

DECEMBER, 1964

# *Ninety-Nine News*





DECEMBER, 1964

Official Publication of  
THE NINETY - NINES, Inc.  
Headquarters, Terminal Bldg.  
Will Rogers Field  
P. O. Box 99  
Oklahoma City, Oklahoma  
Headquarters Secretary  
Carol Craig

**Editor**

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

**International Officers**

**President**

RUTH DEERMAN  
405 Camino Real  
El Paso, Texas

**Vice-President**

ALICE ROBERTS  
719 W. Orchid Lane  
Phoenix 21, Arizona

**Secretary**

BETTY W. McNABB  
926 Third Ave.  
Albany, Georgia

**Treasurer**

ELIZABETH V. "Susie" SEWELL  
c/o Catlin Aviation Co.  
P.O. Box 2398  
Oklahoma City, Oklahoma

**Executive Committee**

DONNA T. MYERS  
11603 E. 6th Place  
Denver, Colorado 80010  
LYDIELLEN "Lygie" HAGAN  
South 1907 Oneida Pl.  
Spokane, Washington  
JOAN L. HRUBEC  
16902 Dartmouth Ave.  
Cleveland 11, Ohio

**AE Scholarship  
Deadline  
January 15th**

## President's Column

Your Executive Board is charged with the responsibility of handling all of the business of the Ninety-Nines, Inc. arising between the International meetings. They are to plan and provide the leadership for those projects that will strengthen our organization and cause it to gain the prestige it is due.

At the International Convention in Cincinnati last August it was decided that Ninety-Nines would benefit if the Executive Board had a meeting in the Fall in addition to the usual ones held in the Spring and at the International Convention. Normally most of the work of the Executive Board is done by correspondence in the form of memos. Prior to the Fall Executive Board meeting which was held in Oklahoma City November 2-3-4, twelve memos had been sent out. The following is a precis of those memos, and the Executive Board meeting.

All members-at-large must be approved by your Executive Board, because they reside in a country where no section has been organized. The following members-at-large have been approved: Ebertha Nyehuis Spiele, Hengald, Netherlands; Myriam Ziel, Paramaribo, Suriname; Anneliese Mosch Fernandes Pinto, Galiza, Estoril, Portugal.

In order for a Section outside the United States of America Territorial Limits to be issued a charter, it must be approved by two-thirds of the delegates at the International Convention. When the request is received the International Secretary issues a warrant for the formation of the Section pending approval of the delegates at convention. Such a request has been received from our members in England for a British Section.

The use of the Ninety-Nine emblem must be approved by the Executive Board. The El Cajon Chapter was granted permission to use the Ninety-Nine emblem on souvenirs for the 1935 AWTAR contestants.

The FAA Center Library is attempting to build and maintain as complete a file as possible of all Aeronautical materials to be used for historical and reference purposes in their Aeronautical collection. Their request to place

the Ninety-Nine News in this collection was granted by the Executive Board.

Through memos, letters were evaluated concerning circularizing of members and the use of the roster without prior Executive Board approval. This was put on the agenda for the Fall Executive Board meeting. At this meeting the following resolution was sent to the Resolutions Committee: "Since the Bylaws Article XVII Section 2. Membership Directory states; '(1) No member shall permit the use of the membership directory, or any membership list to be used for any purpose without approval of the Executive Committee', Be it resolved: that unauthorized use of the roster shall be cause for disciplinary action even to disqualification from membership in the Ninety-Nines".

At the International Convention in Cincinnati last August, the AWTAR announced in its annual report that the 1965 Powder Puff Derby would be the last. This report was accepted by the delegates. AWTAR is a separate corporation owned by the AWTAR Board. When they planned to dissolve the corporation and keep the trade mark "Powder Puff Derby" the Ninety-Nines were left with no race. AWTAR has reversed its decision, but since their decision to abandon the race was accepted by the delegates, Ninety-Nines cannot legally endorse the Powder Puff Derby until after the 1965 convention when such a proposal is put to the delegates and passed by a two-thirds majority. At the request of the delegates at the convention a committee was appointed to study the possibility of having a Ninety-Nine Cross Country Race. The progress report of this committee was carefully studied at the Executive Board meeting. Both the Committee and the Executive Board feel that the AWTAR personnel are the best qualified and best equipped to run a race for Ninety-Nines. The committee was instructed to continue its work, with the thought in mind that AWTAR had reversed its decision, and formulate a working agreement that would be beneficial both to the AWTAR and the Ninety-Nines.

With new chapters and sections being formed a need for a Standard Operating Procedure was recognized.



Such an SOP was formulated with details as to the actual steps to be taken, who to write to, who to send applications to, what Ninety-Nines are, our aims and objectives, what is expected of the chapter, how the charter is presented, etc.

Some of our permanent and appointed committees do not have SOPs. Work is underway on this project. Old SOPs are being updated and new ones formulated for those committees without any.

There are many organizations who announce their new officers by sending a card to other organizations in allied fields. Following the 1965 election, a card announcing the new President of the Ninety-Nines will be sent to all organizations and publications in the field of aviation.

The National Inter-Collegiate Flying Association has an Air Meet each year. Ninety-Nines present an Achievement Award at their Awards Banquet. For many years before her death, Arlene Davis, one of our Ninety-Nines, had presented the Top Woman Pilot Award. The Executive Board voted to present this award in addition to the Achievement Award.

AOPA has written asking Ninety-Nines backing in a campaign against tall antennas and taller buildings along the airways, with the recommendation that antennas be placed in so-called "antenna farms". The secretary was instructed to write AOPA that Ninety-Nines will cooperate to alleviate this dangerous situation.

Headquarters has a new look. The rooms have been repainted and new furniture has been purchased for the lounge. A new IBM Selectric Typewriter will be purchased to replace the old one, which, having undergone expensive repairs, is still unsatisfactory. Carol Craig, our Executive Secretary, will receive an increase in salary of \$25.00 per month beginning March 1, 1965, which is one year from the date of her last increase. Her salary will then be \$375.00 per month.

Chapters are always looking for ways to make money to finance their Ninety-Nine projects. Any item using the Ninety-Nines emblem that they may

**We are grieved to report that ex-President Belle Hetzel suffered a stroke around mid-November in Germany while on an around-the-world trip. At press time we have no news of her condition but she is in Joseph's Krankenhaus (a hospital near the airport), station 16, Baumer Plaus 24, Berlin, Templehof, Germany.**

wish to sell must be approved by the Executive Board. The following items were approved for sale by chapters: Luggage tags by the Carolinas Chapter and Name Badges by the Colorado Chapter.

Everything undergoes change at one time or another, and there were name changes approved at this meeting. A resolution was sent to the resolutions committee to change the name of the Contest Committee to the Competitive Events Committee. It was felt that this name would be more in keeping with the function of this committee. In keeping with this space-age world the Air Age Education Committee name was changed to Aerospace Education Committee. The Midland Chapter felt that because it is comprised of girls from other towns, and actually isn't just the Midland Chapter, that perhaps they would have better cooperation from the press in these other towns if it wasn't called the Midland Chapter or by the name of any other town. Their name was changed to High Sky Chapter. The Missouri Valley Chapter stated that some of their members found it hard to explain the present name, because others tend to confuse them with those who live in Missouri. They wished to change their name to Cornhusker Chapter.

It was felt that our Scrapbooks should be more uniform in size. In the future headquarters will buy the scrap-

books four at a time to assure continuity of size and color.

In order to help the sections who are to host the International Convention, it was voted that the Vice-President be designated as Convention Advisor.

Plans for future Ninety-Nine projects were discussed and you will be hearing more about these later. In the meantime Happy Holidays to each of you.

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

## **Coming Events**

**April 23, 24, 25, 1965**  
Southwest Section Meeting, Tucson, Arizona.

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

**June 12, 1965**  
San Diego—Fallon Fun Race.

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

**July 8, 9, 10, 1965**  
International Convention at Chattanooga, Tennessee.

**September**  
Southwest Sectional, Salt Lake City, Utah.

The Executive Board was appalled to have received a political appeal which was sent out to the entire membership after permission to use the roster for this purpose had been expressly denied. The Ninety-Nines, Incorporated, are non-political and non-sectarian, and the use of the roster in this manner constitutes a flagrant violation of Article XVII Section 2 B of the by-laws.

Signed: The Executive Board  
Ninety Nines, Incorporated

**AE Scholarship  
Deadline  
January 15th**

## Our Charter Members

October 1, 1964

Dear Ruth,

I have received my Life Membership in the Ninety-Nines for which I am most appreciative.

My interest in the Ninety-Nines will continue, and I shall work just as hard for the Club now as in the past.

Wishing you continued success.

Most sincerely yours,  
Blanche Noyes, Chief  
Air Marking Staff, FAA.

Sept. 25, 1964

Dear Ruth,

Re. yours of 17 Sept. This quickie to pass along the only three addresses I have of Charter Members (not active).

I will accept my Life Membership now, with many thanks.

Best,  
Louise Thaden.

Sept. 25, 1964

Dear Ruth,

It was a very happy surprise, indeed, to receive your letter with the announcement that all charter members were now Life Members. I do feel very honored and wish to express my pleasure in receiving the same and thanks to all concerned.

I was very disappointed not to be present this year. Only one event, outside of illness could have kept me away and that event took place. My daughter had a son! Not the first but always a priceless moment which we share together.

Thank you so very much once again. Hope to see you somewhere before long.

Most Sincerely,  
Nancy Tier.

43 Essen, Ruttenscheid  
Valentinestr. 1  
Germany

Dear Ruth,

I thank you and all the Ninety-Nines very much to make me a Life Member of your splendid Club and I thank you especially for your kind words in your letter of September 10th, 1964, and to offer me to participate in all of your activities and to write for your Ninety-Nine News.

It is a great honor and a pleasure for me, when I can help you in your wonderful work and I love to do it.

I am helping already a woman pilot of your Club, Miss Beatrice Edgerly of Tucson, Arizona, with her book about "Women Pilots all over the World", sending her articles about other German noted girl flyers and other European flyers, who accomplished great things in aviation. And will soon send you little articles for your Ninety-Nine News. All my best wishes for you all and "Happy Landings".

Sincerely Yours,  
Thea Rasche.

Sept. 14, 1964

Dear Ruth,

Your letter made me very happy. Of course I'm flattered to be a charter member.

These days, I haven't the money to fly. Aerojet lays off more people than they hire. And I have to depend on my modest income from N. Y. willed to me by my late husband. I have a modest house with plenty of shade trees and my old Olds. runs beautifully. My family consists of three fine dogs — two collies and one German Shepherd.

Regards and  
Happy Landings,  
Opal Kunz.

Nov. 15, 1964

Dear Ruth,

My good husband's secretary must have singled out this clipping. (XC News — Missing Pilots Sought—Ninety Nines Looking). I am indeed the one sought. We organized the club, naming it 66ers as there were 66 present. However, a month or so later Opal Kunz got our permission to take in more charter members which made 99 of us. I was in school at Radcliffe at the time and we had organized the New England Women's Flying Club with 30 members. Our chief distinction was

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**

that we all had licenses and we put on a cocktail party in the Reserves dining room every Saturday afternoon. I feel that we were the bulwark of the 99's. Opal was a grand leader.

