

OCTOBER, 1964

# *Ninety-Nine News*





OCTOBER, 1964

Official Publication of  
THE NINETY - NINES, Inc.  
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No November Newsletter—  
Send News For December  
Issue By November 20.

# President's Column

We Ninety-Nines have been blessed with a heritage of members who dared to dream above and beyond the confines of the standard operating procedure, a heritage of vision to enable us to see the vast SCOPE of what can be done, with just a little more effort.

Our organization was invisioned by a woman who dared to dream and saw a future for a group of women pilots banded together with a purpose. Many must have questioned her dream. The future of women in aviation was uncertain, but she set her objectives and worked to attain them. Some might feel she failed to accomplish her dream because of the 117 then licensed women pilots, only 99 responded. But without her dream and her efforts to achieve it, none would have responded and none of us today would be Ninety-Nines.

As more women became licensed pilots, someone visioned chapters of Ninety-Nines throughout the United States. This vision may have been met with skepticism, for it probably included having every licensed woman pilot a member of the Ninety-Nines and having a chapter in every city of the United State. Some might think this failed. Not every woman pilot is a Ninety-Nine, and there is not a chapter in every city, but without this vision and the work and effort to make it come true, it is unlikely that even the original chapter would remain today.

Someone conceived the idea of Ninety-Nines as an international organization. To many this may have seemed fantastic, for it probably encompassed having members, chapters and sections in every country in the entire world. Critics might say we fell far short of the goal, but without the idea, the effort and the work expended, the international aspect of our organization would not have been achieved. The reward of the efforts and work is reflected in the number of members-

at-large in the Ninety-Nines today.

Our heritage can be strengthened and intensified for those who will follow if we too dare to dream, and work to make those dreams come true. Even the newest Ninety-Nine can have a part in this, for it is only with the help of every member the full potential of Ninety-Nines can be achieved. If every member refuses to consider herself ONLY a member, without responsibilities, and instead, aspires to vision the vast SCOPE of what can be accomplished for Ninety-Nines; if every chapter, section and international committee chairman and committee member refuses to consider herself ONLY a chairman or a committee member, whose function is confined to do the 1,2,3's of standard operating procedures, but instead, realizes the limitless SCOPE of what can be done; if every chapter, section and international officer will refuse to consider herself ONLY an officer, bound by the procedure of her predecessors, but instead, assumes the responsibility of our heritage, to see the infinite SCOPE of dreams brought to fruition through work and effort, then this will indeed be a Golden Year for Ninety-Nines.

Operation SCOPE is underway.  
S-C-O-P-E . . . Set Concrete Objectives  
. . . Pursue 'Em. From the oldest charter member to the newest Ninety-Nine, do we dare to dream of what might be? Do we dare not to?

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

## Coming Events

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

May 26, 27, 28, 1965: IAR. Impound Inspection May 24 and Awards Banquet May 29.

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.

## ATTENTION — All Reporters

Are You Active  
In Promoting Aviation  
In Your Community?



## Amelia Earhart Memorial Scholarship

By Deedo Heise, Trustee

**NOW IS THE TIME** to select your chapter candidate(s) for the 1965 scholarship. It takes time to fill in the applications, get a suitable picture, and accompanying letter of recommendation from your chapter chairman. Waiting till the last day or two prior to the deadline for submitting the names of your nominees to the Section Chairman will result in a hastily completing the applications and a hurriedly composed accompanying letter and may well result in omissions of data that are important.

The trustees have asked me to stress the importance of the letter from the chapter chairman which is written on the last page of the application as this is probably the most important factor in enabling the judges to reach a decision as to the winners.

Remember that there are three scholarships being offered this year, and the fact that you may have applied before and failed to be a winner is no deterrent to re-application. In fact, in looking through the records which I have received from Alice Hammond, I find that many of our scholarship winners have been candidates several years before finally being admitted to the "magic circle."

Remember also, that every First Day Cover we sell adds to the fund and that such contributions are tax deductible.

## NOTAMS

### ATTENTION

Next deadline for Newsletter copy will be November 20. There will be no October Newsletter due to printing and issuing the 1964-65 Roster.

### OPPORTUNITY

Josephine Richardson, Indiana Chapter, advises that the Lycoming Service School now includes women in their engine service classes. She, her 49½er and Irene Wirtschafter, Eastern Pennsylvania Chapter attended the school earlier this year and recommend it highly.

The course consists of engine theory, suspension, fuel, and ignition systems as well as operation and general maintenance. A tour of the factory supplements the classroom work to observe the engine components doing through various machining stages, assembly,

## THIRTY - FIVE YEARS AGO . . . .

### COPY OF LETTER SENT OUT BY AMELIA EARHART AND NEVA PARIS

November 16, 1929

Miss .....

Address .....

Dear Miss .....

A group of twenty-six women pilots met together at Curtiss field, Valley Stream, Long Island, November 2nd, to discuss the formation of a club. It was decided at the conference that the organizations would be neither strictly frivolous nor entirely serious, that the social side should be emphasized but that problems which arise in connection with women in aviation should also be discussed and acted upon. It was agreed that all licensed women pilots in good standing would be eligible to membership, and that letters be sent to the present Department of Commerce list, giving each the privilege of becoming a charter member.

The name of the club would be taken from the numbers who joined from this first invitation. There are at present one hundred seventeen active licenses. Therefore, if ninety-eight signed up, the name would be "Ninety-Eights." Further increase in membership would have no effect on changing the name.

The organization is to be very loose, possibly governed by a committee with a chairman. The committee members to be elected to represent the various sections of the country. The only purpose so far would be the tacit understanding that it is to interest women in aviation, and be a general clearing house of ideas. The club is entirely independent of any commercial organization, as its membership is composed of women employed by many different companies.

It was suggested that meetings be held simultaneously throughout the country, wherever there was a large enough group to do so. Thus, a pilot away from home might attend a meeting in some distant place, and exchange views and ideas with another group of women.

test cell operation, final engine trim and packaging.

Any Ninety-Nine interested in attending this service school can contact: Supervisor of Service Training, Lycoming Division, AVCO Corporation, Lycoming Service Hangar, Williamsport, Pennsylvania.

Dues were set at one dollar, payable now, with yearly dues to be determined later. For the time being it was decided to meet at each other's homes once a month. No decision as to emblem was made, although it was agreed a bracelet or ring would be selected. Neva Paris, Kenwood, Great Neck, New York, and Amelia Earhart, 959 Eighth Ave., New York City, volunteered to act as corresponding secretaries pro tem.

We believe that such an organization might become influential and powerful. We hope all licensed pilots will see its possibilities and join at once.

The next meeting is to be held at the home of Opal Kunz, 137 Riverside Dr., New York City, on December 14th, 1929, at 3:00 p.m. Please make an effort to be with us.

Sincerely,

Amelia Earhart and Neva Paris  
Corresponding Secretaries pro tem

## Powder Puff Derby

By ALICE HAMMOND, Secretary

The AWTAR wants to thank all you who sent in such a wonderful collection of clippings of the publicity covering the 1964 Race! The response has been more than gratifying, and we have one of our wonderful helpers working on the scrapbook to preserve them. She reports some "blanks" however — so will any of you who worked on the stops, and any contestants who have any extra publicity, please send them to AWTAR Headquarters at Teterboro Airport, Teterboro, New Jersey, now — to make this the most complete record ever! Thanks a million.

And now, get out your 1965 calendars and mark these red letter dates for the 1965 Powder Puff Derby: Entries open April 15 and must be postmarked no earlier than that date, close June 1 and postmarked no later than that date! Information kits will be available in February. Impound deadline will be 5:00 p.m. PST, June 29, El Cajon, Calif. Take-off will be the morning of July 3 and deadline to finish at Lovell Field, Chattanooga, is 12 noon EST, July 7th.

These are some 1964 Race programs available from AWTAR Headquarters for \$1 each including mailing costs, and these make wonderful material for contacting prospective sponsors!

## SPECIAL NOTICE

TO: Chapter Chairmen and Chapter Secretaries of the Ninety-Nines, Inc.

FROM: President, Ruth Deerman

### CHAPTER CALENDAR FOR 1964-1965

**IMPORTANT:** All News for the Ninety-Nine News must BE IN THE HANDS OF the editor, Dottie Young, by the 20th of each month.

**Publicize** all of your activities in every media possible—newspapers, TV, radio, magazines, etc.

**Send material** for the International Scrapbook to the Scrapbook Chairman, Charlotte Dodson, each month.

**September:** Send in renewals, deadline September 30th. Elect officers. Send list to headquarters for roster, deadline September 30th. Attend Section Meetings and urge all of your members to attend also.

**October:** Appoint committees. Have Committee Chairmen contact Section Chairman and International Chairmen of their committee for ideas to make their committee more effective. Committee Chairmen should also send their ideas and suggestions to the Section Chairman and International Chairman of their committee. Make your plans for your contribution to the Amelia Earhart Fund.

**November:** Discuss possible candidates for the Amelia Earhart Scholarship Award. Discuss possible changes in the Constitution and By-laws. Send these changes to the Resolutions Chairman, Pat Lambart. Plan interesting activities for your chapter.

**December:** Have your Christmas Parties. Have fun. Merry Christmas.

**January:** Applications for the Amelia Earhart Scholarship Award must be in the hands of your Section Scholarship Chairman by January 15th. Give considerable thought to the letter you write with the application you send in. This letter does much to influence the judges.

**February:** Discuss nominations for your International Officers. Plan more interesting activities for your chapter.

**March:** Nominations for International Officers must be in the hands of the Nominating Committee Chairman, Martha Ann Reading, by March 15th.

Recommendations or suggested changes to the Constitution and By-laws

## MEET YOUR 1964-1965 OFFICERS



**RUTH DEERMAN**  
President



**ALICE ROBERTS**  
Vice-President



**BETTY McNABB**  
Secretary



**ELIZABETH "SUSIE" SEWELL**  
Treasurer

must be in the hands of the Resolutions Chairman, Pat Lambart, by March 25th.

**April and May:** Section Meetings again. Urge all members to attend. Urge as many of your members as possible to enter the races that will be coming up. Ballots will be in the mail for your International Officers. Try to have 100% of your members return their ballots.

**June:** Send annual chapter reports to

your Section Governor. Appoint delegates for the Annual International Meeting. Send their names to the International Secretary, Betty McNabb.

**July:** AWTAR. International Convention in Chattonooga, Tennessee, July 8-9-10. I am looking forward to seeing each of you and your chapter members there.

**August:** Start your plans to make 1965-1966 another great year for Ninety-Nines.



# Ninety - Nine Committees for 1964 - 1965

## AIR AGE EDUCATION

Shirley Marshall, chairman, 4032 Calle Chica, Tucson, Ariz.

## AIR MARKING

Muriel Dykema, chairman, 4602 Sylvan Rd., Indianapolis 8, Ind.; Blanche Noyes, Chief Airmarking Staff, FAA, Washington 25, D.C.; Mildred Cassidy, 8990 Pickwick Dr., Indianapolis, Ind.

## AUDITING

Gene Nora Jesson, chairman, 741 Eastridge Dr., Wichita, Kans.; Marilyn Copeland, 1308 Kevin Rd., Wichita, Kans.; Garnett Hastings, 3064 W. Benjamin Dr., Wichita, Kans.

## BUDGET

Elizabeth Sewell, chairman, c/o Catlin Aviation Co., P.O. Box 82398, Oklahoma City, Okla.; Velma Woodward, 4301 Lincoln Blvd., Oklahoma City, Okla.; Ida Carter, 1515 NW 22, Oklahoma City, Okla.

## CONTEST

Frances Miller, chairman, 215 South Edisto Ave., Columbia, S.C.; Dorothy Ports, 4415 Tibbs, Shreveport, La.; Jean Hixson, 78 Westgay Dr., Apt. C, Akron, Ohio 44313.

## FLYING ACTIVITIES

Mary Ann Noah, chairman, 5714 Windsor Dr., Mission, Kans.; Sophia Payton, 3920 Moller Rd., Indianapolis, Ind.; Gini Richardson, 419 N. 49th St., Yakima, Wash.; Mary Kemper, 16226 Dickens St., Encino, Calif.; Gay Maher, Taunton Blvd., Lake Pine, R. D., Marlton, N.J.; Mary Aikins, RR No. 2, Derby, Kans.

## 49 1/2 ER RECORDS

Alleseba Thatcher, chairman, 502 N. Webster, Saginaw, Mich.

## HEADQUARTERS

Jane Abbott, chairman, 512 NW 2nd, Oklahoma City, Okla.; Rita Eaves, 3818 NW 36th, Oklahoma City, Okla.; Dorothy Young, 6512 NW 20th, Bethany, Oklahoma.

## HISTORIAN

Eleanor McCullough, 64 S. Clinton Ave., Apt. 4A, Bay Shore, L.I., N.Y.

## INCORPORATION RESIDENT

Barbara Bonnett, 714 West 34th, Wilmington 2, Del.

## MEMBERSHIP

Alberta Nicholson, chairman, 3450 Cleveland Circle, Salt Lake City, Utah.

## N.I.F.A. AWARD

Arlene Walkup, chairman, 2124 N. Washington, Stillwater, Okla.; Winifred Lovelace, 1001 S. Grand, Bozeman,

Mont.; Margaret Ringenburg, 9902 Hosler Rd., Grabill, Ind.

## NINETY-NINE NEWS EDITOR

Dorothy Young, 6512 NW 20th, Bethany, Okla.

## PARLIAMENTARIAN

Mary Ellen Russell, Sand Hill Farm, Peterborough, N.H.

## PUBLIC RELATIONS

Pat McEwen, chairman, 16206 East Central, Wichita, Kans.

## READ & APPROVE MINUTES

Dora Dougherty, chairman, 3616 Landy Lane, Ft. Worth 18, Tex.; Faith Richards, 7703 Caillet St., Dallas 9, Tex.; Pat Jetton, 2737 O'Bannon St., Dallas, Tex.

## RESOLUTIONS

Pat Lambert, chairman, 3114 Cheery Lynn Rd., Phoenix, Ariz.; Mary Jane McKillip, 5106 Greenway Dr., North Little Rock, Ark.; Sally LaForge, 3631 Barry Ave., Los Angeles 66, Calif.

## SCRAPBOOK

Charlotte Dodson, 9231 S.E. Tenino Ct., Portland, Ore.

## PROJECT MAP

Lois Auchterlonie, chairman, 26 Agawam Rd., West Acton, Mass.; Pat Gladney, 101 Higgins, Los Altos, Calif.; Sarah Gorelick, P.O. Box 214, 105 Ward Parkway, Apt. 2, Kansas City, Kans.

## AMELIA EARHART MEMORIAL

### SCHOLARSHIP COMMITTEE

Alice Hammond, permanent trustee, 1203 Gilbert Rd., Meadowbrook, Pa.; Broneta Evans, permanent trustee, Minco, Okla.; Eugenia "Deedo" Heise, chairman, 5019 N. Cumberland, Milwaukee, Wisc.; Ruth Rueckert, co-chairman, 2037 Rivera St., San Francisco, Calif.; Betty H. Gillies, treasurer, P.O. Box 625, Rancho Santa Fe, California.

## AMELIA EARHART COMMEMORATIVE STAMP COMMITTEE

Faye Gillis Wells, coordinator, Room 1211, 1725 K St., N.W., Washington, D.C.; Louise Smith, assistant, 421 Edgeale Dr., High Point, N.C.

## NOMINATING COMMITTEE

Martha Ann Reading, chairman, 2704 Milton, Dallas 5, Tex.; Louise Smith, 421 Edgedale Dr., High Point, N.C.; Ruth Wagner, 1950 Maple Glen Rd., Sacramento 25, Calif.; Elsie McBride, 5723 Warrington Ave., Philadelphia 43, Pa.; Minnie Boyd, RFD No. 1, Box 15, Pullman, Wash.

## Executive Committee Members



LYDIELLEN "LYGIE" HAGAN



DONNA T. MYERS



JOAN HRUBEC

# ? Deadwood Chapter

By JUANITA DOOGOOD

I do believe that the new blood is making itself felt in the Deadwood Chapter. At our last meeting EVERY member was there! We had our election of officers, or rather re-election, because the nominating committee suggested that all of the old officers be re-elected for a second term and we were.

At the meeting, the entire membership gave a rising vote of thanks to all of you chairmen who took the time and the trouble to advise us about your chapter's problems. Thank you.

We have two new members in our chapter, Minnie I. Diaz, and Rita Boutit. Both of them got their licenses over a year ago but just found out that we had a Ninety Nine Chapter in Deadwood. Minnie I. Diaz suggested that we appoint a publicity person to try to get some stories in the newspaper about our chapter to see if possibly there were other women pilots in Deadwood who would like to become Ninety Nines. Everyone thought it would be a fine idea so we have appointed Rita Boutit to be our Publicity Chairman.

We have been getting notices about the meeting of the Spineless Section. The members have been so impressed with how much I got from going to the International Convention that they began to read the Section Meeting notices with a lot more interest. Minnie I. Diaz asked why we couldn't organize a sort of Deadwood Flying Caravan to go to the section meeting and get husbands to go too. The more we talked about it, the more possible it became.

After much telephoning to husbands and to babysitters, and after much figuring about costs, we have a flying caravan of eight planes going to the sectional meeting. We plan to take off as a group and stay that way if possible. Some of the planes are faster than others but the fast ones have promised to throw in a 360 every now and then so we can all stay together because it will be lots more fun that way.

The one thing that bothers me is that someone, seeing eight planes flying as a group, might get the idea they're being invaded and start taking pot shots at us.

See you at the sectional.

Juanta Doogood

## TO ALL NINETY - NINES . . . . .

Dear Member:

I would like to extend a cordial invitation to all aviation enthusiasts to join me in a European "Fly-In" tour, in June 1965. The philosophy of the People to People program is the basis of this tour. We shall have the unique opportunity of meeting with European aviation people, inspecting Aerodrome facilities, and even experiencing "flying" in Europe. I have received personal invitations from these clubs who have graciously offered us their hospitality.

In addition we shall attend the closing ceremonies at the Paris Air Show which is recognized as one of the most important aeronautical events in the world. Participants from all over Europe will attend this show, and we shall have an additional opportunity of meeting with many of them.

Other features of this tour will include "hospitality" exchanges with the local club members in all cities on the itinerary. In Switzerland, the chairman of the Motorflug-Gruppe, Colonel Frei has offered to arrange glacier landings in the high Alps. In England, a visit will be made to the Biggins Hill Aerodrome, one of the most famous of the RAF stations during the "Battle of Britain".

A special note to non-flying spouses: We have included sight-seeing in each city, and can arrange additional trips for those more interested in "sights" than "flights" in Europe.

The attached itinerary is preliminary, as I am still making contacts and negotiating with various flying clubs in Europe. The approximate price from the West Coast is \$1,208.00, from the Midwest is \$1,021.00, and from the East Coast is \$953.00. This price includes the air fare (based on 21-day excursion fare), hotels (note: bath supplement \$1.00 per day), two meals a day, special luncheon or cocktail party with each aero club, sightseeing as shown, transfers from airport to hotels in Europe and a professional courier from European arrival to departure.

