a Debonair to Bishop, brought Mooney Mite owner Evelyn Bernard to the meeting.

Four members, Lois Miles, Audrey Schutte, Jan Hardin and Trixie flew the first Truckee Air Race to Lake Tahoe and credit the San Diego Chapter and the Howard Fishers with a well planned and executed project which we hope was the forerunner of more to come. Jan proved that the Fornair (Ercoupe) can scoot along adequately at 16,000 feet. Florence Dittmar and Mary Kemper were at Tahoe also on the Skyways Flyaway. Wm. Piper Sr. talked.

The same plus Ellen Trindle, will be our chapter participants in the Powder Puff Derby. "Never say die" doesn't sound so corny when at the 11th hour a sponsor comes through. Mine did, the newly incorporated Beach Air of Long Beach who said "Pick a plane and we'll provide it." Also picked Jan Hardin as copilot; she has the added talent of being an excellent seamstress and made our flying togs.

Lois is sponsored by Valley Pilots and Mirk Construction Co. Florence

and Mary by Skyways and Miss Pat Fashions. Audrey and Ellen by Studio Girl.

Lois Mauer flew to Lake Mead to fish, landed at Overton. Libby Svenson has been local flying. Catherine Black flew to Bishop, learned that Long Valley has plans for an air strip, flew to Parker Dam. She was pinned as a new member. Audrey Schutte got a trophy at that Agua Dulce fly-in—seems it's engraved "world's greatest aerial bomber."

Ellen Trindle flew to Santa Barbara and Kansas City. Jan Wood was in Honolulu and rented a 172 to fly around the island. Liz Crowley flew to Palm Springs, has been flying the Comanche.

Shirley Thom, busy as ever with politics, has been flying locally. Several chapter members heard Joan Merriam speak at the Long Beach banquet in her honor, and again at the Elks Club where Los Angeles city officials gave her a standing ovation as the first woman around the center of the world. She has an exciting story and tells it well, and the pix which she took time to get at each stop, particularly those involving Amelia Earhart's well wishers, her mechanics, etc., are fascinating.

Lola Ricci took some unpopular "candid" shots of the lime-spattered, windblown crew at the airmarking project. With her photography, most of which IS popular, her editing of Aux Tank, and Sky Roamer flying her spare time is nil. Chapter members in Los Angeles July 13th will attend a pot luck evening party at Minnie Morgan's home.

And now, for father's day I'm sending Dell (teaching summer school at University of Colorado), the three kids, the dog, and the turtle. THEN I can fly the Powder Puff.

Another Powder Puff Derby, this one plagued with more mishaps than usual, is relegated to history. Seven of SFV Chapter members flew. Audry Schutte and Ellen Trindle were down in bad weather but Audrey radioed her position so accurately that help arrived in minutes and there were no serious injuries. The girls made many new converts to Studio Girl Cosmetics, their sponsors, this trip. Lois Miles, solo, had to circumnavigate weather. Trixie-Ann Schubert and Jan Hardin did the same, changed a plus to a minus score fast when landing to refuel at non-designated stop. For all practical purposes the race was over for us but we flew 8th over the finish line anyway.

Beach Air, Inc. of Long Beach wired us to bring back another plane. So Trixi soloed the Skylane back to West Coast and Jan picked up a Cessna 150 and soloed it back. Best scores of our chapter were Florence Dittmar and Mary Kemper, flying a 172, who placed a neat 15th. Both stayed on for a Van Nuys Skyways Worlds Fair Flyaway. Florence plans a flight later this summer to Tennessee. Scouting the '65 Powder Puff already? Pert, pretty 99 secretary Carol Craig kept "open house" at Will Rogers Field, Oklahoma City, International 99 Headquarters, for those of us RONING there.

Hospitality, per usual, was grandiose along the route (Cape Girardeau, we understand, established itself as the greatest weathered-in spot for all time). Never has a start been better organized than Fresno's with Dorothy Kent and her wonderful 99's officiating with a superb transportation performance by the CAP. The terminus with Irene Keith heading a crew of gracious gals also overdid the norm to make the '64 Derby a memorable one from Jan Morris' house party to the elaborate banquet provided by host-conscious convention city Atlantic City. World's Fair official General Potter presented a plaque to Joan Merriam Smith, Betty Miller, and other 99 representatives at All Women Pilots Day at the World's Fair. And so we put away the memories and start the promotion of sponsorship rolling again, for the NEXT Derby, thanks to the unstinting efforts of Kay Brick and her TAR board.