We had a chapter in Kansas City when I moved there but it got fouled up by a rump group who tried to take over the National Organization. We managed to stop that, locally, as the rump was a K. C. group. However, it sort of spoiled the whole thing so most of us lost interest and turned our local group over to the new gals. I haven't been active since. I went to one meeting in Alexandria.

Washington is no flyers paradise so I persuaded my also timid husband to sell his last airplane several years ago and we took up golf. He is about 20 pounds better for it.

I was No. 9948, and am an OX 5er, when I remember to pay my dues. The most amazing thing about this clipping is that I lived in Las Vegas. This is not true. I am more scared of slot machines than of airplanes. Somebody goofed. I have lived only in Ft. Smith, Ark., Kansas City, Mo. and Washington, D. C., which is my present abode. Henry is the Ch. of Aircraft Engineering for the FAA, which job he has held for the past 11 years. A new record. He is due to retire in two years. I hope we get out before the super-sonics get in. When they start out with a bunch of new types I have to serve warm broth at 11 p.m., or turn off all the telephones. It is a ghastly procedure at best. It's sort of like the Commys were after you.

Good luck with your project, whatever it is. I love to get honors, as do all the "middle aged".

Best,  
Betsy Weeks.

Fifty-six of the Ninety-Nine Charter Members are unaccounted for. If you can furnish ANY information on how they might be traced or contacted — send it to Headquarters (Box 99, Okla. City, Okla.) or to President Ruth Deerman (405 Camino Real, El Paso, Texas).

Check the names and last known addresses carefully to see if you can help complete our 99 history as well as helping the Organization bestow honor for their aviation pioneering.

BACON, Mary Ellen, R.D. No. 2,  
Pitcairn, Pa.  
BLAKE, Bernice C., Box 221,  
Milton, N. H.



## Memos From The Editor

To: All news reporters and contributors

Re: Newsletter copy

Memo No. 1: (No complaints—just a reminder)

DEADLINE FOR NEWS: By 20th of each month except October and June. No Newsletter in November (Roster publication month) or July (held for convention coverage).

HEADING: Upper left or center of first page: SECTION

CHAPTER  
REPORTER

Upper right corner of each page:  
PAGE—— of—— (Total number of pages).

CONTENTS: Type DOUBLE SPACED on 8½ x 11 paper. DO NOT WRITE ON BACK OF PAGES.

PICTURES: Color prints will not reproduce. Glossy black and whites only. 8 x 10 size preferable but smaller ones can be used. DO NOT WRITE ON BACKS OF PHOTOS but attach names and information to the bottom of picture with scotch tape for removal in printing. Attach a note to Carol Craig, Headquarters, if you wish photo returned — giving name and address for mailing.

\* \* \*

MEMO NO. 2: DO NOT SEND NEWS COPY "SPECIAL DELIVERY". Regular Air Mail is a much more reliable method of assuring your copy is received since it is a real hardship to get to the Post Office in case only the notice of "Special" mail is left.

\* \* \*

MEMO NO. 3: I would like to continue Donna's very thoughtful practice of answering the many questions and half-questions; explaining unused material, etc., but, unfortunately, I just can't find the time. I really appreciate the excellent copy you are submitting, it really helps and expedites compilation of The Newsletter.

## AE Scholarship

## Deadline

## January 15th

BRIDWELL, Ruth T., 30 1st St.,  
Hinsdale, Ill.

BROWN, Marjorie H., President Hotel,  
Havana, Cuba.

BROWN, Vera, 489 Petersboro,  
Detroit, Mich.

BURLEIGH, Thelma

CALDWELL, Myrtle R.

CHASE, Mildred Helene

CHASSEY, Irene J., 167 Washington St.  
Hartford, Conn.

CLARK, Marion, Oak Place,  
Baltimore, Md.

COX, Helen V.

DAVIDSON, Jean, Stanwich Road,  
Greenwich, Conn.

DOIG, Marjorie (Mrs. Greenberg)  
134-15 Franklin Ave.,  
Flushing, L. I., N. Y.

ELLIOTT, Thelma

FERGUSON, Frances

FENNO, Sarah S., 65 Matherson Road,  
Barrington, R. I.

FISSET, Adeline F., (Mrs. A. F. Ander-  
son) 3208 W. 79th St.,  
Englewood, Calif.

FLEET, Phyllis (Mrs. A. S. Nelson)  
2477 Avenida de la Playa,  
La Jolla, Calif.

FOX, Ila, 1820 3rd Ave.,  
Rock Island, Ill.

GOODRICH, Mary  
Hartford, Conn.

HALL, Candis I., 1165 Park Ave.,  
N. Y., N. Y.

HALL, Sacha Peggy (Mrs. Martin)  
1145 S. Ross,  
Santa Ana, Calif.

HALLIBURTON, Ruth E.

HOYT, Jean D., 603 Comstock Ave.,  
Syracuse, N. Y.

JOHNSON, Katherine E.,  
3903 Kattala Ave.,  
Honolulu 2, Hawaii

JOSEPH, Angela L., 1400 Detroit St.,  
Denver, Colo.

KELLY, Madeline B., 239 Popular Ave.  
Millbrook, Pa.

KENNY, Cecelia, 260 Davidson Ave.,  
Buffalo, N. Y.

LANGE, Eva May,  
Bald Eagle Oil Co.,  
Bakersfield, Calif.

LESSER, Marjorie Mary,  
28 E. 73rd St., New York City

LOVELACE, Ethel, 1126 Tulane,  
Houston, Texas

LUTZ, Lola L., 232 Algona Blvd.,  
Oshkosh, Wisc.

McCONNELL, Edwyna (Mrs. Thro)  
2120-C Virginia Drive,  
Wichita Falls, Texas

McCULLOUGH, Retha

MANNING, Helen Mathews

MATHEWS, Olivia, 166 Village Ave.,  
Dedham, Mass.  
(Possibly Olivia Mathews Mangham)

MILLS, Agnes A., 23 Plainfield Ave.,  
Floral Park, L. I., N. Y.

NELSON, Sylvia Anthony  
(Mrs. Robert Nelson)  
107 N. Pelham St.,  
Rhineland, Wisc.

O'MARA, Margaret F., 30 Summit Rd.,  
Port Washington, L. I., N. Y.

PAXSON, Peggie J.,  
230 Lakeshore Ave.,  
Los Angeles, Calif.

PLACE, Elizabeth F.,  
217 E. San Rafael St.,  
Colorado Springs, Colo.

PORTER, Lillian, 1126 N. Everett St.,  
Glendale, Calif.

RAY, Mathilda J.,  
204 S. Plymouth Blvd.,  
Los Angeles, Calif.

RULAND, Gertrude Catherine,  
406 Delaware St., Syracuse, N. Y.

SHANKLE, Joan Fay (Mrs. Davis)  
204 S. 16th St., Richmond, Ind.

SPANGLE, Hazel Mark,  
1340 W. Clifton St., Lakewood, Ohio

STINAFF, Mildred, Akron, Ohio

STOCKER, Dorothy L., Chicago, Ill.

THOMAS, Margaret, 2034 Manser Blvd.  
Helena, Mont.

VANCE, Ester B., 1646 Victory Blvd.,  
Glendale, Calif.

VANCE, Ester M.

WALSH, Wilma L., 538 Academy St.,  
Maplewood, N. H.

WEBB, E. Ruth

WILLIS, Margaret,  
539 Laguna, Box 1365,  
Stanford University, Palo Alto, Calif.

WOOD, Josephine Chatten,  
Box 215, Altus, Okla.

WORLEY, Alberta B.

—o—

As a result of an August 1963 mailing, Headquarters received only eight letters back marked "unknown", "unclaimed", "incorrect address", "insufficient address" or "forwarding period expired". Those returned: Bernice BLAKE, Adeline FISSET Anderson, Phyllis FLEET Nelson, Katherine JOHNSON, Edwyna McCONNELL, Thro, Sylvia NELSON, Dorothy STOCKER and Josephine WOOD. Wonder what happened to the other 36 mailed to last known address?

Perhaps YOUR City, County, School or other available records would reveal a clue about one or more of these (inactive) charter members — maybe local newspapers would assist.

## Amelia Earhart Memorial Scholarship

To Section Governors: Several of you have not as of today, November 13th, sent me the names of your Section Scholarship Chairmen. It is important that I receive this information in order to send detailed instructions as to quotas and procedures of selecting candidates to represent your Section in the International competition for the three scholarships to be awarded.

To Chapter Chairmen and Candidates: As of the present time, several Chapter Chairmen have sent me the names of their candidates for the Scholarships, and the application blanks have been sent to the applicants. Do you have yours? Remember, all completed applications from Chapters must be submitted to your Section Scholarship Chairman by January 15, 1965. With the holidays coming up—time has a habit of slipping by more rapidly than we think possible. Don't lose your chance of becoming a possible winner because you waited too long to get your application in by the deadline. Three scholarships — each worth \$700.00 toward furthering your career in aviation or a related subject — is a prize well worth the time and effort required of each candidate — and — it would be a mighty gratifying feeling to be enrolled on the Roster of Winners of the Amelia Earhart Memorial Scholarship Award.

Best of luck to each of you!  
and

A wonderful Christmas to each and every 99 wherever she may be!

Deedo Heise,  
Chairman of Trustees.

**A.E. SCHOLARSHIP  
FIRST DAY COVERS**  
By Louise M. Smith

Time ran out at the Annual Meeting in Cincinnati, consequently the detailed report of the NINETY-NINE FIRST DAY COVER was not given. Since then, having received questions and requests, we would like to report the following. This report is not exactly accurate, as there were many complimentary covers given, not reported, some misplaced, and consignments as yet not reported, but this will give an over-all picture of the tremendous success of the Fly-Away and the Cover sale, and the continuing potential of

adding to our Amelia Earhart Scholarship Fund.

PRE-ORDERS, as of June 1, 1964  
from the Sections.

New England	401
N. Y. - N. J.	467
Middle Eastern	826
Southeastern	1204
North Central	1481
South Central	344
North Western	274
South Western	2427
	7426

Disbursements, July 1964.

Envelopes and Printing	585.42
Express to Atchison	86.52
A. E. Airmail stamps	4000.00
Stuffing and Printing	228.80
Stamp Albums	44.90
Express to OKC	8.57
Operating expense	329.35
	5276.66

Cover Sales, as of August 8, 1964.

Atchison sales and orders	560
Fay Wells sales and orders	1119
Sections	346
Minkus Stamp and Publishing	2641
Airlines:	
Trans-World	175
Delta	126
Belgium	150
Knott Hotel, Bruxelles	103
Clara Studer, Rome, Italy	304
	5504

Joan Merriam, Round-the-World Cover sales, receipts.