The definite price will be announced at a later date upon completion of arrangements with the European Aero Clubs.

El Cajon Valley, Calif. Chapter 99's  
Sincerely,  
Aileen Saunders,

### FLYING CLUB'S EUROPEAN TOUR 1965

Tuesday June 8 Leave home city by SAS DC-8 Jet Flight over the Polar Route or by local airline to New York to connect with SAS DC 8 Jet trans-atlantic flight.

Wednesday June 9 Arrive Copenhagen.

Thursday June 10 and Friday June 11 **Copenhagen.** During our stay in Copenhagen arrangements will be made for our visit with the Royal Danish Flying Club. There will also be a motor coach tour of the city viewing Tivoli Gardens, Rosenborg Palace, Nyboder built by King Christian IV over 300 years ago, the "Little Mermaid" and other points of interest.

Saturday June 11 Leave Copenhagen by SAS flight to Prestwick. Continue by our private motor coach to Edinburgh.

### HOTEL ASTORIA

### DENMARK

### HOTEL GEORGE

### SCOTLAND

Sunday June 13 **Edinburgh.** A trip by private motor coach to Perth to inspect the facilities of the Airworks Services Training and enjoy their hospitality.



Monday  
June 14

A motor coach tour of the city visiting the Castle, Palace of Holyroodhouse and the Royal Mile.

Leave Edinburgh by afternoon flight to London.

#### ENGLAND

#### HOTEL RUSSELL

Tuesday  
June 15  
thru  
Thursday  
June 17

**London.** Arrangements will be made to visit the Flair Avia Club located at Biggin Hill Aerodrome, southwest of London, to inspect their facilities and fly from this field, one of the most famous of the RAF stations during the "Battle of Britain". The club has graciously extended a luncheon invitation to our members.

There will be a tour of London via Hanover Square, Regent Street, the Old Bailey, Bow Church, and the Bank of England to the Tower of London where the Crown Jewels are on display. Return via London Bridge, St. Paul's Cathedral, Fleet St. and the Strand.

Friday  
June 18

Leave London by convenient flight to Paris.

#### FRANCE

#### HOTEL DE PARIS

Saturday  
June 19

**Paris.** The highlight of our tour will be the opportunity to visit the Paris Air Show, one of the great events in the aviation world.

There will be a sightseeing tour of the city including Sacre Coeur, Place Vendome, Elysee Palace, Arc de Triomphe, Eiffel Tower and the Quay d'Orsay.

Another tour will include the Louvre, Sainte Chapelle, the Sorbonne, Notre Dame and the Place de la Bastille.

Tuesday  
June 22

Leave Paris by morning flight to Zurich.

#### SWITZERLAND

#### HOTEL SAVOY

Wednesday  
June 23  
and  
Thursday  
June 24

**Zurich.** We have been invited by Colonel Frei, Chairman of the Motorfluggruppe Zurich to visit with them. Col. Frei is interested in preparing a program of participation for our members, including some glacier-landings in the High Alps.

There will be a motor coach drive to Lucerne along the shores of Lake Lucerne, and the foot of Mt. Rigi returning through the resorts of Weggis, Vitznau, Brunnen and the Sihl Valley.

Friday  
June 25

Leave Zurich by plane for Rome.

#### ITALY

#### HOTEL ATLANTICO

Saturday  
June 26  
and  
Sunday  
June 27

**Rome.** While in Rome arrangements are being made to visit with the members of the Italian Aero Club at their field.

We will have a motor coach tour of Rome beginning at Via Veneto to the Villa Borghese to visit the famed Gallery, the Terrace of the Pincio, Piazza del Popolo, Pantheon, Castle of St. Angelo and the Basilica of St. Peter in the Vatican.

Monday  
June 28

Leave Rome by SAS Caravelle Jet to Copenhagen, continuing either via the Polar Route of by way of New York and connecting flights to home city.

## Members-At-Large Column

#### ENGLAND

593 Park West  
London W. 2, England

Dear Ruth,

Thank you for your letter and the very welcome list of books.

By now you will know Betty Cones and I have got together. She is a delightful person. She has been successful in getting five of us to found the British Chapter of Ninety-Nines, and no doubt there will be more soon. The present five are very active in aviation over here, unlike the majority of our women.

Alas Alison King has resigned from the chairmanship of the British Women Pilots Association and Gilhan Mackay has taken over. I believe she will make an excellent committeewoman.

Last weekend was thrilled to find Jimmie Kolp and Tony Page visiting the Tiger Club. They are over here for Farnborough, and we are getting together this week.

Janet Ferguson (one of the five forming the chapter) and a 99 in her own right, has passed the flight instructor instrument rating, and is now instructing IFR at Elstree Aerodrome in Anson.

We are sending our joint dues via Betty Cones' U.S.A. bank account, as this seems simplest.

I am hoping to come over to the States around September 29 for about three weeks. The "Flying W Ranch" is taking me with them to AOPA's convention in Miami and then two days at another in Dakota. I suppose there is no hope that you are attending either? It would be wonderful to meet. I should have some more news then of our attempts to start the chapter. I am so happy to be coming back, and looking forward to seeing old friends. It would have been wonderful if I could have made the International Convention, but

### ATTENTION – All Reporters

Are You Active  
In Promoting Aviation  
In Your Community?

perhaps another year, or else one of the races.

Do hope we shall be able to meet.

Kind regards,  
Sincerely  
Shelia Scott

#### BRAZIL

##### Letter From Lindy Boyes

August, 1964

Itapermirim, Espirito Santo, Brasil—  
A change of residence marked the start of this month. Somewhat reluctantly, both Bob Backus and I moved from the Hotel Balneario in Marataises to private homes. Bob's is in the Vila; mine, in the Barra. We had enjoyed the independence of hotel living, rather more boarding house style, and the people. However, we felt we were not really a part of the general community, and that our work could be carried out better if we were more like local citizens and not transients in a hotel.

The Direitora (principal) of the Barra's Grupo Escolar had invited me to move into her home. I accepted the invitation and on August 1 moved my large assortment of bags and baggage to the home of Maria da Penha Soares. The household includes husband, Tomix (!); three little girls, Maryangela (4), Rosangela (6), Grace Mary (8); a "maid" who's more a family member, Joselina da Silva Porto (about 18 years old); Penha's sister, Teresa, who is also a "border" while attending the local teacher's normal school.

We have three bedrooms, one of which is mine alone. The other members of the household double and triple up. The crowded condition is alleviated some by the fact that Tomix is usually only home on weekends since his work in tax collecting business keeps him in the adjacent Municipio (county) of Presidente Kennedy during the week.

Tomix came home with a Model A Ford one Saturday. So we now have a family car, a "bonitinho carro." I told him they are all the rage in the USA and expensive as a result. The day after his arrival with the car, a dozen kids scrambled aboard, in and out of the rumble seat, and we drove to Marataises for an outing at the beach. It was a delightful cartoon scene.

The PCV Jeep, Bob's and mine, was loaned to the Volunteers in Santa Teresa for a month or so. Hence, we are dependent on the local bus for inter-city travel. Occasionally, we walk between the Vila and the Barra, a trek of 25 minutes, when the bus fails to

show or fails to keep its would-be schedule. Both failures are frequent.

There are two local buses. Only one operates at a time since one is always "in for repairs." They are both a miracle of moving parts. Everything that is joined to something else gives and takes when the bus is in motion. Local fare for the 4 miles between Marataises-Barra-Vila is Cr. 50, about 5 cents.

The weekend I moved into the Soares' home, I lost a tooth filling. This resulted in a trip to Vitoria where my "papai," Dr. Moacyr Lofego, performed the necessary repair work. However, this took four days to accomplish. I arrived late Monday afternoon. He worked on my tooth Tuesday and Wednesday afternoons. I took a Thursday afternoon bus for home. While in Vitoria I met by "brother" Anselmo who had just returned from his year in Washington, Ill., as an American Field Service exchange student. He seemed to be suffering from "culture shock" in reverse and confided to me that "my friends seem just the same, but I've changed and don't seem to fit." The change can be desirable depending on how he applies it to his future life.

The return trip was along the scenic coastal route from Vitoria via Guarapi and Anchieta. I'm still amazed at the type of road, country lanes, that the buses speed over routinely. I kept trying to imagine a Greyhound bus driver's reaction to such dirt roads. But I can't/couldn't.

Night descended not long after leaving Anchieta. As we headed south, still along the coast route, I wondered how we would arrive at Itapermirim. When we'd been to Anchieta by Jeep, we had had to go inland to the main road (Rio-Vitoria). Eventually, I discerned a few lights in the distance and thought it must be Vila. But as we drew nearer, I suddenly realized that we were headed for the thatched-hut fishing village on the north side of the river that separated us from the Barra. Sure enough, the bus stopped at the "end of the line." The few remaining passengers off-loaded and in absolute darkness — no one had a flashlight or lantern and the

bus driver was saving the headlights or battery of his vehicle — we felt our way across the sandy beach to a waiting rowboat. The rowboat was beached which meant we had slightly damp feet by the time we loaded into it.

The lone oarsman maneuvered us across the river mouth. Fortunately, the night was pleasant under a moonless but star-filled sky. The dipping of the oars and the subdued — for some unknown reason — voices of the small boat's occupants were about the only sounds. On the south side of the river we were landed on an abandoned concrete piling, still in darkness. We left our way gingerly along a ledge to "terra firma," although without light it still didn't seem so "firma". However, we all managed to survive the passage and it cost only an additional Cr. 30 for the experience.

English classes resumed at the Ginasio (high school) with Bob and me exchanging classes. I took over his 4th Serie, and he took my 3rd Serie. The numbers are virtually meaningless, since the students apparently learned nothing in their 1st and 2nd Series.

I returned to my Shell Game activities and was informed that our entire stock had been bought up so that our total take was Cr. 10,000 — even more encouraging for our summer sales prospects at Marataises.

The "Card Game" (greeting cards) is getting under way to benefit the Barra's Grupo Escolar merenda fund. To date we've been experimenting with a makeshift silk screen — unsuccessfully, since no one's had experience with this duplicating method. We may end with a simple stencil technique. We've also tried mounting pressed flowers, and idea suggested from home (California, that is). This has proved simple and effective.

I received notice from the Cachoeiro Post Office that a package from New York awaited me. For some reason the Brazilian postal system hasn't figured a way to deliver parcels to the "out-lying" post offices. In order for me to collect the package, I had to go to Cachoeiro (bus fare: Cr. 1,000) and pay an impost, a tax, of Cr. 70, and the package was mine. To us practical-minded "norteamericanos" it would seem that the local post offices, no matter how small, could collect Cr. 70 and transmit the sum to the proper authorities.

As it turned out, it was a lucky thing

**No November Newsletter—  
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I went to Cachoeiro. While I was killing two hours waiting for the impost window to open at 11:30 a.m., I ran into PCV's Jim and Nancy Zeno who were accompanied by visiting PCV Joy Teeters (San Jose, Calif.) from Rio. Joy was in Cachoeiro as instructor for the Laubach Literacy Course. It had previously indicated my interest in completing this training and somehow had missed being notified that Joy would be on hand.

Theoretically, it was a two-day refresher course, but I crammed it into four hours with Joy's encouragement and cooperation. I am now officially (theoretically) prepared to teach adult illiterates to read and write through the Laubach simplified system.

Miscellany — the omni-present thermos of coffee in homes — the accent on garlic in cooking — "livestock" in the house: a Pekingese dog, mice, lizards, tiny frogs, a type of wasp, termites, flies, spiders, ants, etc., not all visible at the same time!

#### MEMBERS - AT - LARGE

EDITOR'S NOTE: Hope all Members-at-Large will contribute regularly — your letters are enjoyed and appreciated.

### Call To All Scrapbook Chairmen:

A new year, a new Scrapbook with oodles of BLANK pages. Please do not allow them to remain blank for long.

Have your members take a pair of scissors and "dub" them "Clippers Ninety-Nine." Keep the Clippers near at hand and as they read their newspapers, magazines or any publication be on the alert for Scrapbook material re: Ninety Nines activities. — Clip the articles IMMEDIATELY—they can finish reading it after they have clipped it.

Next step—three copies are needed—one for your chapter scrapbook, one for your Section and MOST important one for your International Scrapbook.

When sending in your material give the source, ie; newspaper, magazine, etc., and the date.

The fiscal year is from Sept. 1 to Sept. 1, so start (last month) clipping and mailing. Keep "Clipper" busy and let us all see how newsworthy you Ninety-Nines can be. Don't save them, send them to Charlotte Dodson, National Scrapbook Chairman, 9231 S. E. Tenino Court, Portland, Oregon 97266.



**WOMAN OF THE YEAR** in Aviation trophy is presented Shirley Mahn of Whitefield, N.H., left, by Mary Ellen "Pat" Russell of Peterborough, N.H., newly installed governor of the New England Section. Shirley, who is co-manager of Whitefield Airport with her husband Dick, was credited with finding four Syracuse University students missing for several days in the rugged Presidential Range of the White Mountains last February.

## SECTION COLUMN

### NEW ENGLAND SECTION

By Alma Gallagher

The New England Section joined Aviation Association of New Hampshire at a weekend fly-in at Twin Mountain, N. H., Sept. 18-20.

Peggy Davidson, chairman of the Connecticut Chapter, and Elaine McCabe of the Connecticut Chapter were first arrivals, and Peggy represented Ninety-Nines at the association's opening dinner.

Saturday morning more Ninety-Nines began to appear with clear skies and beautiful autumn foliage. In all eight plans landed at Whitefield airport and

the new strip at Twin Mountain for the fall section meeting Saturday noon.

Retiring Governor Lois Auchterlonie announced the results of the election by ballot in early August: Pat Russell, Peterborough, N. H., governor; Alma Gallagher, Laconia, N. H., vice governor; Janet Bolles, Rockland, Mass., secretary; and Isabel Blodget, Cambridge, Mass., treasurer.

Lois was presented an engraved silver cigarette box for her living room in appreciation for her service to Ninety-Nines.

The Connecticut Chapter made a bid for spring sectional.

Highlight of the Saturday evening banquet at which Ninety-Nines and three 49½ers joined the Aviation Association was recognition of Shirley Mahn by the association for giving wings to the state's "North Country" and the presentation of the Woman of the Year in Aviation award by the New England Section.

Since Shirley and Dick Mahn took over management of the Whitefield Airport nine years ago she has taught over 60 people to fly. Last February flying a forest ranger in the search for four missing university students, Shirley was the one who spotted them on the side of a mountain.

The Ninety-Nine trophy and the plaque giving her honorary life membership in aviation association both

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came as a complete surprise to Shirley.

At a meeting of the Northern Chapter shortly before the banquet Shirley was elected chairman. Vice chairman is Beverly Shores of Laconia, N. H., and secretary-treasurer, Kay Gagnon of Nashua, N. H.

#### SOUTHEAST SECTION

By Betty W. McNabb

It was Alabama's turn to hold the Southeast Section fall meeting, and they really did it up brown. First was the selection of the fabled Grand Hotel at Fair Hope on the eastern shore of Mobile Bay. This is a fabulous spot, nestled in the creole country of the deep south, its magnolias, dogwoods, azaleas, tremendous mossy oaks and velvet lawns presenting year-round beauty. If we sound like the Chamber of Commerce, we feel like it. The Grand Hotel really does have everything — active sports, a marvelous golf course, a beautiful three-winged hotel, right on Point Clear, an enormous pool, delicious meals — and delightful personnel. The present hotel with its pleasant cottage complement is the third "Grand Hotel" to grace the sandy beaches and forested glens just south of the town of Fairhope.

Under Alabama's terrific airport program ("an airport every 20 miles") Fairhope has just opened a 3200 foot hard-surfaced strip with many facilities and another batch of pleasant people. In fact, we were all delighted with everything.

Except the weather. Those of us who made it enjoyed beautiful weather at destination, but Tennessee, the Carolinas, Florida, and some of the outlying areas of the other states, just didn't get there. (Memphis made it—the other end of the state couldn't.)

The business meeting was held Saturday afternoon and in the evening there was a hospitality hour in the Sky Lounge, well-named we thought, and a very enjoyable banquet. There were numbers of favors for everyone, and several exciting door prizes.

We sailed, golfed, swam, bicycled, sunned, strolled, and just enjoyed a wonderful weekend. New section officers are Virginia Britt (Florida) governor; Martha Tobey (Memphis) vice governor; and Jean Harley (Carolinas) secretary-treasurer. We are already planning for terminus and convention, as Ohio gave us something to live up to for sure.

## How Could We Be So Lucky!

We both commented later that it was surprising that they kissed us good-bye! . . . Those two handsome, kind, sweet, considerate men standing by the "170" . . . one at the left taking pictures, the other on the right handing us a bag of delicious sandwiches. — How could we be so lucky???

Anyway our dreams were about to come true . . . Actually it began as a "rescue operation". A co-operative owner of our "170" was flying his son to the tip of Baja, California, for a Marlin Fishing week. That same week I had planned to fly the "170" in a women's air race from San Diego to Truckee-Tahoe . . . when the discussion was over we realized it **was** his week for the "170" so if I was going to do any flying that week-end it would have to be on an emergency or rescue mission. The latter thought mulling in the mind of our Baja Venturing friend gave him a marvelous idea, and the more the other gal and I thought about the whole thing (the other gal being one of the five pilot-owners of the "170" comprised of 2 couples and a single fella) we began to joke about the rescue mission coming up in the near future. At least our husbands thought we were joking and our employers thought so too. Then our friend called to say he'd found a "172" for he and his son to fly that weekend but since it was now too late for me to enter the race if the other gal and I would take the "170" down to the TIP he'd take us Marlin Fishing. All we needed to do was think up an emergency, in order to get time off from work and extra money from papa.

It was Thursday afternoon, 1 p.m., and there we were in the "170" with our bathing suits, "chemistry sets", sleeping bags, party dresses, cameras, etc. . . . our Bosses and families sufficiently dazed by two whirlwinds on their way to Baja that they forgot to inquire as to the emergency. We were happy about that, we hadn't thought of one yet!

As we throbbed our way off beautifully wide and spacious, paved, Orange County Airport we headed North . . . NORTH???? . . . at the last moment a stranded stunt pilot for the local air museum needed a lift to Ontario airport so we crammed him into the back seat, only delaying ourselves by about 35 minutes. Finally we lifted off

Ontario Airport, climbed up over the brown smoggy haze, out over the desert and Salton Sea then down at Mexicali where we checked through customs. Then we were climbing to 7500 feet, the Mar de Cortez in view, heading for Bahia de Los Angeles, the desert-like rugged wilderness on one side and the blue gulf of California on the other. One thing on which we prided ourselves was our careful planning . . . so where were our plotters and computers that we were never without, even when just practicing touch'n'gos back at home base???? They were **back** at home base. We **had** taped WAC charts together and penciled in our course but for time, distance, fuel consumption ground speed we devised an ingenious method and managed quite accurately. (pencil & paper)

The most fun about this whole "rescue mission" (we did work in a sort of rescue just to make the whole trip legal) was the fact that we alternated legs . . . where she landed I took off and flew that leg, then where I landed she took over and flew the next leg. **This way** we each were able to land and take off from all the interesting stops in Baja.