SAN GABRIEL VALLEY CHAPTER

By Sally Matson

Jane Lemar, leaving to live in Fairfax, Va., about August 23rd. She sure hates to leave!

Paula Adams back in the "fold" again after a year of living on Site Six on the Colorado River in Arizona.

Jane Haag flew to Albuquerque, N. M., a reunion with a high school classmate, Lucille Porter Smith and her family. Wonderful weather and a wonderful flight in our 182, think we'll keep it if our partner likes it as well. Other trips to Turlock and on a California state tour were wonderful!

June Denny and 49½er John and three children spent five weeks in June and July seeing historical sites, visiting relatives and enjoying showing our wide eyed youngsters this beautiful country from the Debonair. The places visited are so numerous, Carlsbad Caverns, New Mexico, Monkey Island,

Oklahoma, West Virginia, Washington, D. C., Williamsburg, Virginia, Philadelphia, Pa., New York and the fair, Boston, Mass., Fisher Island, Conn., Pittsburgh, Pa., and finally two days in lovely Yellowstone National Park. The children were good and interested travelers and the plane performed well, a marvelous trip.

Powder Puffers, Shirley Gilmore and Dorothy Geddes, still recovering from the race, it was wonderful, and both flew back in their respective family planes with 49½ers copilotting. Shirley went to the Boston area before returning and was pleased to meet New England Section Governor Lois Dobbie Auchterlouwie, through a mutual friend.

Polly Stoehr off to Miami to Flying Farmer International, 49½er Fred journeying her there during confab.

Welcomed a new member, Pat Inwood, to our fold. So happy to have her.

SAN JOAQUIN VALLEY CHAPTER

By Jean Murray

The San Joaquin Valley Chapter of the Ninety-Nines and their guests met for luncheon in the new Metropolitan Room, Stockton Metropolitan Airport, hosted by Viola Labrucherie and Jean Skinner. After the luncheon the group adjourned to hold their business meeting. Members received their new identification pins and after the meeting toured the new terminal building, weather and flight service facilities. The building was recently dedicated. Members flying in were LaVerne Gudge, Terri Holm from Merced; Marie McDowell and Dorothy Koebel from Gustine. Our new member, Martha Graham flew over from Antioch.

We welcomed new members LaVerne Burgess and Dortha Bridgeford of Stockton. Members Viola LaBrucherie and Jean Murray told how they had flown down to Fresno and enjoyed the take-off of the Powder Puff Derby. Also helping at the take-off were Marie McDowell and LaVerne Gudge, Terri Holm performed as a wing walker in the Gold Coast Air Show as part of the Powder Puff take-off festivities.

We were fortunate to entertain a guest 99, Alice Kudrna, from Chicago Area Chapter, who is on a cross country flying vacation. She told us how her chapter has an award system, giving points to members for any activities pertaining or promoting interest in aviation, visiting other chapters, conducting tours to airport facilities, etc.

We had 99 percent attendance at our



Pictured here are members of the Utah Chapter who flew to Richfield in southern Utah to Air Mark. Block letters 50 feet high spelling "Richfield" were painted on the runway. With the cooperation of the State Road Department, airport manager, and Harlen Bement, State Aeronautics Director (who took this picture) they were finished at 10 a.m. Right to left, Loretta Gabrielson, Virginia Reidel, Alberta Nicholson, Jessie Carter, Lucile Christopherson, Kay Coleman, Nancy Reuling, Pat Panos, Marj Mackey, Linda Lauder, Bonnie York, Maxine Nielson, Ruth Walker, Nicki Harding, Lois Fredrickson, Kay Beer.

meeting this time, one member was on vacation. Chairman Margaret Andrews reported our next meeting would be held at Jean Murray's, Stockton. Membership chairman, Laura Mae Crawford, reported we have three recent new members and two more who we hope will join. Ev Hendley reports Walt still recovering slowly but steadily. We were glad to have Billie Wyatt attend, we miss her when she is working. Door prizes donated by our hostesses were won by Billie and Laura Mae. Billie donated hers to our guest from Chicago so she could have something to remember us.