At Convention	249.00
Long Beach	135.00
Nancy Tier	70.00
Wm. Ronson	30.00
	484.00

**Plan Now To Attend  
Next International  
Convention.**

**July 8, 9 and 10**

**at**

**Chattanooga, Tenn.**

Amelia Earhart Scholarship Stamp Fund.

Pre-order receipt	\$2150.00
Cover sales	5504.00
Joan Merriam	484.00
Donations	510.00
	8648.00

In round figures, nearly 15,000 Ninety-Nine First Day Covers have been given away and sold all over the world. Question? What to do with the remaining consignments — keep them, sell them, save them for future sales! IF—and a great big — If you just must return, please send them to Box 99, OKC, with copy of reports sent to Betty Gillies and Louise Smith. BUT, it is suggested and recommended that each chapter retain consignments for future sales, presentations, gifts and new members. Some chapters are purchasing a supply, returning part of consignment, thus eliminating the necessity of ordering from headquarters in the future.

Any questions concerning the three Special Covers — Charter Autographed in Atchison, Joan Merriam Round-the-World and Howland Island, please contact Fay Wells, or Alice Hammond.

### STILL CHRISTMAS SHOPPING?

Relax, sit down and send the best  
\$1.00 gift on the market!

Our Official First Day Covers with  
the 99s cachet and 8c Amelia Earhart  
Commemorative Stamp on  
the outside and a brief history  
of AE on the inside.

So solve a dozen Christmas gift  
problems right now!

Make out a stamped envelope for each recipient. Enclose a dollar for each First Day Cover, and send them all to the 99's, Inc., P.O. Box 99, Oklahoma City, Okla. Be sure your checks are made payable to the AE Scholarship Fund — they are tax deductible so, actually, you are doing your shopping free. This is not only an easy way to finish up your Christmas shopping, but it helps our Scholarship Fund. The more money we get, the more scholarships—one may be yours.

You can't lose for giving!



# COMMITTEE REPORTS

## AIRMARKING

What ever happened to one of the oldest 99 projects! (No question mark—just an awful exclamation.) In some areas it's very much alive. In some areas it's struggling. In other regions it's cum ce, cum ca.

Think BIG — do your part (and some extra) to see that the whole world is airmarked. Really revive airmarking and make it an exclamation point of pride, not disappointment.

First, contact your State Aeronautics Commission and ask if you may be of help.

Second, if the State Aeronautics Commission is **not** engaged in an active airmarking program, write — Muriel Dykema, 3602 Sylvan Rd. or Mid Cassidy, 8990 Pickwick Drive, both of Indianapolis, Indiana, and eager to help you in any way. EASY ISN'T IT ????

## FLYING ACTIVITIES

The Competition Season has come to an end, until spring, but we should look with pride at the record. We should be very aware that John Doe and Mary Smith are more air-minded because of our successful cross-country competitions. Did you know the Starting flag was dropped nearly 250 times for Ninety-Nines during this past season? With winter upon us and our wings somewhat clipped, each of us should concentrate on improving our relationships with the press, in the hope that more complete and enthusiastic coverage will be available to us during the coming season. When the Aviation Industry is convinced that Ninety-Nines DO stimulate General Aviation, DO stimulate persons to become pilots, who, in turn, buy aircraft, engines, radios, parts, etc. . . . then, perhaps, Industry will be eager to sponsor our races. However, we do need a good press!

Did you know? General Aviation's fleet numbers approximately 90,000 planes and is expected to top the 100,000 mark in 1965? In terms of hours flown, it is expected to jump from its current 12 million hours per year to 16 million hours in '65.

Speaking of hours flown, in one month nine Houston 99's made 14 ex-

tensive cross-countries, and out of Cape Girardeau, six girls made 16 long trips . . . all exclusive of any competition flying.

A word of praise to Nancy Bird Walton, our foremost Australian 99, who flew for two weeks in 30 different countries, in the Australian designed and built De Havilland Drover. She was accompanied by Mr. C. A. Butler, who loaned her the aircraft and their purpose was to raise 200,000 pounds to buy two planes, a single engine and a six-place, for the Air Ambulance Service.

Heartly congratulations to Marilyn Link, Greater New York Chapter 99, and 2nd Vice-President of NPA. She was presented the Frank G. Brewer Trophy for her outstanding contribution to aviation education during 1963. This award was presented to her at the Annual Meeting of National Aerospace Education Council, by NAA President, William Ong.

Bravo to Mary Aikins, Wichita, who has been putting her little Pitts Special through the paces, and demonstrated her newly acquired aerobatic skill so successfully that she scored third highest, overall, in the National Aerobatic Championship Meet at Ottuma, Iowa, in September. She now wears the crown of Woman's Aerobatic Champion.

Bravo to Mary Coale, Houston, who received her Instructor's rating this summer and has been teaching her son to fly.

Bravo to another Houstonian, Helen Guinn, who has received her Commercial License.

And a big Bravo! to all the other 99's who have upgraded their ratings, to the recipients of the Amelia Earhart Scholarships, to the Winners of the many races, to the girls who give so generously of their time and effort to make the organized activities possible, to the chapters who keep their members in the air. By our flying activities we are known, and only through them do we achieve the purpose of this organization.

Mary Ann Noah,  
Chairman,  
Flying Activities

## MEMBERSHIP

We hope the following will be helpful to the many eager membership chairmen who are making inquiries on:

### How To Form A Chapter

1. First, send a letter to the Section

Governor listing 5 or more active and eligible members stating your desire to form a chapter, and requesting approval of Section officers.

2. (If chapter is being formed by splitting a chapter, approval by a two-thirds vote of the original chapter is required.)
3. Write to Executive Committee of the Ninety-Nines requesting approval.

(This is stated in its entirety in the back of the MEMBERSHIP DIRECTORY as Article X of the Standard Constitution for Sections, covering Chapter and Organizations.)

We are thrilled that so many chapters are in the making — judging from the numerous inquiries — and we wish you luck. You are doing a great job.

Alberta Nicholson,  
Membership Chairman.

## SCRAPBOOK

Articles are arriving for the scrap book. The beginning is slow but if you **All** get your Ninety-Nine clippers to working we will have a well filled and interesting Ninety-Nine memory book.

The clippings sent in are so very interesting and point up so many ways that Ninety-Nines participate in aviation that I have come to the conclusion we should each make a trip to Oklahoma City just to browse through the scrap books.

A scrap book chairman's job may be clipping and pasting—but it has its rewards. As you read the articles sent in it creates a feeling of excitement and pride to know you are a member of The Ninety-Nines, Inc.

Fellow Ninety - Nines keep those Ninety Nine Clippers busy clipping your items—then, please, date them and give the source of the material — be it newspaper, magazine, etc. Send to: Charlotte Dodson, chairman, International Scrapbook Committee, 9231 S.E. Tenino Ct., Portland, Oregon 97266.

Don't put it off — do it TODAY.

## RESOLUTIONS

Dear Ninety-Nines:

Along with the names of all our new chapters and members, your 1964-65 roster contains the revised constitution and by-laws approved by your delegates at the Cincinnati convention last August.

Please study the revision carefully and critically. If your chapter has

ideas for further improvement, don't gripe! Write! Cite the specific article to be changed, using clear, concise rewording, accompanied by your reasons for the change in less than two hundred words. Have your chapter secretary send copies to the three members of the Resolutions Committee.

Happy holiday flying!

Resolutions Committee,

Pat Lambert, Chairman,  
3114 East Cherry Lynn Rd.,  
Phoenix, Arizona 85016

Mary Jane McKillip,  
5106 Greenway Drive,  
North Little Rock, Ark.

Sally LaForge,  
3631 Barry Avenue,  
Los Angeles 66, Calif.

## NOTAMS

**INFORMATION WANTED:** Will all chapters advise Newsletter Editor — AS A SEPARATE ITEM — of the appointment of any of their members to other organizational boards, or like recognition or appointment. Send such information as it occurs (as well as reporting same in Newsletter copy) in order that Headquarters and your Executive Board may be kept better informed about members' activities and honors.

\* \* \*

Headquarters received notice of the 2nd St. Petersburg International Aviation Exposition, March 27, 28 and 29, 1965, which will include amateur and competitive events plus a professional show.

\* \* \*

Be sure all Amelia Earhart Scholarship applications are submitted to Section Scholarship Chairmen not later than January 15, 1965. Is your Chapter represented?

\* \* \*

Love all the bouquets and compliments so generously showered on the "new editor", but must send half—well, OK, Ninety-eight percent — to ex-editor Donna Myers since she prepared most of the copy and furnished a file with labeled folders identifying who goes with what (I've really appreciated it for this issue); plus written, telephonic and in-person assistance.



Mrs. Edna Gardner Whyte of Fort Worth, Texas, WON the Dallas Doll Derby Race in a field of 16 women pilots. The contest was a part of an eight state 99 South Central Sectional Meeting, held in Dallas, Texas, Sept. 25, 1964.

Pilot and Co-pilot	Airplane Make Model and H.P.	Par Speed Knots	Ground Speed	Score
1. Edna Whyte	Beech Musketeer 160 HP.	111	119.5	+ 8.5
2. Marion Burke	Piper PA-18 135 HP.	96	103.6	+ 7.6
3. Pat McEwen	Cherokee PA-28 180 HP.	120	123.6	+ 3.6
Helen Lee				
4. Marge Mitchell	Bellanca 260A 260 HP.	148	149.6	+ 1.6
Helen Hewitt				
5. Jean Noble	Cessna 172 145 HP.	109	110.4	+ 1.4
Marilyn Copeland				
6. Arlene Walkup	Cessna 172 145 HP.	104	101.1	— 2.9
Carol Waddell				
7. Annie Laurie Drews	Ercoupe 415C 75 HP.	85	76.5	— 8.5
Elinor Johnson				
8. Neola Matson	Beechcraft 35 205 HP.	133	106.9	—26.1
Jo Allison				

## AIR MEETS

### MICHIGAN SMALL RACE

By Claire Ojala

Friday, October 2nd, started off as one of the worst days—weather-wise that is. After the front went through the skies opened up and it became sunny and the winds remained high and oh so chilly, but the planes started to converge on Mount Pleasant airport to start the Michigan Small Race for the 9th consecutive year.

After registration we were entertained by the AC Spark Plug Division at a cocktail hour at the Chieftain Hotel.

Dinner was served at the Embers. A brief but thorough explanation of the do's and don'ts of the race route was given. Then the weather—clear—cool—windy—was the forecast. Then, many eagerly left to plot their course and get their sleep, but sleep was not easy for some, not with all the anticipation for the next day.

With a 35 knot wind the Michigan Small Race commenced at approximately 11:00 a.m. October 3rd in Mount Pleasant, Michigan. Fifty three planes (registered, 2 then scratched), took off into the bumpy skies at 1 minute intervals.



The sky and air was as clear as a bell but oh that wind, and those up and down drafts were even worse.

The route, a northerly one, taking the pilots over the beautifully Autumn colored terrain of Central and Northern Southern Michigan. It covered 183.7 nautical miles of forest from Mount Pleasant to Mio to Reed City and back again.