At Bahia de Los Angeles we were almost too late for dinner. Mama Diaz had the dining room full and we tactfully requested leftovers which she gratifyingly offered — if there were any. After the second room-full had their fill we were invited into the dining room and devoured most happily of the "leftovers", a huge platter of broiled lobster, fresh steaming tortillas, deliciously seasoned vegetables and frijoles. After stuffing ourselves we tackled the next problem — sleeping quarters — there weren't any. No reservations here, its on a first-come-first-serve basis ??? so we had brought our sleeping bags and said we'd be happy with the beach but our host wouldn't hear of it! He sent us out to his 65 foot fishing boat where we found much adequate clean deck space top-side for our sleeping bags and enjoyed one of the most beautiful nights you could imagine. The air was soft and warm, the phosphorescence in the water was unbelievable. The foam at the bow and in the wake of the outboard that took us to our floating lodge glowed so brightly that you could indeed hear by the light, and the fish left glitter-



ing, glowing trails as they shot in all directions ahead of the boat. All night long the fish jumped in the bay leaving those gorgeous pools glowing in the brilliant moonlight. The moon went down then the milkyway filled the sky . . . the thought of sleeping and missing such a wondrous show never entered my mind. The sunrise was fantastic and the Mexican fishermen "woke" us at 5 a.m. with their portable radio playing lively Mexican music so we had coffee, paid our host Antero, "Adios" and made our next stop Mulege — Serendad airport . . . another beautiful thrilling crosswind landing.

After Mulege, which is a beautiful tropical village nestled in a valley near the mouth of a river, came La Paz airport where we found all the officials and tower operators very cooperative but they too wanted to know "Where is the pilot?" "You two all by yourselves?!" The tower operator, however, was not happy, we found, until we used the word "Roger". Neither she or I are in the habit of using that term which is so dear to many, but the tower operator at La Paz ended one transmission, "Roger?? OK?? Roger???" so we said "Roger" and everybody was pleased.

At La Paz we enjoyed lunch on the outdoor terrace of the Hotel Perle, gigantic shrimp cocktail and platters of enchiladas, walked all around looking for the shops we had heard about, bought film, took a taxi tour of the city and suburbs, back to the airport and off for our destination, Buena Vista, which is 35 minutes by air or 3 hours by car, south of La Paz. It's a tropical dream for fishermen and the interesting runway takes off at the beach and goes right up the side of the mountain in a slight roller-coaster fashion. Landing is fun but Take-off is "funner." Col. Walters charmingly greeted us with "what reservations!!!!?" "We don't have any reservations for two girl type pilots!" Well, he gave himself away because we hadn't told him we were girl type pilots so we went along with the joke, were finally settled in our room and off for a swim in the warm, crystal clear ocean.

Our friends in the "172" landed at

Bahia Palmas which is two miles by desert sand-rut road and battered taxi from our bit of paradise. Their runway is level and parallels the beach.

The next day we spent Marlin Fishing and watched the big ones leaping and dancing on their tails in all directions except the one in which we were heading. We hooked one! the boat's motor stalled, the line snarled and the lovely fish sailed away to be someone else's prize. But the day was absolutely beautiful for me — I've always watched pictures of other people marlin fishing and now it was me having all the fun. We were the only ones to come back to the beach without a marlin flag flying but we couldn't have cared less.

Another delicious swim in the 72° ocean and off to our cabana to shower and dress for dinner, but at 6 p.m. came a knock on the door . . . the two very handsome pilots of an impressive Aero Commander, which was grounded at Buena Vista due to a broken hydraulic fluid line wanted to know if our offer, which we had made the day before, was still good . . . that is, would we fly them to La Paz to pick up the hydraulic fluid and parts needed to make the necessary repairs on their plane. They had ordered the parts four days before but the air taxi came each day with more people and luggage but nothing for them, and they were getting anxious. So here we were with an "emergency" finally and we gladly took part in the "rescue" mission. The two fellows were astounded at how 'uncluttered' our panel looked . . . where is the manifold pressure gauge . . . no automatic pilot, no ADF, only one omni, . . . only a super homer . . . until then we thought our panel looked pretty good. Anyway time passed, sunset was at 7:02 p.m. and when we landed at La Paz the officials hurried with our papers and flight plan, the fellows got the repair items aboard the "170", we gassed up but the guards wanted us to stay on the ground because we would be getting back after sunset. However, we explained we'd have some rather irate wives to deal with if we didn't get the men and their needed supplies back to Buena Vista before dark so we kept talking and they let us take off. Needless to say, it was my turn to be chief pilot and an uphill dirt runway in the shadow of the mountain at dusk is a beautiful sight. We blipped the engine over Bahia Palmas

because we had been invited for dinner there and hoped they hadn't forgot us. As it turned out they not only hadn't forgot us but some were nice enough to worry about us and cheered as we passed over. (I did notice everyone was in the dining room eating when we finally arrived!)

The next morning we realized our dream and visited the southernmost top of Baja, landed at Cabo San Lucas, took many pictures of the colorful terraces, pools, stone art work and patios, then off again for Buena Vista where at 10:30 a.m. we climbed back into the "170" and headed home . . . well almost. For once we were both so elated with the events crowded into our short vacation and sights we had seen and people we had met and after all, we had made three trips over the mountains into La Paz . . . who needs to chart a course? . . . twenty minutes later La Paz was in sight hazily and we headed to the bay, cutting around the mountain to make time up the coast, keeping the sea on our right, when we discovered an emergency landing strip that wasn't on our chart, happily, with the additional strip marked on our chart we both decided to check out the little ole' compass . . . SOUTH?!! SOUTH?!! Well we unconsciously had a strong desire to return to Cabo San Lucas, I guess, but we fought the urge, headed back to the gulf, and kept the nose exactly on course the rest of the day, arriving back at Orange County airport at 9:20 p.m. Whereupon those aforementioned, handsome, darling men took us out to a steak dinner . . . which is very remarkable when you consider that her husband had four children and mine three to keep track of over the long Fathers Day weekend . . . How lucky could we, Chris Hoffman and Thon Abbott, be!

By Thon Abbott.

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## WESTERN NEW YORK CHAPTER

By Jean Mutchler

A clear September sky smiled at the picnicking 99's and 49½'s on Kohler's lawn. The 707 (like the big-city people see) fly-over was thought to be our hostess' finishing touch and was appropriate punctuation to the talk of races and conventions. Joan Prehn's and Rosalie Tygert's pictures of this year's AWTAR, Yosemite, and the Grand Canyon were delightful. Their enthusiasm for the AWTAR is firm evidence of its value and the need to preserve it and firm support for Dorita Norton and others at Cincinnati who objected to AWTAR's proposed death.

Congratulations to our new officers: Chairman, Dorita Norton; vice chairman Helen Moore; secretary-treasurer, Joanne Kohler; and the membership chairman, Ethyl Fedders.

Congratulations to Doris Culp for earning her private ticket. We are happy to welcome her and Naomi Meeker from Washington, D. C. into our chapter.



## EASTERN PENNSYLVANIA CHAPTER

By Jerry Roberts

Peggy Borek, Alice Hammond, Elsie McBride, delegates, and Irene Wirtschafter, alternate, returned from Cincinnati and the 99's Convention vibrant with renewed enthusiasm and plans for next year that will stimulate the interest of each member. Their reports were enlightening, informative, even though shattering. I am referring to the cessation of the AWTAR. This reporter hopes, as do all in this chapter, that the collective thinking of those directly concerned will uncover means whereby the continuance of the Race will be possible. Those of you who read our last Newsletter know how WE feel about the race—so, enough said. To say we pledge our support in any capacity possible may sound superfluous, because don't all 99's do that as they sign the application for membership? But the vows are herewith

reiterated with deep emotion and all sincerity.

August was soaring month for Eastern Pennsylvania. Thirty-two 99's, guests and 49½ers met at Hershey Airpark and were graciously hosted by Flo Holler and Betty Woodward. Kate Macario did a commendable job of chairmaning the program, and with the affirmative nod from the weatherman, the day was an occasion to remember. The Soaring Association enthusiastically indoctrinated those "first fliers." If any were apprehensive, they are converts now! As with most flying experiences, my vocabulary doesn't include adjectives with enough depth to express my feelings to my satisfaction. I'm not alone in feeling an inadequacy of expression. It's fun to listen to our compatriots tell of their introduction to flying. Betty Woodward took it up to be near her husband, who, like so many, was addicted, and all but slept at the airport. He was moved to the point of tears the night she soloed (tears of pride, when no adequate words would come!). Now, at Chuck's insistence, Betty is working on her commercial. Her instrument shouldn't be far behind, because he is a certified instructor.

Alice Meisenheimer's co-pilot, Ray, wine and dined her, and whispering sweet flattery to her by candlelight, suggested they take up flying—together! She was delighted! It seems it had been a surprised dream of both, and neither happened to mention it during courtship, honeymoon and marriage. Since then Alice has earned her Commercial Rating and competed in the 1963 AWTAR. Today we congratulate her for having recently earned her Instrument ticket—July 4, as a matter of fact. Alice and Ray had a flycation in their Navion to Las Vegas from whence they jetted to the Coast. They weekend in Marblehead, Mass.

Alice Hammond's devotion to aviation is exemplified by her life—AWTAR Board, CAP colonel, Amelia Earhart Scholarship Board, Advisory Board to FAA—to name but a few. She and John gave up smoking during the depression so they could fly (and we know another who sold his blood to take lessons). Charlie has such a personality, and is regarded with such affection, that I knew Alice for two months before I realized Charlie is her plane, not her son!

We were thrilled to have Jill Mc-

Cormick as our guest at Hershey. Her heart-warming greetings from the Indiana girls were enthusiastically received at the meeting.

Judy Hopkins and her 49½er attended the Experimental Aircraft Fly-in at Rockford, Ill. They are so wild about this type of aircraft, that one is taking form in their basement—and to hear Judy talk of the trip is just marvelous. It was a week long fly-in the first week of August. 265 home-built aircraft flew in and 100 antiques. 5200 aircraft movements in one day earned Rockford Airport the dubious honor of being the busiest airport in the world.

Hazel Bertolet carried the banner for Eastern Pennsylvania at Cincinnati—as a pleasant surprise for the delegates.

Jean and George Gray have been vacationing weekends in Nantucket. Shanged ports one weekend for a stay at Martha's Vineyard. The airport, motel and beach were within walking distance of each other. And that's just where we're headed the end of this month for a return visit. So, Oak Bluff's get ready! Keep flying!



## CAROLINAS CHAPTER

By Estelle M. Bradshaw

The Herman Smiths have just returned from a seven weeks' cruise having visited the following places: Tahiti, New Zealand, Australia, Fiji, and Honolulu. While on this cruise they made many interesting contacts. In Honolulu they had lunch with Dorothy Kelsey, Bay Cities Chapter member who lives in Honolulu.

In Melbourne, Louise attended a meeting of the Australian Women Pilots' Association. They had a buffet dinner (Mexican jumping beans and pumpkin pie) at the home of Freda Thompson who is vice governor of the Australian Section. It was a surprise to have Louise attend and being past president of the 99's kindled much interest. She spoke on the activities involved in setting up the printing and cartage of the First Day Commemorative Amelia Earhart covers and stamps and reported that three scholarships were available this year from the proceeds. Incidentally, she sold some



First Day Covers which they were happy to get.

Louise received a letter from Freda in which she wrote in part "The girls were most happy to meet you. It makes them understand why we enjoy being 99's. It may even encourage them to join. We are a bit far away from everything down here. Now you have met some of us, if anyone from the States comes this way, let us know and we will make them welcome." We are proud and happy to have such a wonderful goodwill ambassador as Louise from the 99's.

Our next meeting will be held at Kitty Hawk October 16, 17, 18—headquarters at the Carolinian Hotel, Nags Head, N. C. First Flight Strip, Kitty Hawk, is in the very shadow of the Wright Brothers monument, but has no services—tie down rings available, but no ropes. For services land at Manteo Airport. Hope to see all of you there!

#### FLORIDA CHAPTER

By Virginia Britt

Fly to south Florida. Should you see aircraft wheels and wheel-wells staring back at you, you're not inverted—they are. Also, we're accepting applications from volunteers to fly an aircraft off the top of one of the buildings at Ft. Lauderdale International Airport. Cleo was a messy gal. One of our members lost her sweet bird—a new treasure, too.

At our August meeting Dorothy Davidson reported the following chapter officers elected for the '64-'65 term: Virginia Britt, chairman; Miriam Davis, vice chairman; Jan Wagner, secretary; and Vera Bratz, treasurer. In addition, Dorothy Davidson is our membership chairman and Jan Wagner our Newsletter reporter.

And, we wish to notify all 99's visiting our area that our meeting date has been changed to the third Monday evening of the month. When in the south Florida area, do call our chapter chairman, or vice chairman, to arrange to visit our meetings.

The Florida Women Pilots Association also has new officers, with Vera Bratz serving as 1965 International Air Race chairman. 1965 IAR dates are May 26, 27 and 28 with impound inspection starting May 24 and awards banquet scheduled for May 29. The New York Chapter will assist with start details, and the Florida Chapter will be "in pitching" too.

#### GEORGIA CHAPTER

By Betty W. McNabb

Big plans were afoot to meet at Beachwood in Panama City, Fla., for the September meeting—but did you ever hear of that particular scourage of the beaches, the dog fly? They came in overwhelming numbers, each armed with a honed dagger, and prudence dictated a change of locale. We met at Peachtree—de Kalp in North Atlanta and had an excellent turnout.

Host for the luncheon at the Dogwood Motel was 49½er Jack Peacock, Frances' co-pilot. (We bet he'll love that last.) Attending the meeting were the Peacocks, Jean Voyles, Mary Fender, Mary Lee Nix, potential members Jackie Lewis and Betty Terry, all of Atlanta, Ruth and Jim Miller of Tifton, Betty McNabb and Carol Lowery of Albany, who came in Carol's Travel Air, Myrtle and Walt Cagle of Macon who flew over in the club Cessna, Carolyn and Biff Kennedy of Parrott and their guests, the Fletchers.

Ruth Miller, chapter chairman, announced her committees for the coming year: Jean Voyles will handle membership; Carolyn is program chairman; Betty McNabb has public relations; Carol will do the scrapbook; and Mary Fender will take care of our several airmarking commitments.

The McNabb tin plate being completely covered with engraving, it was retired and replaced by a really beautiful trophy donated by Howard Kennedy of Parrott, and to be called "The Mayor's Trophy."

Betty McNabb was one of the lucky winners in the Wilcox Transponder Contest, and since she needs a transponder about as much as she needs a castle on the Rhine, she sold it to Dr. Lowery for some radio equipment and a paint job on Ti-Moun, who has been wearing a very drab dress for some time.

Our next sortie is to Fairhope, Ala., for the Southeastern sectional, and the month of October is dedicated to airmarking three communities who have

requested it, plus participation in SARDA and a joint meeting with the Carolinas at Kitty Hawk, if any of the paint-splashed and weary Georgians can get there by then.

In Ohio we saw Helen Morgan who was a student pilot in Georgia last year, flying a T-34 with the Robins Aero Club. Now she is a full-fledged member of the Ohio Chapter and we did enjoy seeing the Morgans at Convention.

Other news of former Georgians comes from Betty Cones—she and Ernie are settled in England and Betty is very busy getting together membership for an English Chapter. Ernie did not get away from aviation when he resigned from the Air Force, and is busy working with instrumentation and flying as much as ever. We miss them.

#### MISSISSIPPI CHAPTER

By Cora McDonald

Most of the members are enjoying the summer weather for flying. Jessie Miller, Hattiesburg, our enthusiastic membership chairman, just got her commercial ticket and passed half of the flight instructor written. She is off to California for a vacation; and when she returns we'll find out if she is a flight instructor. She is elated over teaching ground school to the University of Southern Mississippi's ROTC students who get flying time this year.

Janet Green, incoming chapter chairman, gets plenty of use from the company's Aero Commander. She wrote the reporter "Flew to Mexico over the weekend. Put 14:20 in my log book. I feel quite confident about going again and think I can handle the red tape okay but I would never play with bad weather there because the homing beacons don't always work and I just don't trust the ADF. Landed at Matamoros and spent Friday night in Tampico, which had a fine field with a VOR and didn't charge a landing fee. Flew next day to Leon, Guanajuato then returned direct to Reynosa on Sunday and on home." Home has been Gulfport Airport, but Janet has since moved the Aero Commander to the Ocean Springs Airport.

Cora McDonald has been flying a little this summer after a long lay off recuperating from last winter's surgery. She jetted to Convention via Electra and 880 and returned with Janet Green in the Aero Commander.

Janet loaded up the AC with Miriam Loe, Bernice Kelly, Bernice and Paul

### ATTENTION –

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Radzewicz and was off for Cincy, arriving just a little late for Friday's luncheon. Mississippi is proud to have five members at Convention.

The August chapter meeting was at Gulfport the 29th and 30th. On Saturday several members boarded Ethel Radzewicz's yacht "Samba." The tide was too low to get out of the harbor, so Janet Green, who is an expert sailer, used Ethel's sunfish type sailboat to sail members around the harbor. On Sunday, Janet made the Aero Commander available to those who wanted twin engine instruction. Jack Peden from Peden Aircraft took up several for orientation flights. Members attending this meeting were Ethel Radzewicz, Bernice Kelly, Miriam Loe, Janet Green, Cora McDonald, Marie Kepper, Sammie Davis, Janice Hobbs and Dorothy Etheridge.

Janice Hobbs flies a Colt. Dorothy Etheridge of Greenville, our newest member, flies a Tri-Pacer.

The next chapter meeting will be at the Section meeting, September 18 and 19 at Point Clear, Ala.

New officers for the year are as follows: Janet Green, chairman; Jessie Miller, vice chairman; Miriam Loe, treasurer; and Marie Kepper, secretary. Bernice Kelly will be reporter.

#### **TENNESSEE CHAPTER**

**By Valerie J. Grant**

The Tennessee Chapter of the 99's met September 16 in the Skyline Restaurant at the Chattanooga Municipal Airport. Attending were Dorothy Patten (Mrs. Tarbell), Dot Jones (Mrs. Leroy), Irene Flewellen (Mrs. Bud), Butch Mills (Mrs. Olan III), Miss Sarah Duke, Mildred Jordan (Mrs. O. A.) and Valerie Grant (Mrs. L. W.).

New officers were elected quickly and agreeably as follows: Dot Patten, chairman; Dot Jones, vice chairman; Irene Flewellen, treasurer; Valerie Grant, reporter; Butch Mills, historian; and Sarah Duke, secretary.