Many of us are hoping to attend the fall sectional at Hobergs. Hope to see some of you there!

UTAH CHAPTER

By Sally Wells

Our June meeting was a fly-in to Ogden with Maurine Shurtleff as our hostess. Those attending were Louise Morrison, Marg Mackey, Pat Panos, Alberta Nicholson, Virginia Riedel,

Eunice Naylor, Lucile Christopherson, Loretta Gabrielson, Ruth Walker, and Lyle Beckstrand. Maurine lives on a 7-acre estate, complete with horses, cows, dogs, cats, rare birds and a de-fanged bobcat. Maurine is much too modest, in addition to being an expert pilot, she is an RN specialist in surgery, an accomplished musician, and mother of 5 lively children. Until she showed us the trophy, none of us knew that she had won the annual Max Conrad Air Race at Elko, Nev., in 1963 as having demonstrated the best performance by a woman pilot.

Eunice Naylor participated as debriefing officer in the Utah Wing CAP Sarcap. Virginia Riedel and Maxine Nielson flew to Fallon, Nev., for their fly-in and Virginia has also flown to Rock Springs, Wyo., a couple of times. She has been getting some time in a 205 and also helping to sand the CAP Navion.

Marg Mackey and her family flew in their Travelair to the New York World's Fair and she also flew to Boise,

Idaho for a weekend. Louise Anderson and her husband flew to Nogales, Ariz., for the weekend and then to Ennis, Mont., to fish. Flossie Mae Nipko spent the week in Jackson Hole, Wyo.

Alberta Nicholson has been doing some local flying and studying for the instrument written. Louise Morrison has been doing quite a bit of local flying and also studying for the commercial written.

Sally Wells flew to Carlsbad, N. M., for a visit and to pick up vacationing children. Also has been flying some charter for husband. Several short charters and one to Sacramento, Calif. Lois Fredricks flew to Illinois recently for two weeks and had a delay on the way home due to weather in Cheyenne. She also flew to Las Vegas for the weekend.

June Raybould flew into the primitive area of Idaho for some fishing but the rain changed her plans. Loretta Gabrielson and husband flew to Jackpot, Nev. (they say they only lost \$4). Seems they spent most of the time in

the pool and hunting for someone to fuel the plane. Then they flew to West Yellowstone and had a wonderful time. That night they spent through the big riot there and knew nothing of it until morning.

Lyle Beckstrand and family flew to New York to the Fair then flew down the New Jersey coast to Wildwood and spent three marvelous days just loafing in the sun. She met a few 99's on the trip, Wilhelmina Hanzlek, who works at Flushing Airport in N. Y. And Tannie Schlundt and her "crew" in Indianapolis where she stopped for gas and lunch. They were having an air show and the 99's had a food and drink bar. She has also passed her instrument written.

Nancy Reuling and Lyle Beckstrand flew to Price. Then Nancy flew to Jackson Hole, Wyo., for a weekend and camped out with her family. She and her family camp out some place almost every weekend. Most recently, five days in the isolated Navajo Mt. area in southern Utah. Seems Nancy is trying to check out in everything. The latest is the Super Cub. She also passed her instrument written.

A recent and most welcome guest and visitor to Salt Lake City was Helen Stoddard from Alaska. Many of us came to know and love her when she was hospitalized here after a "creck-up" near Ely, Nev. While Helen was in Salt Lake she was entertained at dinner by Alberta Nicholson.

Our July meeting was a fly-in to Richfield for air marking. Alberta Nicholson was hostess, and the girls were met by Airport Manager Reed Madsen and the city officials, with a hot breakfast. Guests included Harlon Bement, State Aeronautics Director, and Lane Ronnow, from the TV station. They gave us a very good TV short seen all over the state. Members for the meeting were Alberta Nicholson, Loretta Gabrielson, Virginia Riedel, Jessie Carter, Lucile Christopherson, Nancy Reuling, Pat Panos, Marg Mackey, Maxine Nielson, Ruth Walker, Bonnie York and Louise Anderson. Our next meetnig will be at the home of Eunice Naylor.

99 MEMBERSHIP LIST

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AUGUST, 1964
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