The co-pilots were lucky, while putting into effect their well trained talents in navigation they were able to take in the lavishly colored landscape beneath them. But the poor pilots — with the altimeter, horizon and air-speed indicator dancing the jig, they didn't have much time to really enjoy themselves.

Suspense killed us through a delicious roast beef dinner at the Central Michigan University, and then the winners were announced.

Indiana's Sophia Payton walked away with first place again as she did in '62. With the first place money and trophy went the traveling Paul Bunyon trophy.

Ohio's Caroline Jones took most of the trophies with her. Besides winning 2nd place she took the Charlotte Connelly trophy, a beautiful silver prop embedded in plexiglass, it delighted her even more than taking 2nd place. She also received the Piper Best-of-Class trophy for the top Piper product with a fixed gear.

Pauline Jones saved the day for Michigan by coming in 3rd. Jill McCormick came in 4th and Mary Ann Noah in 5th.

Dorothy Julich received the Piper trophy for best score in Piper retractable gear aircraft.

Central Aviation awarded a radio to Bernice Steadman for taking 9th place in the 9th race.

The top five winners became princesses of the Chippewa Indian Tribe. They were given Indian names and head pieces. Robert Jordan, flying with 99 Suzanne Dallas, was the highest ranking male and he was made Chief. He also received a magnificent head dress and Indian title.

—o—

The 15th All Women's International Air Race will take off from CALDWELL - WRIGHT Airport, New Jersey (Greater New York Area) the morning of May 26, 1965, and wing southward over Dulles International Airport, D.C.; Greensboro - Highpoint Municipal Air-

port, N. C.; Macon Municipal Airport, Ga.; Daytona Beach Municipal, Fla.; into Ft. Lauderdale - Hollywood International Airport, Fla. by Sundown on May 27. Positive identification of each aircraft will be required at each of the above listed airports, and the crews will remain overnight in Ft. Lauderdale at the Lago Mar hotel. Prior to takeoff from Ft. Lauderdale on the morning of May 28 for Nassau, contestants will receive an early morning briefing at Red Aircraft Service by U. S. Coast Guard officers, who will escort them on the overwater leg. Coast Guard briefing will encompass emergency ditching procedures and procedures covering the possibility of any disorientation, or radio and/or other navigational equipment failures by either crews and/or Coast Guard aircraft, or both. Deadline in Nassau is 12:00 Noon, May 28, with required landing at Nassau International Airport after finish.

Hostess Chapter for pre-race activities during impound inspection (May 24-25), will be the Greater New York Chapter. The Washington, D. C. Chapter will officiate at the Dulles International Stop, the Carolinas Chapter at the Greensboro - Highpoint Stop, the Georgia Chapter at the Macon Stop, and Florida at the Daytona Beach and Ft. Lauderdale Stops. Nassau is ALWAYS fun, and present plans for post-race activities include a shopping "spree" and hangar flying with the Nassau Sport Flying Club.

The race is open to licensed women pilots with 50 hours pilot-in-command cross-country experience, and 10 hours in type of aircraft to be flown. Aircraft must be non-supercharged, 100 HP and above, 1955 and later models (check race rules for range requirements).

Major awards include trophies for pilots and co-pilots, plus \$2500 in cash prizes for the first six places. Other special awards and prizes will also be available.

Entries open April 1, 1965, and close May 1, 1965. Entry fee is \$40.00, payable to the Florida Women Pilots Assoc., Inc. Complete race kits will be available Feb. 1, 1965, and upon entry, contestants will receive informa-

tion for reservation of overseas equipment in Ft. Lauderdale at special rates.

The All Women's International Air Race is organized and conducted under the direction of the Florida Women Pilots Assoc., Inc., a non-profit corporation formed in 1961 by interested members of the Florida Chapter for the express purpose of conducting the race. Officers and Board members are elected yearly, may serve a maximum of two years in the same office, and make up the executive organizing committee of the IAR. Membership requirements were later revised to provide Associate Membership to student pilots as an incentive to them to continue flying. Four recent new members of the Florida Chapter started out as members of the FWPA—two as associate members.

Organization of the race is a year-round operation. When invitation has been accepted for the Terminus, tentative budget is prepared, based upon anticipated entries and expenses, and agreed upon with the Host (sponsor). Start and Terminus Committees are then formed and supervised, the route is determined after surveys and accommodations and safety factors have been considered. Race rules are revised to conform to any new FAA, or other, requirements. New, eligible aircraft are handicapped, and the process of coordinating the many functions of the various National and International organizations contributing to the race are begun. Experts in aviation and related fields are consulted where necessary, and their assistance obtained where desirable.

The race is organized in accordance with the Sporting Code of the Federation Aeronautique Internationale (World authority governing sport flying and flight records), and with the sporting regulations of the National Aeronautic Association (United States representative of the FAI), and includes Ninety-Nine Contest Committee rules applicable to the type race. The purpose of the race is to increase public interest in aviation, spotlight aviation facilities, and promote International good will—while providing a "fun" competition for women pilots. As flying is a hobby with the group organizing the race, all activities and time contributed to its organization and operation are provided on a voluntary and unremunerated basis.

The race has been conducted since

## **AE Scholarship**

### **Deadline**

**January 15th**

1949, between points in the United States and Canada, Cuba, El Salvador, The Bahamas, and Mexico, with inaugural from Montreal, Ontario, Canada, to Miami, Fla. It is nationally and internationally recognized (See **The World Book** **ENCYCLOPEDIA** Year Books, Aviation Trophy and Award Winners; **Motor im Bild**, August, 1962. The race mentioned in **AOPA Pilot**, Nov., 1964, p. 48, as having been flown by Joan Merriam, was the 1955 IAR), and since 1961, projections for the race have been that it will one day be Intercontinental as well as International.

Race kits for the 1965 race may be obtained by writing Dorothy Davidson, Entry Chief, 12040 NW 19 Ave., Miami, Fla. 33167.

---

## POWDER PUFF DERBY

About this time of the year we all have nice new 1965 calendars — with lots of blank spaces — waiting to be filled with interesting activities. So — get out your pencils and mark these dates: **June 29**, AWTAR Impound deadline, El Cajon, California. **July 3**, Take Off for Chattanooga, Tenn. where July 7 is the deadline to finish the Race. All this fun will culminate in the 1965 Ninety-Nines International Convention immediately following the finish of the Race at Chattanooga!

While you're at it, why not get out your Planning Chart and plot the 2,407 mile course, noting the designated stops at Tucson, El Paso, Midland, Dallas, Monroe, Montgomery, and Savannah (**must stop**).

The race is open to stock model airplanes built after January 1, 1955, with a minimum horsepower of 145 and maximum total of 400 hp. Complete information, including handicaps, Rules and Regulations, applications for entry, etc., will be available for 50c to cover costs, after February 1, 1965, from Headquarters, All-Women Trans-Continental Air Race, Teterboro Airport, Teterboro, N. J.

Alice Hammond,  
Secretary.

---

**AE Scholarship  
Deadline  
January 15th**

## KEEPING UP

### UPDATED PILOT RATING REQUIREMENTS PROPOSED

New pilot rating requirements designed to improve pilot proficiency in virtually the entire range of civil aircraft have been proposed by the Federal Aviation Agency.

"What we're proposing," said George S. Moore, Director of FAA's Flight Standards Service, "are some common sense ways to cut down accidents due mainly to lack of pilot proficiency in, and familiarity with, small modern aircraft.

"Many pilots will recognize these proposals because they've been widely discussed and generally well-received at our Air Share meetings throughout the country. We warmly welcome any comments the aviation community would care to make."

The proposed rules would apply to pilots when serving as pilot-in-command of aircraft and to pilots when soloing in an aircraft for which they do not hold a rating.

A type rating would be required for the first time to operate a small jet plane. No type rating is required at present to fly small jets.

Type ratings also would be required for all operations in large aircraft. At present, type ratings to fly large aircraft are required when passengers are carried and when the flight is made for pay. The proposal would make a type rating mandatory for large aircraft when flying either solo or with passengers or crew, and whether or not the pilot conducts the flight for pay.

Also under the proposals, pilots would have to pass a flight check when they operate small (not over 12,500 lbs.) complex aircraft in which other persons are carried, or which are flown for compensation, or for which the pilot is paid. The flight check would be added to present requirements for a category and class rating. A certificated flight instructor or an FAA inspector would certify the flight check in the pilot's logbook.

A small "complex" aircraft is one defined as a small helicopter or turboprop airplane, or a small plane other than a turbojet that is equipped with retractable landing gear, flaps and controllable pitch propeller.

Pilots who have logged flight time in a particular type of small complex aircraft while holding an appropriate category and class rating before the

proposed amendment would become effective would not need the flight check.

The flight check would consist of a demonstration similar to that given for an aircraft category or class rating. In the case of airplanes, it would also include the same instrument demonstration under the hood required of a private or commercial pilot applicant.

Under the proposed amendments, pilots would have to have aircraft category and class ratings if the aircraft carries any other person, is operated for pay or if the pilot is paid. This requirement now applies only when carrying passengers or operating aircraft for hire.

A further proposed amendment would require pilots to make familiarization flights before soloing a small aircraft of a category and class for which the pilot does not hold a rating. Under present rules, a pilot other than a student pilot can solo any category or class of aircraft without being type rated for that aircraft. The proposal would require the pilot to make at least three landings and take-offs in an aircraft of the category and class to be soloed. The pilot would have to be the sole manipulator of the controls and be accompanied by a rated pilot in command.

Familiarization flight requirements would not apply to classes of aircraft soloed before the proposed amendment would become effective.

The proposed amendments are aimed especially at the growing complexity and specialized differences among today's high performance non-airline aircraft. The features of many of these aircraft are so refined that highly critical situations in the cockpit may quickly occur from improper handling.

In the case of small complex aircraft, the proposed flight check requirement is directed mainly at two accident areas: airplane structural failure through inability to control the plane under unexpected instrument conditions, and aircraft accidents caused by lack of knowledge of the aircraft system or performance.

The proposed rules do not change present flight experience requirements for pilot certificates and ratings. In this regard, the FAA plans to obtain the assistance of the aviation industry to consider the need for these proposed revisions to the pilot certification rules. Preliminary discussions toward this end have already been held.

The proposed requirements are con-



tained in Notice 64-42, "Pilot Rating Requirements" (Reg. Docket No. 6204). Comments may be submitted on or before Dec. 31, 1964, to FAA Dockets Section, 890 Independence Ave., S.W., Washington, D.C.

Ed. Note: Discuss this proposal with other pilots and at your next meeting and advise the FAA how you feel. I would appreciate receiving a copy of your comments not only as editor, but as a member of the Women's Advisory Committee on Aviation.

—O—

#### **Announcing a New Subscription Service**

#### **AIRMAN'S INFORMATION MANUAL**

A new flight information publication, AIRMAN'S INFORMATION MANUAL, will be available by December 10. Developed by the Federal Aviation Agency, this new publication will present in a single document all information necessary for the planning and conduct of a flight in the United States airway system. The content and improved format of the AIRMAN'S INFORMATION MANUAL (AIMA) reflect user identified requirements and provide a "one package" approach, replacing the AIRMAN'S GUIDE, DIRECTORY OF AIRPORTS AND SEAPLANE BASES, and the FLIGHT INFORMATION MANUAL. The FLIGHT INFORMATION MANUAL in its present form will continue to be published separately until such time as the present subscription service is completed.