The meeting consisted mostly of getting organized for the terminus of the Women's Powder Puff Derby (AW-TAR). Mainly, the ideas and suggestions were tossed around with an outline in general of what our duties were to be. Dot Patten will be chairman of the terminus for 1965. Irene Flewellen will be vice chairman.

We will be writing most of the chapters in the Southeastern Section for help with this terminus. I certainly hope all you good southerners will come to our aid.

Several of the members of this chapter spent the closing minutes of the meeting ironing out details for attending the Southern Section Meeting in Point Clear, Ala., this Saturday and Sunday, the 19th and 20th of this month.

Last Saturday the new chairman of the Georgia Chapter and her husband, Ruth Miller and spouse, were weathered in here in Chattanooga on their way to Atlanta.

Chairmans Note: "Our newest member and now our reporter is Valerie Grant (Mrs. L. W.) formerly of Columbia, S. C. She has only been in Chattanooga for about three weeks; private and multi-engine rated.



#### **ALL-OHIO CHAPTER**

**By Connie Jones**

Low ceilings and poor visibility kept all but a few members from flying to our September 17 meeting. We had a good turnout, though, with Mary Scheafer hostessing at her home in Medina. Her 49½'er, Harry, and their family assisted, and we all enjoyed a delicious buffet luncheon. Members attending were Janice Kuechenmeister, Virginia Schumacher, Rosalie Bracht, Patricia Rogers, Connie Jones, Jean King, Ruth Love, Ruby Mensching and Jim, Helen McConnell, Bette Warner, Jo Ann Stype, Joan Hrubec, Beverly Mather, Jean Hixson, Bonnie Miller and Lee, Marge Gorman, Marilyn Miller, Helen Sammon and Jim, Edy Maxim, Mary Baker and 49½'er, Autrie Lehr and Karl, Helen Morgan and Fred, Lee Rock and Jim and Clara Tharpe. Prospectives and guests included Myron W. Collier, Marguerite O'Roark, Laura Badertscher, Bobbie Buehler, and Helen Waterhouse of the Akron Beacon Journal.

Officers for the coming year are Helen Sammon, chairman; Marion Betzler, vice chairman; Patricia Rogers, secretary; and Connie Jones, treasurer.

Convention Chairman Janice Kuechenmeister gave her final report, and the entire chapter gave her a rising vote of thanks for a job well done.

Marilyn Collette treated us to movies she had taken of the International Air Race in May. Keep that camera handy, Marilyn!

Our annual Achievements Awards Banquet will be held this year in Mansfield on October 17 at the Mansfield-Leland Hotel, with last year's winner, Marge Gorman, as hostess. Don't forget to turn in your forms.

Dr. and Jean Bonar are off via Bonanza to Palm Springs and points West! Karl and Autrie Lehr flew to Manchester, Mich., over Labor Day to visit Karl's folks and see their new niece. Ruth, Carole and Merrill Love spent Labor Day weekend at Spring City resort, located on Watts Bar Lake in Tennessee. The resort is owned by L. Charpie, a Cleveland pilot. Bonnie Miller flew a Bonanza to Washington, D. C. and landed at beautiful Dulles International Airport where she and Lee had a delightful dinner.

Connie Jones ferried a new Cherokee 140 from the factory at Vero Beach, Fla., to Concord Airpark in Painesville the weekend of September 13. Her copilot was Barbara Knapp of Chardon, Ohio. Connie and Barbara will be flying a Cherokee 180 in the Michigan SMALL Race, sponsored by Concord Airpark. Other entries in the Michigan SMALL Race will include Joan Hrubec and Jerry Jacobs in Joan's Tri-Pacer, and Autrie Lehr and Bob Moore in a Luscombe 8E.

Recent checkouts include Aurtie Lehr in a Cessna 140, and Marilyn Miller in a Cherokee 140. Bette Warner has started flying again after a year's absence. Back in her favorite Musketeer, of course. Marge Gorman completed her commercial course last month.

#### **CENTRAL ILLINOIS CHAPTER**

**By Leah Warren**

September 12, our meeting was held at Robinson, Ill. What a nice field they have. Congratulations to our community and all who support the aviation in that area. We were pleased to see 12 members, 8 guests, and 4 49½'ers. We have two more ready to send in membership blanks. Hurrah.

Our luncheon and business meeting was held at the Robinaire Dining Room. Dolores Adamson will be our chairman, Deed Holcomb will be vice chairman, Carmon Skow will be secretary, and Pat Smith will be treasurer. May our officers lead us through another year of continued increased membership and successful flying activities.

Dee, Barbara, and Eula were the only ones able to make the Conventions at Cincinnati. They report a very successful meeting with a very good attendance. Barbara has found time to



get some more multi-engine time, spend a week in Michigan, see the Hambletonian at DuQuoin and stop at Mattoon Air Show and see Jerri Mock and Mary Ann Noah. Marj, Dee, Connie and Leah also enjoyed the Mattoon Air Show. Eula is spending as much time as she can working on her commercial.

Jane enjoyed the little Ercoupe this summer for it was to be sold this fall. Will have to try a Cessna now. She and Bill did get to Columbia, Mo., to take their son back to school. Marjorie has been busy hunting buildings for air markings. She has really been flying the hours to increase this number.

Connie, Theo, and Bonnie have been getting family off to school too. Bonnie has a new granddaughter to take up her time too. Crockers and Smiths flew to Davenport for dinner the first weekend in September. Jeanne Crocker and hubby flew to Miami to Flying Farmer Convention. Jeanne received a new sewing machine as a prize and a trophy as an award for receiving her license this year. That should have made the trip extra special. It was the Crocker's longest trip. Now they are ready for more. LaVerne Lentman and family also attended the Convention. They made the trip by station wagon though. Since returning home, LaVerne had a chance to present a flying program to another club group. She reports that the flying books, pictures, trophies, and scrapbooks of the varied opportunities a plane offers really gives a group something to talk about. I'm sure more of us should try it.

Leah and family have been visiting the rest of the family. First Colorado, then Michigan. Also a side trip to Warsaw, Ind., for a weekend. Got weathered in on both long trips, but after the wait came up with a tailwind. So not all bad.

May we mention that our thoughts—like all other North Central Section chapters—are with the Chicago Chapter and the DeWitt family. What wonderful memories we are all able to have of Alice and Bernie.

#### CHICAGO AREA CHAPTER By Eva White

Fifteen Chicago Area Chapter members attended the National Convention and the North Central Sectional in Cincinnati. Seven 49½ers were there, too. Everyone enjoyed the weekend, especially the river cruise and the excellent speakers.

The next weekend, our regular Sun-



**AIR MEET WINNERS**—Above are the winners of the Chicago Area Chapter's 15th Annual Air Meet, held at DuPage County Airport on Saturday, September 12. Left to right: Ray Kokesh, spot-landing; Art Freier, spot-landing; Norma Freier, second place in air race; Toni Teiber, first place in air race and winner of the floating trophy for the highest score in the meet; and her co-pilot, 49½ John Teiber; Alice Kudrna, second place spot-landing; and Marie Cronin, first place spot-landing.

day fly-in meeting was held at Joliet Airport, with the following as hostesses: Suzette Deutsch, chairmain; Virginia Coffeen, co-chairman; Alice Dewitt, Jane Dewey, Betty Adelman and Regina Devine. The spot-landing contest was won by Betty Adelman. A tour of the flight service station at the airport was made after the business meeting. Some of us had dinner together at the Holiday Inn.

Gleaned at the meeting . . .

Joan Schoger, one of our newest members, passed her written test for the commercial license. Lois Seketa checked out in a Piper Cub—quite a change, after flying nothing but a Navion, 170 and an Apache! Bobbie Johansen, a guest at the meeting, had just returned from flying the Atlantic with her husband in an Aztec.

Doris Mullen has been doing more glider towing with the Super Cub; and she passed her flight test for the commercial glider license on Aug. 24. Last Flight . . .

Alice and Bernard DeWitt lost their

lives Sunday, Sept. 6, when the Apache in which they were passengers crashed near Howell Airport. The pilot was also killed. After 20 minutes of local flying, the plane crashed inverted, killing all three instantly. Cause has not been determined.

Alice and Bernie were both commercial pilots, and Bernie had been a flight instructor since early World War II days. He had taught all three of their children to fly. Alice was the first woman pilot in Illinois to get a helicopter rating. She was vice chairman of the Chicago Area Chapter, treasurer of the North Central Section, and was just re-elected treasurer at the sectional meeting in Cincinnati.

At the last meeting, at which Alice was a hostess, she handed me a clipping from a newspaper and a photograph of her in a T-33 jet. She had just had an exciting experience at the controls of a T-bird from Traux Field, Madison, Wisc. Alice and Bernie will be missed by their many friends.

But the show must go on. Chicago Area Chapter's 15th annual Air Meet was held Saturday, Sept. 12. Alice and Bernie had planned to fly the race together, since this was the first year that 49½'s were allowed to fly as co-pilots. Calling off the Air Meet was considered, at first, but it was felt that Alice and Bernie would rather

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have had it go on as scheduled, because of their love of flying.

Twelve planes were entered in the 260 mile race, which was won by Toni and John Teiber. Norma and Art Freier were second. This was an efficiency race. The men's spot-landing contest was won by Art Freier and Ray Kokesh. The women's spot-landing contest was won by Marie Cronin (first) and Alice Kudrna (second). The awards banquet was held that evening at St. Andrew's Country Club, with 59 in attendance. The day and evening were so successful, due to the efforts of Ray and Louise Kokesh, that another is being planned for next year.

The new officers were announced for the coming year, at the banquet. Louise Kokesh will be chairman; Alice Kudrna, vice chairman; Virginia Coffeen, recording secretary; Sue Roscoe, corresponding secretary; and Suzette Deutsch, treasurer.

#### **GREATER ST. LOUIS CHAPTER**

**By Irene Rawlings**

Our closing meeting for the year was held at Loretta Slavick's wonderful big home, where a tremendous devotion to aviation has emanated. A very charming Valarie Johnson as co-hostess. Our business included a lot of plans for our hangar dance and a report of convention news from Dorothy Haupt, that we were all anxious to hear. Representing our St. Louis Chapter were Rose Joly, Del Scharr and Dorothy Haupt. They all report a successful convention, and we say a special thanks to all the members and guests responsible for it.

Our program for the evening was "The Big Picture," presented by Major Traver, U. S. Army, and Fred Garcia, Information Officer, U. S. Army. The film was the beginning of aviation in the U. S. Army and how it is used, and of special interest to us, the small private plane really has a very important place in the military. A question and answer period followed and this writer might add, we have some pretty well informed 99's on subjects like these. Our next business for the evening was the presentation of the new officers, ex-chairman Dorothy Haupt presenting Amy Laws, chairman; Betty Smalley, vice chairman; Irene Rawlings, secretary; Del Scharr, treasurer; Dorothy Haupt, membership; Jane Noyes, news reporter. Many thanks to our outgoing officers for a fine performance and congratulations and good luck to our new slate. We wel-

come two new members, with brand new 99 pins, Jan Pocock and Betty Williston, who is a private glider pilot.

Over some very delicious home made apple pie and coffee, this writer learned that we have had some busy 99's this summer, lots of cross-country time and very interesting vacations, for instance Amy Laws spent a wonderful month in New York, out on Long Island on Rockaway Beach, swimming and sightseeing, visiting relatives and attending the World's Fair. Jack joined the family with the 182 Cessna for a few weekends and Amy logged some time, looking over the island of Manhattan.

Loretta Slavick was on the panel at the "Flying Club Management and Operations Clinic" at the FAA Aeronautical Center, Oklahoma City. A general discussion and evaluation asset or liability of flying clubs. Jan Pocock informs us she had the pleasure of a little flying time in a Convair, guest of pilot Ralph Piper. Edith Olovitch and her 49½er flew to Lake Geneva, Wisc., and had a wonderful week with good friends, another little note about Edith, she toured by Chevrolet to a vacation spot in the same state, mentioned something about preferring air-travel. Edith is excited about a niece who is 16 years old, went for her first instruction and is a real potential 99. The Taksel packed the family off to the Experimental Show at Rockford, via the Johnson's Skylane and return in the 210, and from there on to Western Hills, where everyone reported a real good meeting. We all envied Sylvia and Lack Bloom and family on their vacation via Apache from St. Louis to Carlsbad, Phoenix, Los Angeles, San Francisco, Yosemite, Grand Canyon and return, this is what you call a terrific flying vacation.

The Jolys, Rose and Paul, flew to Cleveland, Ohio, to visit Rose's brother. Rose is getting very close to her commercial rating. This writer and her 49½er had the pleasure of being passengers in a Bonanza, piloted by Loretta Slavick to the dedication of the West Plains Airstrip, on September 13. Don Pittman's Air Show was great entertainment and we congratulate Mr. Bridges on his nice smooth new air strip. There were over 100 private planes in attendance. One of our very capable members, Laura Sellinger, was a guest speaker at the "Desk and Derrick" club luncheon. Laura spoke on "Women in Aviation." Del Scharr

reports an Air Force Association workshop will be held at Washington University, Oct. 3, the public is invited.

Thank you and farewell to a wonderful and happy reporting year!

#### **INDIANA CHAPTER**

**By Martha Holst**

Twenty-three Indiana 99's and 8 49½ers attended and took a very active part in the 1964 International Convention in Cincy. Those attending were: Margaret Ringenberg, Mildred Hurt, Betty, Nichols and 49½er, Dorothea Hendricks, Betty Cull, Rae Cawdell, Billie Smith, Betty Kaye-Smith, Dorothy Smith, Martha Holst and 49½er, Jill McCormick, Peggy Coulter and 49½er, Fern Rinker, Martha Ozbun, Agnes Gallatin, Eldora Wiswell and 49½er, Helen Grahn and 49½er, Esther Berner, Tannie Schlundt and 49½er, Delia Sanders and 49½er, Marty Wyall, Sophia Peyton, and two future members, Ruby Cornell and Billie Anderson.

We're very proud to have taken part in the International. It was fun decorating, participating in and learning the inside of gambling. It wasn't a gamble concerning the trophies for attendance! That was a sure thing! We're happy to have the International traveling trophy and also the Sectional traveling trophy to put in our lovely new display exhibit.

Hoosier 99's were represented at the Indiana State Fair in the Air and Space Age Exhibit with the new permanent display designed by our Gloria Richards. We were flanked on the left by Perdue Aviation technology exhibit, while the Flying Farmers were to the right.

Ethel Knuth and Rusty were weathered in at Dodge City, Kan., on their return trip from Santa Rosa, Calif., and missed both convention and sectional. (Daughter-in-law, Jody, soloed and is interested in getting a license and being a 99!)

Soph Peyton placed first in the Ladies Autocross of the Indianapolis S.C.C.A. sports car event. Ole Neal broke down and let her drive his TR-3 setup for racing. Soph and Addella Neff will fly Addella's Cessna 182 in the Michigan Air Race.

#### **IOWA CHAPTER**

**By Mary Lou Ballensky**

Everyone enjoyed beautiful Cincinnati: the grand hospitality, river cruise, Roscoe Turner and Joe Walker, and the wonderful weather—it was





Our August meeting was our Shining hour! Pictured here with chairman Peggy Coulter are the five girls receiving their soloing at 16 awards. They are Gloria Jean Miller—Goshen (plane and 'copter); Marsha Ringenberg—Grabill; Ingrid Rathbun—Portland; Susan Fall—Indianapolis; Pamela Kieffer—Indianapolis. In the background you see our new permanent display.—Photo by Joe Young, Indianapolis News

heaven-sent." This comment came directly from Phyllis Barber, one of the 9 lucky Iowans to journey to the big Convention! Her 19 year old Cheryl, Peg and Jim Ong, Ray and Lois Grange, Bea Jobe, and Kitty Hach and son, Bruce, completed the group; and the rest of us were green with envy!

Reports came back that Lois Grange sold all of the beautiful 99'er flight bags she took along to Cincy from our chapter, and she asked that a big, big THANK YOU be sent to all who yielded to her "high type" salesmanship! We have lots more flight bags where those came from, so keep your orders coming!

One last comment on convention happenings! As a chapter, we would like to express our sincere disappointment of the coming end of the AWTAR races. If anything can convince the capable women responsible for this organization of our deepest understanding and appreciation, we invite **all 99'ers, everywhere**, to join with us in an attempt to express our feelings toward AWTAR and possibly persuade them to reconsider its termination. Perhaps an avalanche of personal let-

ters to AWTAR would be a good place to start!

Now, to our September 13 meeting, with Lois Grange and Pauline Reece greeting us at Dodge Field just north of Des Moines. A lovely dinner arranged at Vic's Tally Ho found 42 99'ers, 49½ers, children and guests in attendance. Eleanor Roney and Phyllis Henderson of Des Moines were among our guests, and sported new private "tickets" which we hope will soon draw them into our number as full-fledged members.

Other guests included Mr. and Mrs. Tom Manning, formerly of Alaska, and very recently of Des Moines. Mr. Manning is connected with the FAA and gave us an informative talk on "Flying Safety" stressing tips on winter flying. Mrs. Manning followed with some comments on their personal experiences during the tragic Alaskan earthquake.

Our new chairman, Tina Healey, then conducted her first business meeting of the year, and this brought our day to a successful close. Next month will see us traveling to Ottumwa or

Fairfield, depending on field conditions, and Lenelle Hunt and Bea Jobe will be our hostesses.

#### MICHIGAN CHAPTER

By Claire Ojala

On September 13, 30 members and 10 aircraft descended on the Branch County Airport at Coldwater, Mich. Mr. Larson and the members and wives of the Branch County Aviation Club were our hosts and joined us in a breakfast meeting at Stuckey's in Coldwater.

After the breakfast, Mrs. Alyce Lodge moderated a unique series of discussions designed to acquaint our hosts with the history, objectives and activities of the 99's. Helen Wetherill led off with a dissertation on the "Origin of the 99's." Leah Higgins spoke about the "History and Accomplishments of the Michigan 99's" followed by a complete acknowledgment of "Women in Aviation" by Dorothy Rheame. Lucille Quamby covered the "AWTAR" and Mary Clark concluded the discussions with a history of the "Small Race." This series of discussions received a personal touch when each of the speak-



ers told of how they entered the flying field.

Mrs. Becky Thatcher conducted a special presentation ceremony for three new 49½ers, Will Connelly, Charles Harden and Keith Ojala. The new 49½ers received their membership cards and pledged to give moral and financial support to their 99 wives. Each new 49½er can look forward to many happy hours in the right seat.

The sudden announcement of the AWTAR after the 1965 race was discussed. We all take off our hats to the AWTAR Board for the fine job they are doing and hope that some way can be found to perpetuate the race.

A 99 inscribed silver tray was presented to Marian (Elbinger) Harden as a belated wedding gift. Also, Masie Stears, Joan Hartley, Miriam Gillis and Ruth Woods received 99 inscribed silver baby spoons for their new arrivals.

We are sorry to be losing Pat Arnold so soon. Pat will be wearing two hats as airport manager and instructor at the Gordonville, Va., Airport. We all wish her the best of luck.

Adele Binsfield enjoyed a weekend canoe trip down the Au Sable River. It was her first such trip and a pure delight. While staying at the Au Sable Ranch she also enjoyed horseback riding and hiking.

Dorothy Ligon is just back from Ottumwa, Iowa, where she attended the 1964 National Meet of the Antique Airplanes Association. She was delighted to see the main attraction of the show—acrobatic maneuvers were performed by Mary Aikins in a Pitts Special bi-plane which was formerly owned by Joyce Case and built for her by her father—the name, none other than “Joy’s Toy”.

Sammy McKay will be flying husband, George, to Flushing Meadows for the New York World’s Fair. She will be staying aboard the ship White Heron at the Fair Marina. Her new Cessna 210 is a memorable 25th wedding anniversary gift from her husband.

#### **OZARK CHAPTER**

**By Hazel Matz**

Our September meeting was held in Pittsburg, Kan., with Naomi Joe Winchester serving as hostess. Others present were: Jean McClernon, Patty Hurst, Velma Hite, Edythe Vernon, Mayme Burtin, Jean Fuldner, Hazel Matz, and one guest, Angeline O’Korn, a student pilot from Pittsburg.

Velma and Patty had to drive as Velma’s hubby had their plane

(wouldn’t you know it) and Patty still isn’t too sure of the Mooney, especially in high wind so was being faithful but cautious. Mayme and Edith came in HONEY. Have never seen anyone more pleased than Mayme with her HONEY. ‘Tis love I think. Edythe has her seaplane rating but no aircraft. Her husband sold it right from under her. Jean F. had Jean M. and myself as her passengers. Jean M. is recovering nicely from her back surgery. Even well enough to make one T&G before her husband sold their plane. What the heck is wrong with these men anyway?

Anyone moving soon? I have some experts ready to help you. Three of our members have had recent experience. The two Jeans moved from Monett to Springfield and Mary Morriset is in the process of moving from their home in Springfield to a most beautiful old family home just outside of town. Between that and a sick daughter she couldn’t make it to the meeting.

Velma is about to become a grandmother and I just lost a boy. To the Navy for two years active duty.

Election of officers came up with Patty as our new chairman and all others remaining the same.

Back to Naomi. Poor girl has problems. She is now teaching ground school to a group of ROTC students at the college in Pittsburg, worrying about getting checked out in the twin Beech, worrying about her commercial flight check, tutoring a group in math, etc., etc. Perhaps she is too old for all this—she is 19! Her one big item of concern however is the AWTAR. To most of us the race is a very distant and most intangible day dream, but we should wake up and realize that many women live for this race and its many adventures. Naomi is one of these. Not only is she working on her commercial rating but also working on getting her co-pilot ready. We should all give this a thought. It does help upgrade pilots and does help in getting other women interested in flying. Shouldn’t we all be more than just a little ashamed of ourselves for not supporting this project and shouldn’t we also give a big THANK YOU to all the dedicated members of this committee? The members of the Ozark Chapter say “THANK YOU.”

#### **WISCONSIN CHAPTER**

**By Deedo Heise**

We are celebrating! We have awarded our chapter six gold stars! The first three are in honor of Toney who

is one of the Amelia Earhart Scholarship winners. Anne Roethke, Ramona Huebner and Deedo Heise attended Convention in Cincinnati and were bursting with pride as Toney came up to receive her award. She is currently in the air every spare moment working on the commercial rating. Our other stars are for the three new members all attained in August. Bonnie Hempel from Milwaukee, June Boyle of Milwaukee and Joan McArthur of Baraboo are all newly licensed pilots. Bonnie and Joan fly Cessna 140’s and June has been doing her flitting in Pipers. Anne Roethke, our newly appointed membership chairman has already been scouting airports all over Wisconsin and has come up with a pretty imposing list of feminine type students. Anne has been such an ardent detective, she even spent a whole Sunday DRIVING (ugh, nasty word) to a number of small airports when weather was zero-zero. It did, however, provide a fine opportunity to meet the grounded instructors and operators tell them of the 99’s and obtain lists of their women students and, in several cases, licensed pilots.

We are planning our annual buffet for non-99’s at Waukesha Airport the second Sunday in October.

Ramona Huebner, our newly elected secretary, took time off a couple of days before heading the Mooney toward Cincy to ride with an inspector, so now, in addition to instrument, multi-engine and hot air balloon, her license reads COMMERCIAL. We would have awarded the chapter a star for Ramona but she didn’t tell any of us and we had to worm the information from her at our last meeting. I think we’ll give her a star anyway.

Not having a quorum at our August meeting, and so, unable to elect officers for the coming year, we held a spur of the moment get-together the end of the month at Sheyogan where Harry Chaplin was presenting the new Piper line. As has happened many times before, when, for some reason, such as a visiting 99, we quickly get a telephone squad and call madly to announce a meeting or party in the next day or so, we have better representation than at a regular meeting with cards sent out in advance. Maybe it’s spirit of adventure in us. Anyhoo, we had a goodly representation at Sheyogan, some of us had our pictures drinking non-alcoholic beverages, tried out Mr. Piper’s finest, and all conducted a business meeting making elec-



tions legal and getting the information to Carol Craig at headquarters before she started tearing her hair.

Tripping: Ehren Fath and her daughter to Edmonton and the Canadian Rockies, Anne and Helen Sailer (CHI Chapt.) to the Bahamas and Ramona and Deedo piloting their 49½ers to Palm Springs and the Flying Physicians Convention. Reba and Jim Couch are in the air again after being grounded when someone else landed their Comanche short in Chicago and washed up the plane. Their new Comanche 180 is a much prettier color than the old one.



#### ALBUQUERQUE CHAPTER

By Georgia Tillery

The Albuquerque Chapter of 99's held their September meeting on Thursday, Sept. 4, in the home of their chairman, Marie Grossetete.

The following officers were elected for the coming year: Chairman, Randa Sutherland; secretary, Shirley Kay; treasurer, Shirley Morris; membership, Margaret Perez; scarpbook, June Peters; and reporter, Georgia Tillery.

A delicious pot luck supper was enjoyed by the following 99's and their 49½ers: Donna Downey, Randa Sutherland, Shirley Kay, Linda Swan, June Peters, Shirley Morris, Georgia Tillery and Marie Grossetete. Marie's 49½, Nugget, then showed films made behind the Iron Curtain in June when he was on a businessman's tour. The Sutherlands showed family pictures of their trip to the World's Fair.

Special guests Col. and Mrs. R. L. Moeller then invited the chapter to be guests on a tour of Kirtland Base, and especially to see the new Canberra, successor to the U-2 jet. The date was set for September 12.

#### COLORADO CHAPTER

August 29 was the date of a gala celebration with hosts, Fredda and Larry Turrill, honoring Marion Tankersley and Mary Frenzel, who flew Marion's 1947 Stinson to Alaska—on a three weeks tour. Dinner, husbands and guests included.

Marion and Mary took off in August for Anchorage—where they visited



AE Scholarship winners Florence S. Toney, Ramona Huebner, Deedo Heise, and new member Joan McArthur attempt to consume "Bratwurst" and cokes in ladylike fashion at 99 meeting in Sheybogan, Wisconsin.

Marion's sister—then on to Seward, to Homer, and took a train a bus trip to Mt. McKinley Park—fabulous, they report. They had two float plane rides—one with a neighbor of Marion's sister and another with Major Jack Walsh, Air Force, whose daughter, Marilyn, flew with Pauline Meighen on the AWTAR in 1961.

The September meeting was at Ruth Mugele's—with 18 members present. Donna Myers reported on the Cincinnati Convention — attended by Fredda Turrill, Betty Cannon, Sue Eevertt, who met former Colorado member, Mary Wenholz and husband Bob, there( now of Long Beach).

New members voted in at the meeting were: Marge Blue, Mary Hayden, Lynn Jones, Bets Andrews, and transferee from Wisconsin, Marion Hein.

The nominating committee reported the following new officers for the Colorado Chapter: Jo Dennis, chairman; Pauline Meighen, vice chairman; Marilyn Nordstrom, secretary; Pat Luther, treasurer.

October 2 is the rummage sale for this chapter — our annual money making project.

New ratings: Margaret Dwell has her instrument rating and Frances Warner has her instructor's rating.

Mary Frenzel and Marion Tankersley made a nice little speech, thanking all for coming to their party.

Gwen Craven has a PA-12 — just ac-

quired the day of our meeting! She is flying on air!

Helen Choun, as retiring chairman, turned over the reins to new chairman, Jo Dennis — and reviewed her past two years — in a mighty fine speech. A small token was given her from the chapter — a silver tray — inscribed, "From Colorado Ninety-Nines" — little enough for the wonderful job she has done for us.

#### LAST FLIGHT

Pat Urling

Colorado Chapter

September 14, 1964

#### EL PASO CHAPTER

By Bonnie Link

Our August meeting was held at the home of Mary Fran Seidl, where it seems there was an ultimate of good business accomplished. We elected new and old officers; by that I mean Mary Fran having done such an excellent job last year, was re-elected as our chapter chairman; Brookie Bozarth, vice chairman; Lois Hailey, secretary-treasurer; and Juanita Burdick, membership chairman. Everyone is looking forward to a new and vigorous year.

The timing was right when Eunice



Dickey returned to El Paso — after moving to Bakersfield — to fly their Piper back to new home and found time to make our August meeting and lunch.

It was such fun greeting and meeting the girls from Tucson, that made El Paso and Juarez the first over-night stop on their 3rd Annual Bob Schmidt tour. They were covering much of New Mexico and parts of Arizona and seeing many wonderful sights. This was a fair size group, flying 5 or 6 planes. (I saw an empty seat, and almost stowed away.)

We have two more new pilots in our midst this month. From Las Cruces, Fay Nolan and Betty Griffin and expecting a third any day now. What about that, Virginia?

Imagine Lela Carwardine putting 42 hours on her little 120 in less than 2 weeks, flying all over the East. We were amused to hear how, after making "one of the best ever landings!" in a strong wind, 40 or 45 knots somewhere in Minnesota, the plane "ups and starts" flying again requiring a couple of fellas to rope and tie her (the plane that is!).

Attending the Cincinnati convention were: Ruth Deerman, Win Griffin, Ruth Fleisher and Mary Fran Seidl. Mary Fran, who was vacationing with entire family by car, found a new and wonderful friend in Ruth Fleisher when she offered to help Mary drive the children back to El Paso after Mary's husband, Hank, had a serious accident, was hospitalized and had to return by train. Incidentally, he is still in the hospital here and will be for 2 more months. Mary says, "How wonderful it is to have such good friends everywhere," referring to Peg Thompson, one of our local 66's now living in Cincinnati. She visited Hank every day in the hospital and couldn't do enough nice things for his comfort, knowing he was alone after Mary had left. We also give thanks for people like Peg.

The local Aviation Association had their 2nd Annual Hawaiian Luau which was held at the Sheraton Inn. (I like this.) We had stand-up cocktails and sit-down cocktails, swimming and diving exhibition, Polynesian dinner, dancing to Hawaiian music and everyone was dressed in colorful mumu's. Fun was had by all. Sitting or standing.

## HOUSTON CHAPTER

By Louise Bickford

Our September meeting was held at Kay Montgomery's home and was conducted by our brand new officers. Everyone enjoyed the meeting and especially the delicious cake served afterwards.

We are all so proud of Mary Jane Stepchinski, our new 99 to be. Since reporting about her activities last month she has passed her written exam and passed her flight check about three days ago. She will certainly be an asset to our chapter.

I believe we all made the most of the Labor Day weekend to wind up the summer. Mary and Connie Able spent most of the time on the golf course. Martha and Bill Akins and children flew up to Waco. Ora Mae and Ben Boswell flew up to their farm at Flynn. They were awaiting the birth of a granddaughter, so **didn't venture** away from Houston too long. (It turned out to be their second grandson.) Your reporter and family flew up to Payson, Ariz., and went camping with friends. We had a most delightful weekend. Just can't stay away from that beautiful state very long.

We received a little radio publicity when Alice Seaborn was interviewed on "It's a Woman's World" on station KTRH. Alice told of her flying activities — especially her trip to Alaska in a Taylorcraft and gave the 99's some good publicity.

Just heard that LeJee Beck is on her way to Los Angeles for a couple of weeks. Marilyn and Chuck Stoneberg spent a week in Los Angeles, flying out in their 172. They have also been to Rockport and the Lakeway Inn near Austin, Texas, with the Texas State Aviation Association. Kay Montgomery got some time in a Bonanza when she flew to El Campo and Bay City, Texas. Assume that Mary Coale is on a business trip with her husband as no one has been able to contact her lately. Mary Burke has just returned from a trip to Austin and may go to Tulsa later this week. She flew to **Beaumont** with your reporter one Sunday last month. The Houston Air Tour Club flew over there for lunch.

This Saturday our chapter is flying to Hilltop Lakes Resort City (near Normangee, Texas) for breakfast. This is planned in conjunction with the Aviation Committee of the Jaycees. As of this writing there are about 12 planes scheduled to go.

## MIDLAND CHAPTER

By Mary L. Erwin

Since our chapter has not reported to The Newsletter in such a long time, we'll give you a few highlights of our activities for the last two or three months. Meetings were held in Midland Air Terminal, and one in the home of Mrs. Hettie Currie, most recently, and various projects were discussed to stimulate attendance, such as door prizes, an hour's flying time to the member attending every meeting of the year, varying the meeting places, more publicity, etc. Two new officers were created, that of program chairman and Space Age or Air Age education. Velma Copeland and Charlotte Hunter were on tap when the Powder Puff Derby stopped in Amarillo, and reported on their work. Our conscientious chairman, Mildred Goodson, further increased her warm and easy charm by finishing a Dale Carnegie course. What with children, jobs, trips, family illness and other like obligations, our summer attendance has left **something** to be desired, but our chairman, though "afoot" (without an airplane at this time) made every meeting and then some, driving some 200 miles, roundtrip, for most of them. Mildred and her husband and Velma Lee made the International Convention in Cincinnati, and reported some of the stimulating and amusingly presented sessions held for and by the officers, airing problems common to all chairmen and chapters. Another activity we should mention in this "recap" is the very successful "penny-a-pound" ride held in conjunction with an air activities at Wink Airport, in which several of our members participated. We are considering having penny-a-pound ride days at each airport in our area — if the airport managers will help, and if we can work out all the details (such as getting an adult in the plane with those kids under 12). Might be our maney-making project for the year.

Well, with all that, we know we've left out at least half the doin's of our members, but we may run out of space and indulgence from the good editress here in a minute, so on to the last meeting.

September 12, Velma Copeland, Mildred Goodson, Lorri Kelley and her mother, Jeannette Kelley (pretty new member from Odessa — you should hear HER flying experiences), Hettie Currie, Betty Ray Clifton, Brenda Strickland (pretty new member from Big Spring — well, they both ARE), and



Mary Erwin met for buffet lunch and installation of new officers in the lovely hilltop home of Dr. and Mrs. Fred Lurting, Big Spring. Mr. and Mrs. Frank Powell, daughter and son-in-law of the Lurtings, were guests as were Lt. Frank Strickland and Curtis Erwin, 49½ers.

In view of the fact that our chapter extends from Big Spring on the east to Kermit on the west, from Ozona on the south to Lamesa on the north (and we have had members in far-off Del Rio and Dryden, Texas, who still visit us), we discussed and approved changing our name from the more limited "Midland" name to a name descriptive of our wide area coverage — High Sky Chapter. It will be presented at the next Sectional for approval by the brass, and then we may become "a rose? by some other name" or like that. We call our annual air race the High Sky Derby, already. We decided to try for a little more publicity by electing a publicity chairman and scrapbook custodian, with reporters in each town represented, who will cooperate with her in the fulfillment of this office, as follows: Big Spring, Betty Ray Clifton; Ozona, Mildred Goodson; Sonora, Suzy Linthicum; Stanton, Mary Erwin; Midland, Velma Copeland; Odessa, Jeannette Kelly; Kermit, Nancy Brumlow. We decided to make our next meeting another "work and fun" one, by participating in the welcoming activities at Big Spring Airport for the Texas Air Tour — we'll meet them at the airport, help them park and get where they're going, join them in happy hour and banquet later.

#### MISSOURI VALLEY CHAPTER

By Jan Heins

Our August meeting was held near Yankton, S. D., with a tasty outdoor breakfast prepared and served by the Mts. Jaycees of Yankton at Gavins Point overlooking the Lewis and Clark Lake. Eight chapter members with 8 guests were present.

Officers for 1964-65 are: Chairman, Catherine Marsh; vice chairman, Jan Heins; corresponding secretary, Florence Boring; treasurer, Lois Durham. After the business session some visited the Gavins Point Dam and the National Fish Hatchery Aquarium.

Our September meeting found us in Grand Island, Neb., at the home of Edna Cummings after flying in under perfect flying conditions. With nine members, five 49½ers, and one guest

present we enjoyed coffee and rolls upon arrival and a pot luck dinner at noon. Jerry Francis, F.S.S. chief at Grand Island, gave an interesting talk followed by a general discussion.

Verdayne Menze was appointed new membership chairman and reporting a new member already, namely, Martha Purdy of Omaha. Belle Hetzel attended the International Convention. Verdayne Menze and Jan Heins plan to attend our sectional meeting in Dallas.

#### OKLAHOMA CHAPTER

By Nema Masonhall

Had one of our larger turnouts for the meeting at George's Steak House near the Chickasha Airport the 13th with four planes flying in: Jane in her little Cessna 140, Arlene in a new Skylane, courtesy of Universal, their company in Ponca City, bringing Sharon and Jo, Ann Johnson and her 49½er in their Cherokee and Mary Cornelson and 49½er and their two little 24½ers in their Comanche. The rest of us traveled the concrete beam: Skip, Ruth, Beth, Rita, Dorothy, Mary, Marie, Fern, Betty, Emily, Jeanne, Nema, Broneta and Velma. New officers for the coming year are: Jane Abbott, chairman; Marie Ketchum, vice chairman; Sharon Fisher, secretary; and Rita Eaves, treasurer. Congratulations and thanks to last year's for a job well done.

Drat it, we have lost Jean and Chuck Thomas to Wichita and the Kansas Chapter, they will be sorely missed by all of us. Good luck to you both and thanks again for all you two have done for our chapter. Betty Black spent the summer on water skis, Ann and Elvis vacationed in Colorado Springs, the Jack Ketchum family have been selected as the Stephens County entry in the Farm Family of the Year state contest, the Walkups, Ketchums, Cornelsons attended the IFF convention in Miami, Sharon Fisher is attending OSU this year as is Jo Petroproly, who hopes to take back a diploma to Virginia, Beth was in Dallas for a gift show, Fern Yount will lose her baby-sitting job when her son returns from Germany, Mary and Fay Lester are off to Palm Springs for a Flying Physicians meeting, better luck this time, on one of their trips they lost their oil pressure over Las Vegas, but made the field, Jane has been on the go all summer, Cincinnati, Laramie, Mexico City, Marina, Fla., to name a few, then to the OU game in Maryland, with side trips to D. C. this weekend.