Besides providing frequently updated airport and terminal NAVAID data, the AIMA has more instructional and procedural information than that contained in the publications it will replace. The AIMA is designed to be used in the cockpit for preflight and inflight operations by pilots.

This operationally oriented publication will sell for \$15.00 annually, \$4.00 additional for foreign mailing, with the first issue planned to coincide with the December 10 aeronautical charting date. The AIMA amendment system, also geared to charting dates, provides for monthly, quarterly, and semi-annual revisions of complete sections, plus a bi-weekly NOTAM element.

Current subscribers to the AIRMAN'S GUIDE will receive an adjustment refund and/or credit to their Deposit Account in the near future.

To insure receiving the first issue of the AIRMAN'S INFORMATION MANUAL, send name, address, city,



**Diminutive Joan Merriam in the rear seat of F-106B "Dart" is assisted by Major Jake Kratt in preflight procedures prior to her "Mach 2" flight from Castle Air Force Base, Merced, Calif.**

## **More Honors**

On September 18, Joan Merriam (Smith), famous aviatrix, fulfilled a long-time desire to fly in a high performance jet fighter aircraft when, at the conclusion of a two-day jet orientation course, she became the first woman to fly in an F-106B (Convair built Dart).

Joan was the guest of Castle Air Force Base which had chosen this way to honor her for her recent global flight. Her training and flight was arranged by Colonel John H. Rogers, USAF, commander of the 456th Fighter Interceptor Squadron. "Ground school" prior to the flight consisted of physiological training, a briefing of F-106B characteristics, and altitude and rapid decompression chamber qualification and checkout.

The pilot of the F-106B in which Joan flew was Major Jake Kratt, USAF, a pilot of the 456th squadron.

state, and ZIP code WITH YOUR REMITTANCE, check or money order payable to the SUPERINTENDENT OF DOCUMENTS, GOVERNMENT PRINTING OFFICE, WASHINGTON, D.C. 20402.

The orientation flight in the "Dart" consisted of various high performance maneuvers and a high speed run at twice the speed of sound (about 1400 miles per hour)!

After the flight Joan toured the SAC base with Colonel James Reardon, USAF, commander of the 93rd Bombardment Wing based there. Thereafter, she took Colonel Rogers, Colonel Reardon, and Major Kratt for a ride in her own "Round-the-World" RAJAY Apache (N3251P) and demonstrated its capability while each officer took his turn at the controls of the "tiny twin." Its speed? Why, MACH 0.285, of course!

## **Plan Now To Attend**

## **Next International**

## **Convention.**

**July 8, 9 and 10**

**at**

**Chattanooga, Tenn.**

# Members-At-Large Column

## WELCOME

To our new member-at-large in Mexico:

Miss M. L. de Palacio  
Vista Hermosa 116  
Echegaray, Naucalpan  
Edo. de Mex., Mexico

To our new member-at-large in Portugal:

Mrs. Anneliese Mosch Fernandes Pinto  
Viv. Nossa Senhora do Amparo, Galiza  
Estoril, Portugal

To our new member-at-large in The Netherlands:

Ebertha Nyenhuis-Spiele  
Hengald, Netherlands

To our new member-at-large in Australia:

Beverly Margaret Shaw  
Roseville, Sydney, Australia

We are thrilled to have new members outside of the United States and hope you will be able to help in bringing more members into the 99's.

Sincerely,  
Alberta Nicholson  
Membership Chairman

## OUR PENDING BRITISH SECTION By Janet Ferguson

The British Section is really on its way. We await only the official sanction of the Ninety-Nines in the form of our Charter—and anxiously await next July for delegate approval at the International Convention in Chattanooga, Tenn., so that we may be an honest-to-goodness signed up section of the Ninety-Nines.

We are all most excited at the thought of joining such a wonderful organization. Three of us have been members for some years already, the rest are new to the Ninety-Nines, but all of us know that it is a great privilege to be a part of such a fine group of people.

The section has been formed very quickly and with great enthusiasm. Betty Cones started the whole thing off when she returned to this country from Georgia. She was soon joined by Sheila Scott and together they did some fast talking and trapped some of the most active women pilots in the country!

Sheila Scott is our energetic governor, Janet Ferguson, vice-governor, and Betty Cones, our hard-working secretary-treasurer. We have had one

preliminary meeting and have another business meeting planned for the end of November. Our first big occasion, however, will be a Thanksgiving Day party at the Royal Aero Club, at which we plan to introduce the Ninety-Nines to some prospective members, other leading aviation personalities, and the aviation press.

We have already established contact with Ninety-Nines visiting Europe. As well as the meetings with Jimmie Kolp and Toni Page of the Fort Worth Chapter (already reported in a letter from Sheila Scott to Ruth Deerman), Sheila, Betty Cones, Diana Barnato Walker, and Beryl Sanders had lunch in London with Winifred Lovelace of the Montana Chapter. Winifred was on a two-month tour of Europe with her husband and was visiting her son, who is living in this country. We certainly hope that any other Ninety-Nines visiting Europe will be sure and contact us — Sheila Scott's address is in the Membership Directory under "Members-at-Large" and Janet Ferguson's under "Bay Cities."

Now for a run-down on our nine active founder members and one very-experienced - but - now - inactive founder member:

**Sheila Scott**, governor. Holds US Commercial and Instrument, Multi, Seaplane and Glider ratings; also, British single, multi-engine and instrument ratings. It's difficult to keep track of her activities—she spends the summer months flying to every conceivable European rally and entering countless competition and races, many of which she wins. Also a balloonist and makes ferry flights. Won de Havilland Trophy, National Air Races 1960, Jean Lennox Bird Trophy 1961. At the time of writing, she is spending a few weeks in America, visiting Flying W Ranch, attending AOPA Convention, helicopter flying with Dottie Young, undergoing High Altitude course in Oklahoma City, meeting and visiting with many Ninety-Nines, including President Ruth Deerman. (Sheila received her Commercial Helicopter Rating and became Whirly-Girl No. 79 on Nov. 3.)

**Janet Ferguson**, vice governor. Holds American and British Commercial and Flight Instructor Ratings, British Instrument and Multi ratings. Recently spent two years in U.S., was member of Bay Cities Chapter, raced in two AWTARs, did some ferrying and instructing. Presently instructing at Lon-

don School of Flying with occasional freelance ferry flights, including recent ferry of de Havilland Beaver from Belgium to Tripoli, North Africa. Awarded Amy Johnson Scholarship 1955 and Brabazon of Tara Trophy 1963.

**Betty Cones**, secretary - treasurer. British and American Private. Just returned from four and a half years in America, where a member of Georgia Chapter, including a term as Secretary of the Chapter. Married to recently retired USAF officer, who now works for British Aircraft Corporation. Has joined famous Tiger Club and plans to do most of her flying there.

**Yvonne Pope**. British Commercial, Instrument and Instructor ratings. After husband's death, helped to start flying school. Awarded Brabazon of Tara Trophy for her work at the school. First woman to be employed as air traffic controller by Ministry of Aviation. Presently air traffic controller at London (Gatwick) Airport. In addition to ATC duties, flies as Captain of Ministry de Havilland Doves for GCA target flying.

**Beryl Sanders**. British Commercial and glider license. Went to Smith College, Mass. Made her first solo in U.S. First post war British woman seaplane pilot. Started Swindon Gliding Club. Flies with Tiger Club and freelance commercial flights as co-pilot.

**Joan Hughes**. British Commercial and Instructor rating. Has been flying and instructing since before the war. One of the first members of the war-time Air Transport Auxiliary, in which she ferried all types of aircraft including heavy four-engine bombers. Presently instructing with Airways Aero Club and, on the side, flying replicas of early-1900 flying machines for a film company.

**Diana Barnato Walker**. British Commercial. Ferry pilot in Air Transport Auxiliary during the war, flying all types of combat aircraft. Presently flying Womens Junior Air Corps aircraft, giving instructional rides to members in all parts of the country. Awarded Jean Lennox Bird Trophy for her work with WJAC.

**Elizabeth Overbury**. British Commercial, Instrument rating, and engineering degree. Has flown as Captain on de Havilland Rapide on pleasure flying and charter flights. Presently employed as co-pilot on DC3 and Captain on Apache, on charter and freight services.

**Freydis Sharland**, inactive. Was fer-



ry pilot during war with Air Transport Auxiliary, flying every type of combat aircraft. After war, ferried Temp-est fighters to Asia. Then joined Womens Junior Air Corps as Aviation Adviser and Pilot. Well known racing pilot and only woman to win British Air Racing Championship since the war.

That about wraps it up until next month, when we hope to report on some of our plans for 1965. Meanwhile, our thanks to all of you for having us, and a special thank you to Ruth Deer- man for all her help and encourage- ment.

—o—  
3, Beechcroft Manor  
Oatlands Drive,  
Weybridge, Surrey,  
September 24, 1964

Dear Ruth,

Thank you for your nice letter about our new British Section. I should have written sooner, but wanted to wait until we had our first informal meeting. I know Shelia has written to you and brought you up-to-date so far. We have nine members at the moment, and hope to expand as we go along.

We are delighted to have our own Section, and I have written to Martha Ann asking her to put our request for a Charter forward at the next Inter- national Convention.

Shelia Scott is coming to the States at the end of September. I am green with envy that she is going 'Stateside' and miss America a lot and the Georgia Chapter. I hope some of them will come over here later on, and by then we hope to have a really flourishing British Section.

Thank you for all your help in get- ting us started. I have asked Martha Ann Reading to send us some more blank application forms, as we have used up the other ones very quickly.

With kind regards,

Sincerely,  
Betty Cones,  
Secretary-Treasurer,  
Proposed British Section

—o—  
1722-21 St. So.  
Lethbridge, Alberta  
September 28, 1964

Dear Ruth,

May I say how much I am enjoying the Member-at-Large column in the Newsletter, but I do feel that many of

the regular members would be just as interesting if not more so than some of us ordinary fly-for-fun girls who don't have a great deal to write about. However, I do appreciate you wanting to know about us and will give a brief outline of my own flying.

Like many others I first learned to fly when I was 17 — young and eager and confident. However shortly after getting my license several years passed before I did any flying again, but then marriage loomed big, and we soon had a plane. My husband had also learned to fly in his teens—although in a different part of the country. Our first plane was a 105 h.p. Super Cub which we used in connection with our farming operation (crop spraying, carrying men, repairs, etc.) and for pleasure.

Later we stepped up to a 135 Cub, then a 150 Cub and a Piper Pacer. In 1959 we bought a Cessna 175 which we used for pleasure and business and had spraying equipment for it also.

After using it for two years we went back to having 2 aircraft — one used exclusively for spraying (a 135 Cub) and the other for all other flying (a 250 Comanche).