#### SHREVEPORT CHAPTER

By Sarah Henley

The Shreveport 99's are proud to report no summer slump for this chapter! The past three months have been literally crammed full of flying business — with a large portion of it being around a 99's dining table pouring over sectionals, wac charts, meteorology books, et cetera, in preparation of the ground school instructors exam that we all hope to qualify for eventually. We have some real determined gals among us so there should be some ratings forthcoming.

Our summer schedule called for a meeting once a week, with make-up sessions over coffee in the Pilot's Grill at Downtown Airport for those who couldn't make the scheduled meetings. Helen Hewitt and Martha Christy were invaluable as haze filters during our ground school studies inasmuch as they clarified so many things that some of us were real hazy on.

Our congratulations to our youngest member, Peggy Sue Wenk, upon her graduation from high school in June. Peggy has been taking dual instructions in the family twin Comanche, "Peggy Sue." At the rate this little 99 is going she will rack up the ratings in short order. Peggy enters Centenary College as a freshman this month.

We devoted our regular June meeting to a strictly social function. Accompanied by 49½ers we met at the home of Joan and David Carroll for a covered dish dinner. The menu of fried chicken, baked beans, corn-on-the-cob, combination salad, hot rolls and iced tea topped off with fresh peach pie and black coffee was a real tribute to deep South cuisine. We were then afforded a special treat by touring Europe via Joan and David's colored movies made on their recent tour of the Continent. David's commentary accompanying the films was particularly enjoyable.

Helen Hewitt and 49½er, Whitey, will now have to share the controls of their Bellanca with son Jeff. After just six weeks and 40 hours of flight, under the able instructing and tutoring of mother, Helen, Jeff became the proud owner of a private pilot license. Jeff is a freshman at Louisiana State University.

Sansone's Restaurant was the scene of a luncheon on Saturday, Sept. 12, honoring our new member, Lee Wheelless. Lee has just received her rating — having taken her training this summer between school terms at Oklahoma University where she returns as an art major this fall.



## **TULSA CHAPTER**

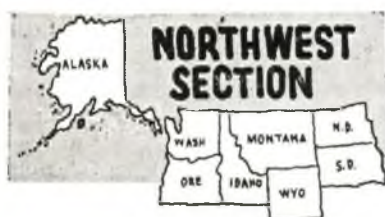
**By Jean Engler**

Jan showed a film on the FAA Control Center operations at our September meeting, and turned in her gavel after two years of hard work which we all appreciate muchly. Most of us got together at my teepee the other night to say a special thanks.

Dorothy Johnson, Lee Baker, Lois Martin, Mary Shaddock, Annahlee Jones, Colleen White, Mary Krutsch, Jean Williams, Freida Guild and I all welcomed a new member, Liz Ellis, and hope our guests, Betty Plummer, Shirley Greenberg and Mary Sturgis, will head down 99 lane when they get checked out.

Betty Nations has a brand new ME rating and Lee Baker is talking to herself about something. We have a new program outlined for the coming year, so calling all ladybirds — you don't want to miss a single meeting.

Looks like we're all going to scatter the next few weeks. Colleen just back from Vegas, and I don't know where the heck is Agnes. Never fear though, we'll lure them back next month.



## **EASTERN IDAHO CHAPTER**

**By Mary Kilbourne**

Meeting held Sept. 12, Airline terminal Cafe, Pocatello, Idaho. Esther Stone was hostess. Two little sisters from Gooding flew in for the meeting. Dr. Catherine Statt who has a pilot's license and Mrs. Margaret Maxley, who is learning to fly. After lunch, Mrs. Betty Storrs, chairman, conducted the business meeting. Mrs. Esther Stone had conducted ballot by mail for new officers. The ballots were counted by Dr. Statt and Mrs. Moxley and election of officers for coming year announced as follows: Chairman, Mrs. Betty Storrs; vice chairman, Mrs. Anita Hoff; treasurer, Mrs. Virginia Finkelnburg; secretary, Mrs. Esther Stone.

Reports on International Convention, attended by 3 members, was given. Date for next meeting, Nov. 11, set up.

## **EASTERN WASHINGTON CHAPTER**

**By Helen R. Crum**

The September meeting was changed to the 5th when Chairman Barbara

Thisted, Millie Shinn, Terry Becker, Ginny Harper, Lygie Hagan, Mollie Frese, Gini Richardson and two guests transacted business during the noon hour of the Spokane seminar. They were still talking about the sectional in August in Boise and the presentation of the sectional achievement award to Ginny Harper by Ruth Deerman.

Minnie Boyd stated that the section executive board has approved the proposal that Canadian girls may join the nearest U. S. 99 chapter as members-at-large until their own chapters are formed. Barbara suggested we get busy on the sale of candy which will be here soon to swell our treasury balance of \$16. The following committees were appointed: membership, Pomeroy, Marie Reynnells; Yakima, Jane Capizzi; Spokane, Millie Shinn; Ephrata, Ethel Wikstrom. Scrapbook, Mollie Frese; aviation education, Helen Dewey; air age education activities, Gini Richardson; newsletter, Helen Crum.

It was decided that our chapter should participate in the summer aviation workshop at Ellensburg.

## **FAR WEST CHAPTER**

**By Barbara LaRue**

Despite poor weather this summer, our members have been busy. We met in Port Angeles, August 25, for installation of officers. We will take this opportunity to express our gratitude to Mary Kochanek, who has been our chairman the past two years. Our best wishes go to Elene Duncan, who job it is to fill Mary's shoes.

Ilovene Potter flew in from Seattle in her helicopter and joined Elene to speak before the Kiwanis Club on the Powder Puff Derby. The weather was marginal, so she hurried home and didn't stay for our meeting.

Congratulations go to Mary Lou Fairchild, wife of the Clallam County Airport manager, who earned her private license August 11. We hope she will soon find time to join our chapter.

Margaret and Dick Layton flew in their 172 to Yankton, S. D., for a two week vacation. Margaret was disappointed to learn she arrived a day too late for a 99 luncheon in Yankton.

Dr. and Elene Duncan went to Reno in their Bonanza for a weekend. They saw part of the National Air Races while there.

Lois and Sandy Richardson, who own a Mooney, took two trips to San Diego and one to Medford, Ore., this summer. Lois doesn't fly, but she is one of the most experienced navigators

around. We plan to call on her to explain charts to other non-flying wives of pilots.

Lynne and Dick Mahlberg have purchased a Cherokee on floats, and have taken several trips in it.

Betty Wadsworth flew over the top from Victoria in her Stinson to attend the seminar at Spokane.

## **IDAHO CHAPTER**

**By Jacque Batt**

The 1964 Northwest Sectional was held at the Downtowner Motel in Boise, Idaho, on the 28th and 29th of August. Highlighting the two day meeting was the presence of our International President, Ruth Deerman, and the attendance of Joan Merriam Smith, first to fly around the world solo flight on the Amelia Earhart route.

For a brief resume of the sectional meeting, the registration room opened Friday morning, and in spite of poor flying weather, there were many arrivals that morning and as the day progressed.

Meetings of the chairmen, and business meetings convened in the afternoon, followed by a buffet dinner Friday evening. Saturday morning, meetings resumed with reports given from the various chapters, that were represented, on their activities of the past year. Following a 12 o'clock luncheon, the Idaho delegates met and welcomed Joan Merriam Smith who arrived by United Airlines at the Boise Municipal Airport. After her arrival, we returned to the Downtowner and the general meeting was continued. Mrs. Smith was introduced, and the remainder of the afternoon session was a very interesting question and answer discussion conducted by Mrs. Smith on her world solo flight. Again, at the Saturday evening banquet, Mrs. Smith kept all 99's and 49½ers fascinated with her report on the high points of her journey around the world. After Joan's speech there was a little more hangar talk and the 1964 Northwest Sectional adjourned.

The Idaho Chapter was pleased that so many could attend the meeting in Boise and we are looking forward, already, to being in Roseburg, Oregon, in 1965.

As to other Idaho news, Claire Justad reports that she is still waiting for "Mr. Stork" to arrive. We'll have more news on this next time.

Idaho Chapter boasts of two new members — our most recent member is Carlene Dressor who received her



license the 9th of September in a Cessna 172. Carlene lives in Boise and is a legal secretary. In addition to a new pilot's license Carlene is a licensed jumpmaster with 109 jumps to her credit. Annette Gould, our other new member, received her license this spring — also, in a 172. Since that time Annette and 49½er, Don, have purchased a new Mooney Super 21 which they picked up at Kerrville, Texas, in June.

After 19½ years of flying cross country, the Northwest area, air racing and instructing, Laura Conner suffered a mishap on take-off which resulted in a broken right ar, bruises and facial lacerations. Laura is now on the road to recovery.

Eula Logsdon and Richard own a new 1946 Cessna Skylane.

Assisting the Caldwell Chamber of Commerce at a "Mayor's Day Fly-in" were 99's Carolyn Greiner, Fern Lake and Jacque Batt. Mayors from various Idaho towns and from the neighboring states were welcomed at the Caldwell Municipal Airport throughout the day, and in the evening were guests at the annual night time rodeo and barbeque.

## **MONTANA CHAPTER**

**By Betty Nunn**

First I must report that Elsie Child's vacation was a pack trip, not a back-pack trip. Her family packed and spent 15 days in the Bob Marshall primitive area. They packed in on July 13 from near Lincoln, Mont., to the Chinese Wall, back over Camp Creek pass and back to Lincoln — a total of 200 miles. For people, nine animals, five of which were pack animals, made the trip.

Elsie also made a trip to Miles City and Gillette, Wyo., from Helena on the 22nd of August. Coming back she flew under the hood all the way home.

The Northwest Sectional Convention held in Boise on August 28th and 29th, took the place of our August meeting. It was well attended, with six members present from Montana. Bev Ledbetter and Sharel Bitz from Havre started but got weathered in on the way. We enjoyed the convention so much; sure sorry, now, I missed some.

Elsie Johnson and Jimmie Kuhn, Missoula, were the smart gals and left for Boise on Thursday, Aug. 27. They had a lovely flight all the way. Laulette Hansen, Fort Benton, and Betty Nunn left Great Falls on Friday just before 5:30 a.m. We picked up Elsie Childs in Helena and Dorothy

Sabo in Bozeman. From there we headed to Dillon. Just before getting to Twin Bridges, we hit such a rain shower that we made the smart 180 degree turn, flew back to an abandoned airport at Whitehall. Fortunately, two maintenance men were there repairing equipment, and made us a pot of coffee. After this shower passed we went on in to Dillon.

In Dillon we waited for the weather to clear in Monida Pass. Several storms went through, one with wind, rain, hail and lightening. From there we made pretty good time down into Idaho. We had some pretty good head winds with blowing dust. At one check we were making 87 over the ground. This forced us to make an unscheduled fuel stop before proceeding on to Boise. Our total time enroute was 13 hours. Charlotte Dodson, Oregon, gave Laulette a prize for the longest trip in time.

The Idaho girls thought of everything. We had transportation from and to the airport, trips around town, home baked cookies, and goodies to see us safely home. They made the whole convention something to remember for a long, long time. Of course the highlight was the guest speaker, Joan Merriam Smith. She impressed us all with her ability as a pilot and as a speaker.

We had a very uneventful trip home. Laulette worked hard, flew under the hood from Boise to Idaho Falls. Elsie Childs brought home a prize for holding the oldest license. We all brought home souvenirs given to us by the State of Idaho. We also decided to attend more of these conventions because the gals you meet are so terrific.

## **PUGET SOUND CHAPTER**

**By R. Marchine Dexter**

For several months prior to our chartering the lady pilots of this area met at one another's homes to become better acquainted and really get organized. For "entertainment" we reviewed Betty Curran's Sanderson films. Darned good way to brush up on the little things we tend to forget after getting that ticket.

After approval of our chapter formation by the Western Washington Chapter and notification that we would be chartered, we held our first official meeting at Betty Van Buskirk's home on July 13. Weather was too cool for the planned swim, but we enjoyed a scrumptious pot luck at pool side before turning to business.

Chairman Mildred Pearson appoint-

ed Betty Curran (vice chairman) to handle ways and means; Betty Van Buskirk (treasurer), publicity; Nita Matheson, scrapbook; Colette Michael, program; Jeanne Reeves, hostess; March Dexter, newsletter and membership. It was decided Fran Blackie as secretary had enough to do without extra duties. We voted to contribute 25c each per meeting toward our non-existent treasury. Also contributions by individual members for such things as a prize at the Washington Pilots' luau and flowers for a prospective member who made her last flight before chartering are matched by the other members with proceeds to the treasury.

Our August 10 meeting was again a pot luck on the patio at Mildred's. These gals all try to out-do one another with their recipes and the wonderful results can be disastrous to weight-watchers. Everyone ate so much that they voted to have only light refreshments next time.

Betty Curran divulged plans for a fund-raising rummage sale and the date was set for Sept. 26. There was no shortage of volunteer effort by this enthusiastic new group.

A letter from Minnie Boyd disclosed that our charter would be presented at the Northwest Sectional in Boise Aug. 28 and 29, and everyone was hoping for VFR weather.

Came the 27th and the best weather obtainable was 800 feet and 3 miles with conditions getting soggy. Aug. 28, Chairman Mildred took a commercial airline to Boise; Fran and March left at 0100 hrs. for the over 500 mile drive in a VW. We caught a quick nap at the very nice Downtowner Motel and were in good shape for the sumptuous buffet served that evening.

We were interested to learn at the Saturday morning meeting what other chapters had been doing. Several of them certainly had impressive reports. Our new little chapter had been sufficiently active to offer a good report even though charter was yet to be presented officially. Ginny Richardson's talk on her part in the FAA's Women's Advisory Committee was very informative.

At the attractive luncheon we had further opportunity to meet 99's from Alaska, Idaho, Montana, Oregon, South Dakota and Washington. There were a lot of nice gals, but those two from South Dakota were among the friendliest we have ever met.

It was a real pleasure to meet and receive our charter from our charming



president, Ruth Deerman. It is unfortunate the entire membership could not have been there. And we were greatly impressed by guest speaker, Joan Merriam Smith's energy and enthusiasm. She is warm, friendly and interesting to converse with.

The Idaho 99's did a fine job and made us feel welcome with thoughtful little gifts, snacks and surprises. Who baked those hundreds of cookies?

Mildred and Barbara LaRue (Far West Chap.) lucked out Sunday. Mel McLain had heard that Mildred had to take the airline, so he stopped by Boise on his way from California and took them both back to Paine Field, Everett, Wash., in his Cessna 310. Time, 2:10. It took us 10½ hrs. to drive back!

Our last meeting was Sept. 14 at Betty Curran's where we had champagne (thanks to 49½er Dr. Curran) to celebrate our new charter. Betty and her husband had just returned from a flight to California in her Beech Travelaire where they spent the Labor Day weekend with Mel McLain at his Circle Bar Ranch in Fortuna.

Colette had just returned from five wonderful weeks in New York and Nita and 49½er, Chuck, were back from a tour of Vancouver Island, so we had almost full attendance.

Yours truly spent the previous weekend with her family in one of the more primitive areas of the Cascade Mountains via horseback. Believe me — it's a lot easier to fly!

The chapter voted unanimously to go on record in favor of continuing the AWTAR, and that those who wish to retire from the committee be commended on their service and be replaced by others competent and willing members. No one should be forced to make a career of a task so demanding. Surely among the more than 2,000 members there are a few capable of such a worthwhile undertaking. The 99's are known outside flying circles mainly through the Powder Puff Derby.

We've already sold a lot of tickets to help sponsor the '66 race.

#### **SOUTH DAKOTA CHAPTER**

**By Mabel Anesi**

Election of officers was held by mail this month; what a nice vote of confidence to be elected to this office instead of just pinch-hitting!

The August meeting held in Dickin-

son, N. D., had seven members in attendance: Jean Tough and Olive Jacobs from Rapid City, Wanda Busfield from Belle Fourche, Kay Vogel from Bismarck, Linda Lamsters from Medora, and Audrey Baird and Geneva Oelson from Dickinson. They were all interviewed on the local radio station, and there was a very nice picture of the group on the front page of the Dickinson Press. How is that for royal treatment; we'll have to go back there often for meetings!

Vice Chairman Jean Tough conducted the business meeting in the dining room of the Paragon Bowl at noon on Saturday, the 15th. There was a discussion for a "penny-a-pound day" for the meeting in Bismarck in September.

Three members are planning to go to Boise, Idaho for the fall sectional meeting; Maxanna Carlson, Dorothy Lee and Jean Tough are the delegates.

This summer has been a busy one for most of us. Maxanna Carlson has been flying rodeo personalities around on their summer circuit. Georgia Fike has been going to summer school at the University of Arizona in Tucson, working toward a degree. Your reporter attended an AOPA Nav/Com course in Thermopolis, Wyo., in August; I enjoyed renewing the acquaintance of Velta Benn of the Washington, D. C. Chapter, who was one of the instructors at the clinic. I also met a new prospective member for the 99's, Margaret Weaver from Worland. We had a little time to get acquainted in those two busy days, between ground school and flight instruction. I do hope that I convinced her to join our group, as she would certainly make a nice addition to our membership, which has nearly doubled since receiving our charter a year ago.

#### **WESTERN WASHINGTON CHAPTER**

**By Gail L. Brees**

Our August meeting was held at the home of Helen Appel with Chairman Pat McGee providing refreshments. A quick dip in Helen's swimming pool before the business meeting, started the evening off well. Results of our yearly election of chapter officers were revealed and are as follows: Chairman, Pat McGee; vice chairman, Ginny Andrews; treasurer, "Pete" Anderson; secretary, "Jay" Lawrence.

Your reporter and her 49½er were returning from a 10 day trip to Disneyland and Las Vegas in our Cessna 175 so, although I missed the actual meet-

ing, I heard glowing reports about it. Helen's lovely new home, and the pool party.

An airport open house was held Sept. 13th at Boeing International Airport. Our 99's provided and staffed an air-lift and a busy hotdog stand. The weather cooperated beautifully and I am sure that when the results are tallied we will have a much fatter treasury for AWTAR in 1966. United Airlines provided a Boeing 727 jet transport for the public to inspect, and the FAA, Washington Pilots' Association, AOPA and other air groups and officials helped tremendously to make the day a success for our chapter.



#### **BAKERSFIELD CHAPTER**

**By Jo Murphy**

Labor Day weekend the school bus was delivered which our chapter and another flying group, the Gourmet Gad Abouts, purchased for the school children of Santa Maria, Baja, Calif. On August 9 we conducted a "pennies for pounds" day from 8 a.m. until 6 p.m., with nine airplanes and 12 pilots all donated for free. We sold 706 tickets that day at 2c per pound, and by actual count we flew 75,500 pounds of passengers, 80 percent of whom had never flown before. The tower told us our pilots made between 150 and 160 landings, and we had five and six airplanes in the air at one time all day. Twelve of our 18 members worked hard those 10 hours as did the 18 or 20 Gad Abouts. Our efforts were rewarded by more than enough money to buy the bus, a couple of tires, and a few other incidentals. A beautiful new paint job was donated. It cost so little to do so much good where it was really needed. Among the 25 persons aboard the six ships flying down for the presentation were 99's Marianne Laxague, Florence Moody, Priscilla Spencer, Rhoda Thompson and Laurine Witmer. Of no small note is the fact that we had wonderful cooperation from all airport personnel as well as the FAA.

We are losing a good member to the San Gabriel Chapter. Bobbie Blackwood moved to Azusa in August, and while moving the Blackwoods had a bit of bad luck. They lost a lot of furniture when the trailer spilled a load just north of Bakersfield.



## BAY CITIES CHAPTER

By Ruth Magill

The Bay Cities Chapter met with Jean Tinsley in Atherton for the annual fowl dinner. Early arrivals went for a swim in the beautiful new pool. Going down the slide was as hard for some as taking their first solos! The problem at the table was to be moderate in the face of all that delicious food.

The results of our election were: Eleanor Wilson, chairman; Debbie Byram, vice chairman; Hialeah Reilich, secretary; Elly Jones, treasurer.

We were delighted that Jeri Hill could attend.

Ruth Ruechert gave an excellent report on the convention — made us all wish more than ever that we could have been there. She went to Cincinnati by jet representing five chapters. Jeri Hill started to the convention but spent the time weathered in at Memphis.

Plans were made for a barbecue to be held at the Hayward Airport Sunday, Oct. 4. Elly Jones is in charge of games; Helen Kelton in charge of white elephants and paper back books. The food will center around hot dogs and the extras: all you can eat for 99c.

Elly Jones and 49½er Roy are going to Wichita by jet and will be returning in two Cessna 150's. They plan to fly formation to deliver the planes.

Dorothy Garliep flew to Clear Lake in a Cessna 175 and to Fresno for the start of AWTAR in a Cherokee 160.

Mary Fields and 49½er took their Swift on a Southwest vacation: Las Vegas, Phoenix, Palm Springs, and San Diego.

Juanda Bigelow, daughter, Elizabeth, and son, Ira, flew to Fullerton and back to Hayward. She left Fullerton on a controlled VFR because of the not-unusual smog.

Janet Ferguson wrote from England that she is very busy instructing.

Lindy Boyes is enjoying her work in the Peace Corps. Her address is: c/o Lona Gera Goes Duarte, Caixa Postal 496, Vitoria E. S., Brazil.

## COACHELLA VALLEY CHAPTER

By Eleanor Wagner

The seeming neglect in reporting to the Newsletter the past months has not been intentional, nor does it mean the C. V. Chapter has not been active. As far as actual flying goes, we have been most active as individuals, but do not seem to have accomplished much collectively. However, we are off to a fresh start with some sparkling

new members, who in turn, may give a little spark to the older members.

Meetings now have been set for the last Sunday in each month. This was decided at our September meeting held at the Palm Desert Inn, near Bermuda Dunes Airport, on Sept. 13. Dorothy Coleman and her 49½er flew in piloting their Beech Bonanza and Ilia Mae Carosell and Zaddie Bunker arrived in Ilia Mae's little red and cream Tri-Pacer. The Navion-types from down El Centro way were unable to attend and we missed them.

New members, Mrs. Taylor (Ernie) Dunlevie and Mrs. Gail (Richard) Glass were welcomed to the fold as were prospectives Mrs. Garnett (Lou) Stockton and Mrs. Gladys (Jim) Morrison. We are looking forward to the day when they may join the group and to three or four others in the area who are eligible either for renewal or new membership in the 99's.

Officers elected at this meeting — we held our business meeting in the plush executive offices at the Bermuda Dunes Airport hangar — are: Chairman, Ilia Mae Carosell; vice chairman, Dorothy Coleman; secretary, (left open for future); treasurer, Lee W. Cathcart; membership, Shirley Fadel; and news, Eleanor Wagner.

The new chairman and vice chairman agreed that they will make a flying trip soon covering Riverside, Imperial and San Bernardino counties on a membership drive. We are determined now to get these fly-girls out from under the rocks and into the blue. Many of our member either own or have available an aircraft. Ilia Mae, a Tri-Pacer; Shirley Fadel, a beautifully equipped Cessna 172 conversion (she has her commercial and instrument ratings now); Gail Glass, a Piper Cherokee 180; Taylor and Ernie Dunlevie scoot around in a twin Bonanza; and Eleanor Wagner putt-putts around in a Cessna 170 with pink poodles painted on it. Faye Douthitt and Phyllis Westcott are Navion pilots and recently attended the Navion gathering at Land O Lakes, Wisc.

## EL CAJON VALLEY CHAPTER

By Boo Christensen

El Cajon Valley Chapter welcomes its officers for the ensuing year: Chairman, Isabelle McCrae; vice chairman, Boo Christensen; secretary, Harriet Allen; treasurer, Leah Liersch. Chairman Isabelle sets sail this month aboard the floating university — the M. S. Seven Seas. Son Mike, an 18 year

old freshman at Cal Poly at San Luis Obispo, will be working toward a degree in biological sciences and Isabelle has signed on the ship as a nurse, but will also be studying in her spare time for a bachelor's degree in psychology. This will be the first mother and son team to sail aboard the school ship.

The trip will last 108 days, returning to San Diego February 3, 1965. The first port of call is Lisbon, then on to Barcelona, Naples, Athens, Beirut, Alexandria, Port Said, Suez, Bombay, Colombo, Singapore, Bangkok, Saigon, Hong Kong, Inchon, Yokohama, Honolulu and home.

Aileen Saunders and Karen Whited "flew away" with trophies at the Brown Field Air Show held in August. Winner was based on best ETA of a return to Brown Field after a fly-over to Ramona Airport. Aileen was Saturday's winner and Karen's exact ETA won her the trophy Sunday. The air show, featuring antique airplanes, acrobatics and pylon races also showed the crowd an "example" of the Powder Puff Derby. Second place went to Mac Huntington and co-pilot, Lu Lewis, for both days. Others in the derby were Dottie Sanders, Doris Ritchey, Dotty Davis, and Isabelle. Judy Bachman and Karen organized the 99 representation for the air show.

"Let's Go Hawaiian" was the theme of the hangar dance planned with the aviation committee of the El Cajon Chamber of Commerce. Chamber representative Jannette Garten worked with chapter representatives Ida Gay, Jean Bussy and Leah Liersch for this gaily decorated, fun-thing held in September. Flying time at John and Barbara Tucker's "Stardust" was won by Sandy Ago 99 Stella Hardin. Dottie S. won a radio. Flying time at El Cajon Flying Service, dinner tickets, round-trip fare to San Francisco were won by other than 99's, so actually it wasn't a put-up affair.

Proceeds are for the AWTAR start in '65. Committee chairman busily planning a fun packed week for the contestants are: Barbara Hill, filling in for Isabell, together with Boo as "general" chairman; operations, D. Sanders; impound, Doris; transportation, Leah; hospitality, Harriet; accommodations/social, Aileen; program, sales, Karen; publicity, Judy.

Another welcome to Bonnie Shinski, Lemon Grove, who has reinstated, and to these whose membership forms are enroute to headquarters: Barbara Al-



mond, San Marcos; Juanita Craig, Escondido, and Patsy Stein, San Diego.

Doris Ritchey is planning a school term this fall so hesitated running again for office. Thanks, Doris, for last year's newsletters.

### FALLON, NEV. CHAPTER

By Joyce Beail

Our August meeting was held in Fallon and we had a delightful lunch at the Stockmans. We welcomed our new member, Ora Destree, who flew over from Carson City, to attend the meeting.

Had a surprise visit when Irene Leverton came Fallon way to have "Gus" Gustavson give her some tips and instruction on pylon racing (and she won).

Bertha Cline and her husband flew to New York to see the World's Fair. They should get to know their way around, as they plan to be there for a couple of months.

Our September meeting gave way to a day at the Reno Air Races, with Mary Little, Fran Gustavson, Pat Henning, Joyce Beail, Ora Destree, Hazel Hahn, a former member of the New York-New Jersey Chapter and also a former WASP, and Laura May Crawford, San Joaquin Chapter, in attendance. After we arrived though, the races were cancelled due to wind, but we got to see all the plans and our Mary Barr and Irene Leverton make some practice runs on the pylons. Also noted Fran Bera's plan was having a wing tip repaired, sagebrush rash" from a low pylon turn.

### LONG BEACH CHAPTER

By Carole B. Dunn

September — with two months passing and not seeing all the members, Betty Faux opened the meeting with the request that everyone tell where they had flown during the summer. Thirty-one members attended especially to hear from Barbara London, Margie Ross and Iris Critchell, all members of the AWTAR Board. The news that there will be no race after next year all shocked us, as we, as a chapter, have been most active and interested in the race. It suddenly dawned on us that there are chapters in the 99's that think they are never touched or influenced by the race. It is hard for us to realize that any 99 would want to give up the race. Knowing some of the board members intimately as we do, we can readily see that they are being put behind the

8-ball, and running six race starts we also can realize the knowledge, length of service and experience required to run such a race. No one could handle the necessary actions to be taken except one with years and years of working with the race committee, that these girls have done so — without remuneration — and for the 99's, to get nothing but dunning letters is a great injustice and heartbreak. Enough said as there has been a committee appointed to look into the reasons for the dissatisfaction in our organization. Why don't you write to: Win Griffin, El Paso Chapter, and give her your reasons pro and con the race so that the committee can make a good decision on whether or not to continue the race. A lot of members have joined our chapter because they heard about us from the knowledge of the race. How did you get your members? and why did they join the 99's?

About the girls: Mary Wenholtz passed her commercial written, flew to the El Paso Sectional and to the Convention with Barbara London and Margaret Callaway. Margaret has also been doing a lot of flying — winning the Truckee-Tahoe Race and to the El Paso Sectional and on to N. Y. and the Convention. Barbara London has been busy working on the Air Race but managed a flight to Mexico for five days. Jackie Sepulveda says she hasn't been flying much, but we saw her in Tahoe and at Fresno. Margaret Ross says she's only flown 12 hours all year, we know she's been busy all year working on the Air Race. Did you know that the Air Race committee's have found several structural deficiencies in different makes of aircraft over the years of the races. These girls do us a favor when they notify the manufacturers so that they can correct this. It's not every day you can get same make airplanes from all over the country together in one place to make a comparison such as this. Mary Pinkney has been quite active practicing for her commercial. Iris Critchell has taken up soaring. Lori Adams is now Lori Davies — she got her 49 $\frac{1}{2}$ er this summer and now lives in the San Fernando Valley. Juanita Tanger and Millie Krueger have been traveling around the country — to El Paso and back East to get a new Beech Debonair and a used Musketeer. Millie flew to the Experimental Aircraft Convention in Rockford, Ill.

Fran Bera has been doing well selling airplanes except for one used Swift — to an insistent buyer — on the first

demonstration the gear collapsed on landing and Fran lost her sale even though the price had come down considerably. Margaret Mead of the Santa Barbara Chapter was a guest as she is now working for Belmont Aviation in Long Beach. Joan Merriam's flying consists of one big fat trip around the world and approximately 10,000 trips across the U.S. She and Trixie Ann Schubert have almost completed her book on her AE flight and are now taking advance order on the sale. If anyone would like to order the book, contact Joan. Olive Tuttle jetted home to Illinois for a vacation. Pat Weaver and 49 $\frac{1}{2}$ er have been to Oregon to buy some land. She says she bought some land with an airstrip on it but she can't find the runway. Maybe she'll have it cleaned away for us so we can have a fly-in there to airmark it.

Thon Abbott and Chriss Hoffman of the Orange County Chapter were guests also. I'd like to hear more on how to do 180's on the runway and the hitchhiker in Baja, Calif. Have you read the latest Flying Magazine? There is a nice article in there about Claire Walters' flight academy and their honest instructor, Peter. Claire and Betty bought a new Cessna Skylane and have finished training their four African students for their commercial instrument ratings. Ellie Peterson flew to the Bay of Angeles on vacation. Edna Loudon started out to the Convention but got side tracked. Melba Short got her private license and flew to Portland and Seattle in her new Skylane. Emaline Marguet got her private license also and flew to Oakland to attend her son's graduation. Grace Moore went on a flying vacation to the Grand Tetons, Wyo.

### PHOENIX CHAPTER

By Mary Vial

The Arizona heat didn't keep Phoenix 99's from turning out for our September meeting at Norma Cassidy's, where International Vice President Alice Roberts installed our local officers for the coming year. Special thanks were given to our energetic retiring president, Pat Lambart, who has held office in our local group for the past five years and whose enthusiasm has done much for the growth of the 99's in Arizona and the Southwest Section. Congratulations for good leadership and many jobs well done. Even though Pat now has a new role as mama-in-waiting, she doesn't let it interfere with her flying activities. She



was on hand to help with the AOPA clinic in Prescott Sept. 11 and reports that on Sept. 6 she and husband, Ric, were temporarily stranded in Nogales when Ruth Reinhold and her very important Barry Goldwater family (for whom Ruth flies) plus the press corps tied up all the town's taxis at the airport!

Now to catch up on old news. Virginia Hash's pool potluck party in July to "housewarm" the new addition to her home was a huge success. The August pool potluck at Mary's was highlighted by Mary and Alice Roberts showing their slides of the TAR and World's Fair trip and by Pat Lambart presenting 49½er membership cards to loyal Bill Beard, Ric Lambart, Val Periman, Charles Roberts and George Vial.

Gretchen Yingling, proud mother of EIGHT ranging from two to 15 years, reports that they can now take the whole family aloft at once. Plane No. 3 has recently been purchased and her oldest son will soon go into flight training to prepare for a 16th birthday solo! How about that for a flying family? Congratulations to June Kaiser's daughter who soloed on her 16th birthday! June profitably spent the summer working for Irvin Aircraft and made many weekend flying trips to the West Coast.

Always busy Virginia Hash will fly soon to Las Vegas for the regional meeting of the Lawyer Pilots' Association of which she is the new national vice president. And again in December she will wing to Long Beach for a board of directors meeting of that organization in conjunction with NATA. Virginia says that there are two other women pilots in LPA and that it is fascinating to meet fellow lawyer pilots from all over the country.

Our beloved charter member Melba Beard flew airlines over Labor Day to Ottumwa, Iowa, for the National Antique Airplane Association meeting. Melba is president of the Arizona Chapter. Ruth Reinhold, retiring president of the Arizona Ox 5 Club, was on hand recently for their annual dinner as were Juanita Newall, Pat Lambart and Melba. Melba sadly reports that a recent wind storm blew the hangar doors onto her antique bird, damaging several parts including the empennage. But never daunted, Melba, who has her A and E license, is already busy repairing it!

Alice Roberts is delighted to have a new daughter-in-law, wife of son,

Chuck, and to have visiting with them now her daughter and two grandsons. After a busy summer with TAR and Convention in Cincinnati, she will take off on the 25th for the fall Southwest Sectional. Alice says that her most rewarding experience lately was to fly friends Dr. and Mrs. Peterson to Las Vegas and initiate them to the joys of flying in a light plane.

Norma Cassidy had a wonderful six weeks flying her son to see the Eastern colleges in their C-210. And Juanita Newell was recently honored to be chosen to fly the video tape to Prescott for Senator Goldwater's opening campaign speech!

Mary is working for her instrument ticket and Bev Periman is studying commercial ground school. Thanks too to Bev for our new plastic name badges.

Now, goodbye, good friends, and happy flying! Efficient Vee Shawver will be your new reporter from Phoenix.

#### **REDWOOD EMPIRE CHAPTER**

**By Bette Smith**

Our August meeting was held at the Mendocino County Airport and we all enjoyed getting out in the mountains and ocean for a few hours. During September we have had several work meetings at the Napa County Airport in readiness for our sectional meeting at Hobergs Resort this month. We managed to have a business meeting for election of officers and we all consented to serve another year, so that made it easy. Since we have spent several months in work we hope to have a year of just plain flying fun. Myrtle Wright, chairman; Anita Conley, vice chairman; June O'Donnell, treasurer; Phyllis Cantrell, secretary; Gladys Haney, membership; Betty Shunn, scrapbook; Bette Smith, newsletter; Hazel Bertagna, airmarking; Frances DeHaan, map. We added two more chairmen to the list: Marietta Aldrich, ways and means; and Mardo Crane, publicity. Since Mardo was absent we hope she will consent as she is a very fine person and knows a lot about our 99's. We feel very fortunate to have Mardo in our group.

Patricia Stouffer now has her commercial ticket. Pat has been working hard on her flying these past few months of school vacation. She teaches school during the week and has only the weeks and school vacations to fly. We are proud of her.

#### **SACRAMENTO VALLEY CHAPTER**

**By Florence Breen**

Sacramento Valley Chapter has elected their new officers for the 1964-65 term. It is hard to beat the officers we have had for the past term but there never has been a finer group of pilots in command than we elected for the coming year. June Devine is chairman; Joyce Evans, vice chairman; LaRue Brown, secretary; Vija Berry, treasurer; Trish Marks, membership; Lillian Gray, publicity-historian; and yours truly, the newsletter. In as much as I've never done any reporting or shown much ability in the literary line, I'll admit it might be that I'm doing it for a selfish reason — I like people, especially fliers, and I'm interested in what they are doing, not nosey, just interested. Writing the newsletter is one way of keeping in contact with our group and I find that working with the group makes it much more interesting. So whatever errors I make in writing these letters the next 12 months, just overlook them please.

We held the initiation of the new officers at Posey's Cottage on September 2. We had 25 attending. Sixteen members and the rest were guests. After the "happy hour" we enjoyed a delicious dinner of either steak or prime-rib, with all the trimmings. But the "main event" was the announcement to the members and guests that had missed the August meeting, that our chairman, Darlene Marsh, was changing her name to Mrs. E. William Gilmore, September 19. She is marrying Lt. Col. "Gil" Gilmore of the U.S.A.F. Carol Hammond made a presentation of the candelabrum gift which the chapter gave to Darlene as a wedding gift. It was really nice to have our members Carol Bloom and Barbara Graber in attendance. Also, we enjoyed the report that Ruth Ruekert presented to us about the National Convention. It was such an interesting meeting and get-together that the management almost had to chase us out, as it was their closing time.

It is hard to realize and all of us hate to admit it, but summer vacations are over, at least that is the thinking when school begins and the fair is over in Sacramento. But what I can gather so far, there have been some mighty interesting and restful vacations enjoyed by SVC women. Esther Phipps and her 49½er Lou flew their Debonair far into the "wilds" of Canada and then took a boat still further to where



they were out of contact of everything but the beauties of nature and the sport of fishing. Elaine Lancaster and her 49½er Bert were their companions, flying their Cessna. Each took their own plane in order to pack enough food and clothes and whatever you need to be able to "hibernate" for a couple of weeks. Understand that they caught some real "beauties" when it came to fishing. One of Esther's trout was large enough to enter it in a contest. Haven't heard how she came out. If she wins, she'll receive an outboard motor. But what good is a motor without a boat? Our new chairman, June Devine, and her husband, Jim, left the 11th of September for a stay of two months in Europe. Am I envious! She gets to see our offspring — Joyce this month. At least June makes a good errand girl for me, as she offered to take whatever I wanted to send over to Joyce. (Think she must have a secret and joined the new fad of only half dresses and bathing suits, when she has weight left over to pack someone else's luggage.) But I accepted and sent Joyce and Ray's anniversary present with her. Sort of costs money to send things to Germany — have you ever tried mailing packages that far?