We have traveled fairly extensively in the U.S. over the last few years, being active with the Flying Farmers. We have been to Florida and the Bahamas, Mexico and the Baja Peninsula.

Eastern Canada and N.E.U.S. are our next objectives, but with 3 small children it may be awhile before we make that trip.

I have attended a few Montana Chapter meetings with the result that I now have transferred from Member-at-Large to the Montana Chapter.

Thank you for writing, and for your interest in flying outside the chapters.

Sincerely,  
Eleanor Bailey.

—o—  
**LETTER FROM LINDY**  
September 1964

Itapemirim, Espirito Santo, Brasil —  
A long holiday (another one) weekend celebrating the "Festa de Nossa Sen-

hora do Amparo" was impetus for our neighbors Wellington and Elsa Morais to invite me to spend the four days with them at their family fazenda near Jeronimo Monteiro.

Jeeps are noted for their utility. The Jeep that took us to the fazenda proved that it can double as a bus. Aboard were Wellington, Elsa, Elsa's father, a maid, three children, a babe-in-arms, me, a duck, various bundles and suit- cases, and a bottle of cachaca which I carefully guarded against breakage.

We stopped in Cachoeiro at the par- ents' home where we added one of Elsa's two unmarried sisters to the "bus". The parents, Ana Elena and Valdemar Correa, and one sister, Ter- ezinha, were to join the party on Sun- day. We took Laizy (pronounced lie- zee) with us.

Weather was perfect, for a pleasant change. The trip from Cachoeiro was on paved road nearly all the way, a delightful change.

The fazenda is situated in terrain that is similar to California's coast range. It covers some 40 hectares and has an abundance of running water. Managing the fazenda is Elio Marais Wellington's brother who is married to Elsa's sister, Nilze).

Appearing "old-worldish" in general, the fazenda buildings include the large, rambling main house, various ram- shackle out-buildings for fowl and pigs, a mill for grinding corn meal, a de- funct cachaca distillery, and a cow shed. At a distance there is also a foreman's house plus out-buildings. A stocked fish pond also serves as the "old swimming hole". Nearly every- thing is in need of some sort of repair or refurbishing. Such maintenance is always going to be done "soon".

The most notable piece of equipment is the ancient wooden-wheeled type ox- cart. Laden with sugar cane, the wood axle-wheel combination sets up a whine that can be heard long before the cart is seen. At close range the intensity of the whine drowns out conversation.

I haven't had a tender piece of chick- en since coming to Brazil. So I was prompted to ask why chickens, and other fowl, are not penned in to limit their exercise (to result, as I suppose, in plump tender meat). The birds are fed, so it's not a case of foraging for survival. A direct reply was not im- mediate, but after some diversionary discussion came the almost inevitable, "We're going to build a place for the chickens, including a hatchery, etc."

**AE Scholarship**

**Deadline**

**January 15th**

Nearby is a hybrid corn firm. U.S.-trained specialists established Sementes Agroceres and have six branches in Brazil. We visited the Jeronimo Monteiro branch and learned that Agroceres sells the hybrid seeds to the farmer with instruction for the proper planting. When the crop is harvested, Agroceres has first choice to buy the corn back for more seed stock. The two hybrids that have been developed are 10 - 12 inches long with large kernels and a golden yellow and creamy yellow color, respectively. Here I come across the first public relations "hand-out" that I've run into personally. Our "guide" gave me a nice hunting knife with sheath appropriately inscribed, Lembranca de Milho Hibrido Agroceres.

The fazenda is enhanced by the sweet smell of a variety of orange and lemon trees, a flowering bush (manaca), jasmine and fresh mountain air.

One of the visiting relatives had made corn bread from the finely ground corn-meal-flour. Known as "broa", (I immediately attached the adjective "boa") the corn bread is something of a mixture between corn bread as it is generally known in the USA and the spoonbread of Southern USA origin. Anyway, it is good, hence "broa boa".

The fazenda sojourn was a very pleasant experience, and I returned to the Barra anticipating a Wednesday morning English class at the ginasio. I discovered Wednesday morning that after the festivities of the long weekend, not one was up to starting school, or other work, on Wednesday. Therefore, it became an unplanned-for holiday, too!

While with the Marais clan, I was introduced to a tasty blend of liquids which has the name of Leite de Onca (Panther's Milk). Served chilled, the drink's recipe is: 1 can of condensed milk; using the can as a measure . . . 1 can of gin, 1 can of creme de cacao, 1 tablespoon of cachaca (tequila is much the same).

Wellington Morais celebrated a birthday, and we helped out with a round of Leite de Onca at a surprise gathering in their Barra home.

The "Shell Game" moved its base of operation to the Marataises Grupo Escolar. This is proving an asset in spite of tight quarters. The advantage is that some of the teaching staff have pitched in, and a significant start has been made towards a stock of items.

The "Card Game" for the benefit of the Barra Grupo Escolar's merenda fund has finally started with the pressed flower idea. At least, there are volunteer flower pickers and pressers.

As a result of seeing so many toothless expressions, or gaping grins (or is it grins with gaps?), I decided to undertake a drink - milk campaign among the young. On seven display poster boards, Ana and Joao tell how they drink milk, eat a balanced diet, and brush their teeth to earn a certificate for having good teeth. The "visual education" display will start at the Barra Grupo Escolar.

Within my limited geographical area knowledge of Brazil, this is virgin territory for anti-litter campaigns. Believing that one should first set the example at home, I have undertaken my personal campaign to try to educate my Barra family to burn burnables and bury non-burnables rather than letting wind, chickens, kids, vultures and dogs scatter such debris throughout the yard. So far, I've made no discernable progress. I do most of the burning and all of the burying, when it gets done. I suggested acquiring a 50-gallon fuel drum to make an incinerator. This would have the additional advantage of containing waste papers that include toilet paper since the malfunctioning bathroom plumbing can't handle that item.

I'm sure they consider me some kind of a nut and merely condone my idiosyncrasy while they throw trash out the window. But I'm hoping that over the coming year I'll win out and a yard free from trash and garbage will be the accepted standard.

Hand-made lace is one of the private enterprise industries in the Barra. Prices start at about Cr.200 per meter, about 20c. Depending upon the pattern is the number of "mallets" used. A mallet resembles a sock darning or a type of muddler. The lace makers, rendeiras, insist it's easy to do . . . just follow the intricately pinned pattern on the over-sized round pillow.

Like many things, lace-making is easy when you know how. It would appear that it is going to become a lost art even here, however. Only older women do the work, and it seems that none of the younger women are taking it up.

The cost of living continues on the increase. Postage rates nearly doubled at the first of this month. In a two-

month period the cost of a spool of embroidery thread went from Cr.350 to Cr.525. Similar increases have occurred in food, drugs and clothing.

The teachers in Espirito Santo finally won a salary increase this month. The grade-school teacher was getting Cr.27,000 per month, the lowest paid salary in the nation for teachers, I was told. But perseverance on the part of a few who hounded the governor finally won the teachers a doubled salary, approximately. At least, they are now in competition with teachers' salaries in other states.

Pre-sugared coffee is routine . . . and too sweet. Occasionally I win a thermos of coffee without sugar. Sometimes the coffee is pretty grim "straight" and really needs some doctoring, sugar and/or milk. The natives take sugar with a little coffee for flavor, or sugar and milk with a little coffee for flavor. The better grades of coffee are used for export. The coffee used here looks like espresso or powdered coffee it's so finely ground. The beverage is made by the drip method. The coffee is put in a cloth bag and boiling, sweetened water is poured through it.

It appears, in general, that people have too much time on their hands. They have time to complain about ailments (I've met more hypochondriacs!), real or imaginary, and to stand around and stare. They lean out of windows and stare at the passing "parade"; the younger ones wander into the house and stare at whoever is doing something.

It's an interesting, dismaying picture of ambitionless people. In conversation, those who confess that "Brazilians" are lazy, they themselves are never Brazilians. They're always Italian or Syrian or German or some other nationality even though they may be second or third generation "residents" of Brazil. Young people who should be eager for a higher education are willing to settle for a bare knowledge of the three R's. Some of these who go on to "higher learning" do so only because their parents (who are Italian or Syrian or German) shove them into it.

The favorite topic among young adults is dating. The age bracket is from 14 to 24 in this discussion area. The second favorite topic is movies which is followed closely by popular music . . . Sounds like teenagers the world over. The apparent difference



here is that they remain teenagers even after they've chronologically left that age bracket.

Fortunately, there are always the bright exceptions that shine forth. But it will take a lot of them to light the way for Brazil into the World of Today.

—o—

Det. 6 Box 100,  
1141 Spactron,  
APO 12, New York, N. Y.  
October 28, 1964

Dear Alberta,

I was pleasantly surprised to receive your letter and hope to help you as much as possible. However, I must say, I have yet to meet a European woman pilot.

The address shown in the directory for me is Wiesbaden, Germany. However, in August we moved to Ramstein, Germany, address shown above. As you probably have noticed, there is one German member listed. I have not yet contacted her due to my former insecurity with the language, but hope to do so before we leave, which may be December '64.

My husband is an electronics engineer working under contract for the military so we are subject to moving quite often.

Flying in Germany is difficult for many reasons. Weather is below minimums much of time year around. This factor makes it necessary for all commercial pilots to have multi-engine and full instrument ratings.

Considering that the countries here average the size of our individual states, and each speaks a different language, a pilots range would be quite limited without a common language. So in order to fly commercially between countries, you must, in addition, have excellent command of the English language.

As you know this additional training, which is required quite low on the step ladder, also costs a great deal of money. This is even more true in Germany where, comparing it to the U.S., the wage scale is about 1/2 to 2/3 lower than ours, for equivalent type jobs and man hours.

Also the cost of flying in Germany is 1/3 to 1/2 higher than ours. Piper J-3's cost about 50 Deutsche Marks, or \$12.50, per hour. You can expect to pay around 100 Deutsche Marks, or \$25.00 per hour for a Cessna 172.

American Aircraft are quite popular here because the performance is close to what a private pilot needs. There are better performing European models, but the price is better too, and the better performance is not usually necessary for the average pilot.

Aside from the material points of flying, there is also the social position of the woman to contend with. Flying is still believed to be a masculine activity in Germany. The men believe it takes away a woman's femininity and is also an unnecessary invasion into the male social system of clubs and fraternities.

It is perfectly all right, and desirable, for a woman to watch or ride along, but women are considered born mentally inferior and emotionally unstable to warrant giving them power in the air. As with everything else, there are exceptions, but this is what my eyes have observed. As a result, I feel very fortunate to be born American and have all the privileges, respect, and honor that go with being a woman pilot in our U. S. A.

The European woman pilot deserves a great deal of respect for the perseverance she must have to successfully overcome the obstacles in her way.

I might add the majority of women who fly in Europe seem to be glider pilots. They use winches instead of aircraft to get themselves airborne. In addition they have a world famous glider factory in Poppenhausen, Germany (makes the K-6, K-10, etc.). Both of these factors cut down extremely on the cost of getting into the air, making it the more popular sport here. It has also been only a few years since the U.S. lifted the motor-driven-aircraft ban in Germany. So gliding is quite familiar to the people and private aircraft relatively new.