The Ladybugs have had some fun trips this summer. Remember the Ladybugs are women fliers who want to practice flying and get in a little flying time. We say we "fly for fun" on the second and fourth Wednesdays of the month. Most of the group of Ladybugs are from the Sacramento Valley Chapter, but we have Bay Cities fliers join us once in a while. The first Wednesday of August we flew into Fresno International and met Helen Smith, Carol Bugay, Sharon Wofford, Myrl Scinler of the Fresno Chapter. Gladys Cobb flew her Cherokee 160 with passengers, Elly Jones and Hialeah Reilich of Bay Cities. The Sacramento pilots were Barbara Graber in her Navion with passengers Carol Bloom, Beth deOlair and Barbara's daughter, Liza. Vija Berry in her Cessna with passenger, Charlene Green; LaRue Brown flying the 160 Cherokee with Millie Maxwell; Virginia Townsen flying her Cessna with Genevieve Conlin as passenger. Ruth Wagner in her Comanche with passengers June Devine and Barbara Hansen. Trish Marks flew her Cherokee 160 and I've forgotten who her passenger was. Since Claire Raley just got back from flying her Cessna 182 all over the United States, it needed a little atten-

tion, such as the 100 hour inspection, and being grounded on Lady Day isn't any fun. Needing the practice and hours, decided to take the "Big Bird" which is our twin Bonanza and had a lot of help with excellent pilots named Edith Brewer, Carol Hammond and Claire Raley. Keeps a person on their toes when you have three or four top pilots as co-pilots. Try it someday. It was quite warm in Fresno but not as hot as the air around our lunch table.

The fourth Wednesday of August we were supposed to go to Monterey to meet June Devine who went down on Tuesday because she loves it so down there. But the weather wasn't very cooperative, and when Carol Bloom and Barbara Graber with Barbara's 49½er, Vic, called from Salinas that it was overcast with 200 foot ceiling and they were returning to Stockton Airport, our alternate — all the rest of us that were in the air turned and headed for Stockton, except Vija Berry in her Cessna. By the time she got to Salina, it had broken enough so that she sat down and then when the report came that Monterey had broken and it was VFR, she immediately took off and finally had lunch with June and her guests. But the rest of the Ladybugs would have been too weak to fly if we had waited that long for lunch. As I said, Carol Bloom in her Cessna, with Barbara and Vic Graber landed at Stockton. Trish Marks brought her mother and another friend in her Cherokee. Claire's Cessna 182 was raring to go by this time, so she came in with two passengers. LaRue Brown (what a faithful Ladybug she is, as she rents this Cherokee each time she flies) came with two passengers. And what a surprise when Mary Fields flew in with Ruth Rueckert as passenger. The "Big Bird" only had two passengers, Lillian Gray and Virginia Townsen. Joyce Evans and 49½er Hugh flew in to help dedicate the new airport which opened on the 12th of Sept. at Willets, Calif.

#### **SAN DIEGO CHAPTER**

**By Stella Hardin**

Our chapter was well represented at the International Convention in Cincinnati with Ruby Keaveny, Marion Jepsen, Betty Gillies and Stella Hardin present. Outstanding events included the Ohio River cruise and the gifts of the "99" cups. One afternoon was spent shopping and while Ruby and

Marion were trying on dresses and suits, Stella was repeatedly mistaken for a sales clerk (my genial smile or the long blue delegate ribbon pinned on my shoulder?).

The August meeting was held at the home of Dottie Daub. Guests present were Donna Leach, Barbara Robilliard and Betty Wharton. After a short business meeting during which the results of the chapter election were given, Ruby, as the outgoing chairman, was given a standing ovation by the members.

Thelma Bishop brought home first place honors from the 3rd annual AWTour. Ruth Ebey and 49½er, Jack, flew their club Cessna 182 to Lompoc to visit relatives on Aug. 15. Elsie Watson, Terry Vasques, Ruby, Lois Bartling, Martha Mullen and 49½ers attended the National Championship Air Races in Reno, Nev., during the week of Sept. 12 to 20. Pat Osmon and Stella spent an enjoyable evening Sept. 12 at the Hawaiian hangar dance, sponsored by the El Cajon Valley Chapter 99's. White elephant auction at the August meeting netted the treasury \$8.25.

Ruby, Marion, Thelma, Terry, Jessie and Stella are planning to attend the West Sectional at Hoberg's on September 25.

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

**By Trixie-Ann Schubert**

The September meeting had a triple purpose, to install new officers, shower Lois Miles Weaver with wedding gifts, and plan procedures for preserving the Powder Puff. New officers are Jan Hardin, president; Florence Dittmar, vice president; Trixie-Ann Schubert, secretary; and Ellen Trindle, treasurer. Outgoing chairman, Lois Miles, climaxed this year's air race by marrying flight instructor Dick Weaver at New Orleans enroute home from the Powder Puff. Of the air race, Lois says, "I always win because I come home with new friends, new knowledge of flying, new enthusiasm for aviation." And, we might add, a husband, this time.

Bette Malone has been dove hunting —right. Donna Fisher is getting chum-mier with her new Ercoupe. Jeanine and Pete Ceccio's book, "Pilots Information Center," a compendium of on-the-ground navigation for 200 airports west of the Mississippi is off the



press and on the market . . . \$15 a year including frequent revisions and additions during the year. Marilyn Arnold has been pinned as a 99. Prospective 99's Virginia Rainwater checked out in a 182 and a Cherokee, and Bettye Fry checked out in a Debonaire.

Florence Dittmar flew to the Bahamas in her Cessna 205, West End, Freeport, Nassau. Ardie Trenholm keeps her fingers on the aviation pulse by working weekends as flight dispatcher at Skyways in Van Nuys. Jan Hardin is doing the same by joining Shirley Robinson at General Aviation News. She still finds time for her Ercoupe, at night anyway. She took a young boy flying this month at night over the metropolis.

Lola Ricci represented our chapter at the national convention in Ohio, arriving early to attend the WASP reunion, and reminisce with 84 other WASPS, all "pretty well preserved" in Lola's estimation. And so is Lola; but she attributes it to having been a "child pilot." She flew to Tucson over Labor Day, ran into thunderstorms in southern Arizona; and into Pat and Ric Lambart in Nogales, N. M., nearby. Small world — for pilots anyway.

Ninety-Nines we haven't seen for many a month, Shirley Robinson and Zona Siggins joined us at the September meeting, and it was a joy to welcome back to the fold Gladys Hogins who is reinstating her membership. She belongs to a Mooney club. Shirley Thom has been local flying, and guest Joyce Munson, who is learning to fly, attended her first 99 session.

Still another prospective member is Liz Cuadra who started to fly in Kansas 10 years ago, flew the '53 Powder Puff, is an aeronautical engineer at Marquardt Engineering, and is recipient of the Zonta Amelia Earhart Scholarship of \$2,500. Erlene Peeples flew to Eugene, Oregon, and El Paso, Texas, and is working on ground instrument course. Lois Mauer took off for Miami in a 182 and found the weather in Florida impossible and impassable so they grounded the 182 at Tallahassee and took a commercial flight the rest of the way.

Laura Cangiani flew her F85 (compact Olds) on vacation with five children along. Rose Ford is active, local flying. Libby Swenson checked out in a 182. Audrey Schutte got the cast off her arm one day and started instructing again the next. Spunky. Ellen Trindle flew to the old mining town of Columbia

and to Site 6; reports that her son soloed on this 16th birthday.

Mary Kemper flew to Utah and jeoped into the back country, flew to Reno for the midjet biplane races. Perhaps none, certainly not in our chapter, has piled up the column inches of good public relations for 99's as has Mary this year. Shirley Robinson flew a Comanche 260. What's that "heated pilot" she advertised in the green sheet? Lauretta Foy flew to Reno for the races, and has a new job — with Thornburg Engineering Company whose headquarters are in Palm Springs. Liz Crowley is working on that instrument rating.

Trixi-Ann Schubert was guest of those great hostesses, the Colorado 99's, at a Black Forest fly-in near Colorado Springs where the 99's were treated to soaring, both by tow plane and winch, compliments of the Pikes Peak Soaring Club; spent some time interviewing Amelia Earhart authors, Majors Paul Briand and Joe Gervais at the Air Force Academy; and found life infinitely more complicated after one of her children won the grand prize of the four day Colorado rodeo, a yearling Appaloosa horse.

Seven from our chapter will be attending the fall sectional at Hobergs in Lake County, Calif.

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

**By Jeanne McElhatton**

We had two nice suntan gals in the personages of Patty Sherwood and Marg Standish when they returned from almost three weeks of basking in the sun and sand at Laguna Beach. They entertained Patty's nieces and nephews so there was lots of activities, but they looked very relaxed anyway.

Natalie Bossio has spent the last three weeks doing nothing but moving, moving, moving. It seems that it is more difficult to move three blocks than to move clear across town. At any rate Natalie has a nice new apartment with swimming pool.

Another of our members who has been grounded hopes to start flying again next week. In the meantime Pauline Berti is still catching up from a three months trip to Europe. She saw a most fascinating air show while there with precision aerobatics like she had never seen before. The next long trip for Pauline will be to Mexico by Bonanza A35.

Marion Barnick has been flying again, also in a Bonanza. She's getting in the air by taking the children's

teachers for a ride. At least those who want to go up. Yes, there are still a few souls who have not been willing to try the wonders of flying. Then of course we have Alice Taylor who has flown to the Nut Tree three times recently for lunch, flew to Hoberg's Resort for a day and to Whiteman Airport in L.A. with Pat Gladney. Pat was delivering her friends the Eslers to L.A. for a vacation with relatives, and hurried back just in time for our meeting. Jeanne McElhatton performed another taxi service when she flew friend Dave Coats to Bend, Oregon, to vacation. Dave M. flew up the following weekend to bring Dave C. back home. What a marvelous excuse to see that beautiful land around Mt. Lassen, Mt. Shasta, Crater Lake and all those deep blue lakes of Oregon. On the return trip Dave headed west over Crater Lake and added the Pacific coastline to his sightseeing.

In July Dorothy Heikkila with her husband and two children took off for North Dakota and Kansas to visit relatives. They took the Northern route and returned via a southern pathway. They have also made several weekend trips to Oregon, San Diego and Reno. They really go in all directions.

In the past few months Amy and Frank Sylvestri have taken some time off from their business of teaching for a trip to Mulegi, lower California, Mexico, with another couple in their Cessna 185. Frank got in a fishing trip with a friend (each flying a Super Cub) to remote areas in Idaho while Amy with son and daughter had a vacation at Hobergs just before school started. Amy and children went via Cessna 182. Frank and Amy with son Paul flew to Reno for the start of the Air Races in the 185. Paul, who is 17, soloed a few months ago and has worked at the airport all summer. He has checked out in a Cessna 150, a Piper Super Cub and has passed the written. Amy says daughter Carolyn, just 13, can hardly wait!

A bit of preview of the Reno Air Races was had by Jackie Petty who flew there a few weeks prior to the races with Irene Levertson and Claire Hunter. Jackie and Irene took turns flying the pylons — more fun. Too bad the race disqualified the 235 (Cherokee that is) as Jackie really wanted to race. Lloyd and Jackie are taking three weeks vacation and will fly to Fresno, then by scout to the mountains to hunt and fish. The last week a short flight will take them to Orange County



Airport to visit friends at Corona Del Mar.

Three seems to be the popular number. The McElhattons just returned from that many weeks touring Michigan, Ohio, the World's Fair and Washington, D. C. We all enjoyed the Fair, but sure did walk our legs off trying to see everything. Pepsi-Cola's small world exhibit made the biggest hit with our four year old. But the boys, 9 and 10 years, were greatly impressed with everything about Washington, D. C. What a memorable history lesson — so easy to digest.

#### UTAH CHAPTER

By Lucille Christopherson

Here is a cheery "hello" from the crossroads of the West. Flying weather in Utah has been perfect and the Utah girls have taken advantage of the situation by several get-togethers and flights in and out of the state.

Our August meeting was held at the home of Eunice Naylor. This has been the first chance we have had for absorbing some of the business matters pertaining to our chapter. Election of officers, by returned ballot, was determined that evening and the following members will be the leaders for the coming year: Alberta Nicholson, chairman; Lyle Beckstrand, vice chairman; Marjorie Mackey, secretary; Loretta Gabrielson, treasurer; Lois Fredericks, membership chairman; Maxine Nielson, air marking; Lucile Christopherson, newsletter. Our sincere thanks to our out-going chairman for a job "well done". Alberta Nicholson reported on her delightful trip to the National Convention. Lyle Beckstrand flew her to Idaho Falls where she joined with the Eastern Idaho girls; Betty Stores, Mary Kilbourne and Esther Stone for the flight to Cincinnati. Several air marking events have been arranged through our air marking chairman, Maxine Nielson, for the next few weeks while the good weather lasts. A lovely dessert was served by Eunice from fresh fruits out of her own garden.

August 15th found 15 Utah 99's and three guests at the Richfield Airport completing air marking on that strip. Breakfast was served to the girls by the Chamber of Commerce and airport officials in appreciation for their work.

August 29th, nine girls and four guests met at the Tooele Airport and placed the name of Tooele on the runway. Breakfast was served by the

Chamber of Commerce for a job well done.

September 12th the following 99's, under the direction of Maxine Nielson, our air marking chairman, flew to Price, Utah and air marked that strip; Lyle Beckstrand, Marjorie Mackey, Alberta Nicholson, Nancy Reuling, Lois Frederick, Virginia Riedel, Jane Andreason and Loretta Gabrielson. Some of the gals brought their husbands along so that the job could be completed quickly.

August 30th we had a delightful surprise "tea" at the home of Jane Andreason. We had as our choice guest none other than our International President, Ruth Deerman. How delighted we were to have her with us. Jane did a marvelous job with her lovely luncheon. Jesse Carter, our going chairman, after advising the girls of the affair met Ruth at the airport and took her to Jane's lovely home and introduced her to the group.

Virginia Riedel has been enjoying the fishing holes of Yellowstone Park and Jackson Hole, Wyo., and, of course, the only way to go is by air. June Raybould has been visiting such areas as the beautiful primitive areas of Idaho the past several weekends. Jane Andreason, however, shuns the fishing holes but has taken enthusiastically to water skiing in the Bear Lake area of northern Utah.

Nancy Reuling, one of our new 99's, was hailed as pilot of the month at our August meeting. She flew commercial from Denver to Florida where she picked up a new Cherokee 140 from the factory in Vero Beach and flew it back to Salt Lake City. Nancy has a wonderful husband and three little Reulings who are very proud of their wife and mother. They enjoy such family fun as their weely campouts in the Utah hills.

Louise Anderson, another of our newer 99's, keeps the airlines hot between Salt Lake and Ennis, Mont., each weekend for fishing and short vacations.

Flossie Mae Nepko and her husband, executive directors of the Utah Chapter of Arthritis and Rheumatism Foundation for the coming year, have been flying throughout Utah setting up branches of the chapter for membership campaign drives. They have also enjoyed several weekends at Jackson Hole and Delta, Colo.

Lois Fredericks and husband have been spending part of their vacation at Priest Lake near Spokane, Wash.

Lyle Beckstrand picked up her daughter at Fullerton, Calif., after spending a week with her parents and returned to Salt Lake. During the time they were in Fullerton they enjoyed a weekend at Bear Lake.

Bonnie York has been actively spreading her wings over the Utah area.

Eunice Naylor, who has been very active in CAP encampments throughout the year, instructed the girls of the Murray Flying Angels, located at the Spruces in Big Cottonwood Canyon, on aircraft and engines and the "Roll of Young Women in the Aerospace Age." Lucile Christopherson and her husband gave the Sunday evening program at this encampment, showing their pictures of their world tours.

Our sincere thanks to the California girls who have air marked such fields as Apple Valley, Calif. It was a haven of refuge and a wonderful sight through the smoke and dusk on my return from Los Angeles last Friday. Air marking is a wonderful project for all 99's.



#### EASTERN NEW ENGLAND CHAPTER

By Chris Seaver

June meeting was held at North Adams Airport with luncheon at the Country Restaurant in Williamstown, Mass., after which we took a tour of the Sterling and Francine Clark Art Institute, a multi-million dollar museum housing one of the finest private art collections in this country.

Lexington Inn at Lexington, Mass., was the scene of our July meeting and although it was scheduled to be a "fly-in" the weatherman did not cooperate. Nevertheless we had about ten members fly "low and slow" on the ground in strictly IFR weather. Lois Auchterlonie gave us a fine summarization of the Convention which we all enjoyed.

August, being a popular vacation month, gave us a surprise with a fairly good turnout for a "fly-in" meeting at Charlie's Steak House opposite the Lawrence Airport.

Just came back tonight from a perfectly gorgeous flight to the fall sectional meeting at Twin Mt., N. H. For once we were delighted that our weath-



erman was wrong. Predictions had been for rain late Saturday afternoon settling in for an all day drizzle on Sunday. It turned out to be one of the finest weekends (weatherwise and otherwise) that N. H. has had for many months. Visibility must have been 80 to 100 miles without a cloud in the sky. We held our meeting in the afternoon, and at night we were guests of the Aviation Association of New Hampshire. After the banquet Alma Gallagher of the Northern N. E. Chapter gave a "This Is Your Life" introduction of Shirley Mahn, and Pat Russell presented Shirley a beautiful trophy award as "New England Woman of the Year in Aviation" for her many accomplishments in ratings, building up the Whitefield, N. H., Airport with husband, Dick, and her air search and finding of the New York college students lost in the snow swept mountains last February. A fine plaque and lifetime membership was also presented to Shirley from the Aviation Association of New Hampshire.

Sunday brought another day of glorious weather and several of the members took advantage of it and went to the top of Mt. Washington on the cog railroad. It was well worth the trip as the scenery was indescribably beautiful.

Alma Gallagher of Laconia, N. H., will leave for a tour of Russia, Belgium and other countries as part of a journalist group leaving September 29. They will have the privilege of visiting a Russian newspaper and talking with journalists working in the same type jobs.

Isabel Blodgett came home from a jaunt to Mexico and Guatemala (flew her Cessna 172 to Texas and she, daughter, Margie, and Dutch, husband, hired a car to tour from there on), long enough to unpack and repack for a flight to Europe to meet her other daughter and English son-in-law for a camping tour of Yugoslavia, Bulgaria, Turkey, etc. She'll be home about October 1.

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