Thank you again for your interest. I wish I could really help you establish more memberships here, but I will

at least try to get some people aware of your efforts.

If it would not be too inconvenient for you I would appreciate your passing this letter on to Ruth Deerman. I owe an answer to her September letter, I'm ashamed to say, and I believe this will include information she is interested in.

Thank you again.

Yours truly,  
Laura E. McGlasson.

—o—

October 28, 1964

Dear Ninety-Nines:

I really don't know to whom I have to write in order to give some news about flying in Portugal, as I have sent my appliance to membership to the Houston Chapter. But I think it is alright to write directly to Headquarters, Oklahoma City, where I am also sending (enclosed) the form you have kindly sent me.

First of all, I beg you to excuse my English, as it is very seldom used: I'll try to do my best and think that the most important is to make myself understood, which I am sure I will succeed in doing.

I thank you for sending me the Ninety-Nines News. I was amazed and awfully envious reading about all the activities women may exercise in the flying domain in the states. It must be wonderful to be able to achieve everything you just want to and work to obtain, without always hearing: "Men may do it but for a woman it is not possible". I came a little late into aviation, because I married with 23 and never dreamt of flying before knowing my husband who talked me into taking first my glider-license — which I only was able to do after having had four children, that is, just three years ago. I then took also my private pilot's license and would love to go on, doing the instrument rating and night flying etc., but here in Portugal it is impossible for the moment being that not because I'm a woman, but because our planes in the Airclub have no instrument panel and no radio! I am working very hard now to try to convince our Technical Director, as I would love to teach specially girls and ladies to do just what I love to do, that is flying — but until now I have not succeeded, though I hope that one day he will be so sick of hearing every-

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**

day the same thing, that he finally will agree with this scheme.

This year I took part in three air-races, one of which was quite lovely, consisting of a five days' tour in the north of Portugal and in Galicia, Spain. I went in a Tiger Moth—as a matter of fact the oldest Portuguese Tiger Moth, called the "Laughing Tiger" because it's number is CS-AAA! (read ha, ha, ha in Portuguese). She came out of this race a little bit tired, but now she is alright again. I went with a friend and we made a 13th place (in 20, which is not very brilliant, but we lost our way between Vigo and Lugo, in Spain, as it was raining just awfully and our visibility was nihil and we just couldn't climb over the clouds, (again the awful lack of instruments) and a 4th place in the subsequent days.

Our planes in the Airclub are 1 Colt, 1 Supercruiser, 1 Cub, 2 Austers D4, a Austers D5, 1 Navion (now too old to be flying, but they are still trying to get her into flying again) and 5 Tiger-Moths. I must tell you that I just love the old Tigers (and am now trying to get to know something about aerobatics) but I fear that soon will be withdrawn, as the Civil Aeronautical Authorities are telling us these last ten years that they are growing too old. I only hope that the Portuguese Air Force will hold it's promise to give us some Chipmunks!

There are not many women in our Airclub; there was one who was really crazy about flying, but she married a diplomat and is changing her home every two years. She is also a 99 and is now in Spain. I flew with her last month when she was here in Portugal, for a holiday and we had a lot of fun together.

There is also a girl whom I am convincing of joining the 99's. She took her license two years ago but then she stopped flying. I do not know why and only started again now. I am teaching her to fly an Auster as she took her license in a Cub and then never flew again; now she is becoming again enthusiastic about flying and I hope I can soon bring you a new 99.

In Oporto there is a friend of mine who is also flying—indeed she has a minimum of 600 hours, I think, and is flying for quite a long time. I'll write to her asking her if she also wants to be a member-at-large of the 99's.

I hope you will always give my home

address to any member of the 99's who happens to come to Portugal because I would love to show her anything that would interest her here in Lisbon, about our flying activities and about everything else she might be interested in. I also am very anxious to talk with somebody about flying in the States, as I know how different the conditions are over there.

I did not go gliding for quite a long time, as a matter of fact for over a year, but last Sunday I went again and was delighted. I just had forgotten how wonderful it is! And I am very sure that gliding teaches us a lot of things about flying, which we do not learn so quickly when flying a engine-machine.

I would love to publish something about the 99's in our review of the "Aeroclub de Portugal". Would you be so kind to let me have some sort of precis about the foundation and the aims and activities of the 99's, which I could translate into Portuguese and publish in this review and perhaps in some other aeronautical review? It could be an article for perhaps a page more or less. I think it would do a lot of good, especially for convincing these Portuguese "HE"-men that women in aviation achieve often the same things than men . . .

Then I want to tell you something, that I will try, but I try it without much hope of getting it! It is to come to your International Convention in Chattanooga, in July. I would so love to go! But it is completely impossible by the conventional way, that is, by getting into a ship or a plane and just paying the whole trip. Therefore I will try to talk the American Embassy into it or perhaps you could let me know if somebody flies over from Europe, having just a spare place in her (or his) plane?

I will keep in touch with you, telling you everything about flying women in Portugal. I hope also you will not forget me and as I already asked you, tell my address to any of the 99's who is coming through Portugal, which is a very lovely country! I'll write again after Christmas and in the meantime, I remain

very truly yours

Anneliese Mosch

Mirnandes Pinto

Viv Nossa Senhora do Amparo  
Galiza - Estoril, Portugal

43 Essen Ruttenscheid  
Valentinenstr. 1.  
Germany  
7th Nov. 64

Dear Ruth,

Thanks a lot for your very nice letter of the 29th of October 1964. I am looking forward to hear from Alberta Nicholson. Next week I am going to Bavaria for some days and on the return trip I will make a stop in Frankfurt/M, where our German Aero Club is and will speak about this matter with them and I hope we will have great success.

You know perhaps that I was a long time also Vice President of the WIAA in Los Angeles, when Mrs. McQueen was President. She died and since this time it seems this Club has no interest in aviation any more.

She was great in it to help aviatrixes, when they were abroad and that other girl flyers helped them with the language or to get private rooms by friends that they could spare money and many other things. Perhaps we could do something like it. Many girl flyers have not so much money and it would be a great help for them, when they are traveling. What do you think about this?

Soon more, when I have spoken with the Aero Club.

Very fondly,  
Thea Rasche.

## SECTION COLUMN

### MIDDLE EAST SECTION

By Virginia Thompson

Come, rain or shine. Rain it did, but it failed to dampen the spirits or deter many of our members from attending our Middle-East Sectional Meeting on Sat., October 17, 1964. The spacious Holiday Inn near Andrews Air Force Base in Maryland proved to be a delightful setting. The Washington, D.C. Chapter with Dorothy Reese as General Chairman, was hostess to over fifty members and guests.

As retiring Governor, I presided at the business meeting and later installed the new officers with a colorful candlelight service using the airplane as the theme. As the runway was lit, the following new officers began their flight: Pilot (Governor), Marie D'Alterio from Pennsylvania; Co - Pilot (Vice - Governor), Dorothy Mitchell from Virginia; Navigator (Secretary), Doris White from Washington, D. C.;



and Tail Gunner (Treasurer), Kate Macario from Pennsylvania. May their flight be a safe and smooth one so that our organization may reach its ultimate potential and all made richer for the experience.

Another highlight was the presentation of the Achievement Award Trophies for the year to outstanding, hard-working members. They were: Peggy Borek and Irene Wirtschafter of the Eastern Pennsylvania Chapter who received silver, engraved Paul Revere Bowls and Ada Mitchell, Maryland Chapter, a trophy.

The surprise came when Kate Macario, retiring Vice Governor, presented me with a beautiful silver pitcher engraved with the Ninety-Nine emblem, a gift from my section. It was a privilege to have served as Governor; an experience never to be forgotten. I shall miss the constant touch, the fevered activity but happy in the knowledge that our section is in very capable hands.

After a delicious luncheon, the gathering was welcomed by the Washington, D. C. Chapter Chairman, Laura Zerener. Many door prizes were then presented by Dorothy Reese. Later all enjoyed the interesting tour of the altitude chamber and the weather set-up at Andrews Air Force Base, before being homeward bound to await the sunshine the following day.

Eighteen intrepid members turned up at the Grand Hotel, Point Clear, Alabama for the Fall Sectional meeting. Carolinas, Tennessee and Florida were busy holding off "Hurricane Gladys". Three Ga. members ducked showers and low ceilings to make it to the Fairhope Airport (so new it is not on the section map yet). Five Mississippians managed to get through, and two Mississippians. Some Alabamians drove and some flew. The worst spell of weather in many years for Section Meeting.

New Section officers are: Virginia Britt (Fla.) Governor; Martha Tobey (Memphis) Vice Governor; and Jeane Harley (Carolinas) Secretary-Treasurer.

The new International Secretary, Betty McNabb of Georgia (last year's Aviation Education Chairman), brought greetings from the International officers.

Alabama's First Lady, Lurline Wallace, was present. Mrs. Wallace is a student pilot, but has been too busy in her official duties to devote as much

time to working on her Private Pilot license as she would like to.

Carolinas Chapter sent greetings by telephone and invited the Section to meet in Asheville, North Carolina, in the Spring. They also invited all to meet with them in October at Kitty Hawk.

—o—

#### **NORTHWEST SECTION 1964 ANNUAL MEETING**

**By Marcella Othus, Secy.**

General Session, Downtowner Motel, Boise, Idaho, August 29, 1964.

The meeting was called to order by Governor Helen Appel, who then asked Hilda Elliott to give the invocation.

The roll call of chapters was as follows:

Alaska 1, Eastern Idaho 3, Eastern Washington 8, South Dakota 2, Far West 1, Idaho 11, Montana 6, Oregon 16, Western Washington 8, Southern Oregon 3, Puget Sound 3.

The minutes of the 1963 Annual Meeting were read by Marcella Othus, Secretary, and a correction was noted and approved for change as follows: Page 1, Minutes of 1963 Annual Meeting, pertaining to motion concerning hostessing of International Convention and AWTAR start in 1966 from Seattle. Correction is as follows . . . also, that in the event the Western Washington is unable to raise sufficient funds for the Convention, that the Oregon Chapter be given the opportunity to bid for the right to be the hostess chapter and so secure for the Northwest Section the International Convention and AWTAR start. Minutes were then approved.

The Treasurer report was read by Charlotte Dodson and showed a balance of \$56.84.

The Convention Fund report was given by Lygie Hagan as follows: deposits to date \$449.00, interest to date \$23.83, balance \$472.83.

Chapter reports were given as follows:

ALASKA—27 members—Holds monthly night meetings, studying celestial navigation, active in CAP search and rescue, members attended jet indoctrination course at Ellendorf Air Force Base, usually conduct breakfasts to raise money but were "earthquaked" out in '64. Pat Gilda reporting.

EASTERN IDAHO — 11 members — Fund raising done by annual assessment of \$6.00. \$25.00 per year set aside to cover cost of sectional meetings, \$1.00 per member to AWTAR, \$1.00 per member to Amelia Earhart Fund.

Weather Seminar attracted 165 pilots, chapter members assisted in the dedication of the coast to coast radar screen, members taught ground school course for pilots wives taking the AOPA Pinch-Hitter Course.

"Operation Smart", a refresher course taught to members by members very successful. Ester Stone was elected Flying Farmer Queen for 1964. Betty Storrs reporting.

PUGET SOUND — 7 members—Newly formed chapter still getting acquainted. Members taking Sanderson Private Pilot Course as a refresher. Members work with newly formed pilot group at Paine Field.

SOUTHERN OREGON — 7 members — Newly organized.

SOUTH DAKOTA — 23 members — Members acted as the hostess group for the Rapid City Air Fair, donated \$25.00 to AWTAR, annual assessment of \$5.00. Phyllis Peterson reporting.

IDAHO — 18 members — Annual dance netter \$239.00, Boise to Coeur d'Alene Air Race won by Lucille Taylor, Sept., 1963 spot landing contest won by Lucille Taylor, Air Derby won by Carolyn Greiner. Hostess Chapter for fall sectional meeting.

MONTANA — 35 members—Donated \$60.00 to Air Fair in Bozeman, active in air education meetings, planning second Big Sky Air Race for 1965, organized written protest to FAA concerning closure of FAA flight service stations and beacons in Montana.

OREGON — 62 members — Southern Oregon Chapter organized, Flight Weather Seminar conducted in 9/63, donated \$75.000 to AWTAR, \$62.00 to Convention Fund, sponsored four teachers in air education course, completed one air marking project, many members active as public speakers, two members in AWTAR, two members local race winners. Evelyn Rackleff reporting.

WESTERN WASHINGTON—22 members — Members active on KCTS, University of Washington Air Age TV program for elementary children. Members active as public speakers, assisted in the AOPA air lift for the March of Dimes. Jay Lawrence reporting.

FAR WEST — 7 members — Tour-ed Seattle Flight Center, worked with girl scouts, conduct fly-in meetings, work with civic and government groups on air education.

EASTERN WASHINGTON—22 members — Air age education project, co-

sponsors of flight seminar to be held in Yakima, three members flew in AWTAR, gave rides to high school students, donated \$10.00 to Amelia Earhart Fund, \$25.00 to Convention Fund, completed one new air marking. Barbara Thisted reporting.

Committee reports were given by the following:

Flight Activities, Lillian Oringdolph; Aviation Education, Althea Adams; Nominating Committee, Lucille Taylor; Membership, Minnie Boyd; Scrapbook, Lucy Drucker.

The results of the 1964 election were given as follows:

Governor, Helen Appel; Vice Governor, Ester Stone; Secretary, Pat Gilda; Treasurer, Charlotte Dodson.

A motion was made, seconded and passed that the ballots be destroyed.

Lygie Hagan reported on the International Convention. She reported that the Constitution, as rewritten, was passed. All 13 votes held by the Northwest Section were used. Ten new chapters were formed last year, and 439 women pilots joined the Ninety Nines. Total membership is now 2,287 members. Results of the election were as follows: Ruth Deerman, President; Alice Roberts, Vice - President; Betty McNabb, Secretary; Susie Sewell, Treasurer. Kay Brick announced at the convention that 1965 would be the last Powder Puff Derby put on by the AWTAR board. Lygie explained that the AWTAR board is exhausted after years of constant work on the race. The board also feels so much of what they have done has come under fire from individual Ninety Nine members thus discouraging them. Lygie expressed the hope that new girls will be found to take over the responsibility. It is to be remembered, she said, that the AWTAR is a separate organization that has registered the name Powder Puff Derby. If the Ninety Nines, Inc. take over the race it can not be called the Powder Puff Derby in the future. Lygie said Ruth Deerman will appoint a committee to investigate the problems involved in planning and conducting a new race.

She assured those present that there will definitely be a race in 1966.

Dr. Virginia Gilliland moved that the Northwest Section go on record as favoring the race as conducted by the AWTAR board members and that an earnest expression of gratitude for work done be sent to the AWTAR board. The motion was seconded and passed.

New business:

Gini Richardson moved that the Northwest Section present a plaque to each winner of the Flight Activities Achievement Award since the trophy is a rotating cup. The motion was seconded and passed.

Lillian Oringdolph moved that the name of the 1963 winner of the Flight Activities Achievement Award be included in the 1964 minutes. It was seconded and passed. Ilovene Potter was the 1963 winner.

Bernadine Benning, Chairman of the Southern Oregon Chapter, invited the Northwest Section to hold the 1965 Annual Meeting in Southern Oregon. The Governor accepted.

Ruth Deerman, International President spoke briefly and then presented to Virginia Harper of the Eastern Washington Chapter the Flight Activities Achievement Award for 1964.

Joan Merriam Smith was introduced and spoke about her flight around the world.

The 1964 Annual Meeting of the Northwest Section was then adjourned at 4:20 p.m.

—o—

#### **NORTHWEST INDIANS GREET CHIEF AT BOISE POW-WOW**

The Northwest Section Meeting got underway with a "blast" on Aug. 28th when International President, Ruth Deerman, almost got blown off the stair ramp leading from her United Jet following arrival. Our President showed the charm and dignity only a true leader can reveal. While clutching an armload of long stemmed yellow roses she anchored her skirt with the other hand, and as the warm Idaho "zephyr" ran its fingers through her beautiful hairdo she smiled gallantly and allowed herself to be led into the terminal.

At the Downtowner Motel Ninety-Nines were running up and down the corridors, pounding on doors, and squealing with delight when one opened to reveal a long lost flying friend. Members were present from all the Northwest states including Alaska. Formal activities got underway later in the afternoon with a Chairman's meeting held in Governor Helen Appel's room. All the outgoing chairmen were anxious to "get it off their chests", while all the incoming chairmen were anxious to pick up the torch and give it a fresh shot of coal oil.

Next, followed what is generally de-

scribed as a "social hour" which was followed by a seafood buffet, which was followed by another "social hour". It all ended up the next morning with the hostess Idaho Chapter providing aspirin for the needy.

Things went smoothly at the business meeting until Lygie Hagan made her convention report and the girls found out the AWTAR was on its way out. Everyone had plenty to say, and a resolution was passed supporting the work of the AWTAR board members. Everyone hoped the board would change their minds and keep the AWTAR going.

At the luncheon, Ruth was presented with a feather headdress as a symbol of her rank. She then rushed off with the Idaho girls to greet Joan Merriam Smith who was to be the banquet speaker. They returned in time for Mrs. Smith to have an informal girl-to-girl talk about her world flight.

The meeting was adjourned with a reminder from Helen Appel that 1966 was the start of AWTAR and the International Convention in Seattle. It promises to be quite a pow-wow!

To Chairman, Carolyn Greiner, and the tireless Idaho members who excelled at everything they attempted . . . may the outgoing section secretary be pardoned for saying, "WOW, what a soiree!"

—o—

#### **SOUTHWEST SECTION By Bette Smith**

The Fall Section Meeting of the Southwest Section, Ninety-Nines, Inc. was a huge success. The Redwood Empire Chapter of 99's was the Hostess Chapter for the meeting held at Hoberg's Resort "Among the Pines."

Fifty-two planes bringing from one to six people each were parked at the Hoberg airport. Quite a few members drove up too. The arrivals started at noon on Friday. More than sixty 99's arrived Friday. Twice that number came in Saturday morning.

Dave Campton of Calistoga Airport, donated time from his very heavy schedule of activities at his own airport to man the Unicom, relieved occasionally by Myrtle Wright who was at the Airport Friday afternoon to greet the girls. Jean and Anne, two waitresses from Hoberg's dining room were on hand at the airport to serve beer, coffee, sandwiches and soft drinks to the arrivals.

The Saturday business meeting was





**SOUTHWEST SECTION FALL MEETING AT HOBERG'S RESORT IN NORTHERN CALIFORNIA.**

scheduled to be held in the Blue Room, just off the main lobby of the Lodge, but it was moved to the main auditorium when the walls of the Blue Room started bulging from the unexpectedly large attendance.

Only one Chapter was without representation and only two chapters that had no members in attendance. My sincere THANKS to each and everyone of you for making this meeting so successful. The Chapter reports revealed many interesting and worthwhile ventures all through the Section.

The social hour, sponsored by Mr. George Hoberg, was brightened with many colorful costumes. The theme for decorations, etc., was International, in keeping with our International Organization. Members were asked to wear the dress of some foreign country. The tables were decorated with foreign

flags that were brought in from Holland as a gift to Myrtle Wright. Models of foreign made planes were used along with models of different American makes to complete the centerpieces. A prize was given for the most authentic costume. This was won by Emma McGuire for her beautiful Japanese attire, complete with fan. She must have spent some time in Japan, because she is an artist with the fan.

Trophies were given by Hoberg's for the Chapter with the largest percent of membership in attendance and the Chapter coming the greatest distance. San Gabriel Chapter got the first trophy and Tucson the second. Fran Francis, of Tucson flew a Mooney, loaned to her by an Aircraft Dealer in Tucson. She was the pilot of the first Mooney to land so won a pair of Mooney earrings. The first Piper to land also won a pair of Piper earrings. These were

donted by the Mooney and Piper dealers in Santa Rosa.

Dave McElhatton was the Master of Ceremonies at the banquet, and what a refreshing, delightful M.C. he was. I know he has gained a larger audience for his 'McElhatton in the Morning' radio show on KCBS from 6:00 a.m. to 10:00 a.m. Monday thru Saturday.

Fred Goerner, the guest speaker, told of his experiences in trying to solve the mystery of Amelia Earhart's disappearance. I believe he has a book coming out in February. If you have never heard this man speak you have missed a most interesting narration. He speaks as one inspired and devoted to a task which is close to the heart of every 99 especially and to the nation generally.

Let's all plan right now to go to Tucson in the Spring and to Salt Lake City in the Fall.





## **EASTERN PENNSYLVANIA CHAPTER**

**By Caroline Bregler**

The date was October 10th, but the thermometer at the Greater Wilmington Airport would not have given you the slightest notion of the date, because it was just cold, cold, and colder—nothing could stop the 99's of the Eastern Penna. Chapter who were holding a Penny-a-Pound Flight.

Barbara Morrison, Ann Winsor, Kate Macario, Beth Sturtevant, Jerry Roberts, Peggy Borek, Marie D'Alterio, Barbara Farquharson, Caroline Bregler and Cass Bastinanelli who helped out on the Ground and Escort Crews all became members of the 99 Icicle Club with their Main Office located in the Oil Shack.

Even Marcia Musson, Anne Shields, Jan Kapus, Rachel Hopkinson, Helen Zubrow, Barbara Bonnet and Christine, Barbara's daughter, who handled the job of weighing in and ticket sales were seen from time to time in Icicle Headquarters.

Doesn't it seem odd, with all the modern facilities of this beautiful Airport at our disposal (thanks to Glen Dill, Airport Manager), that this little oil shack was the common meeting place?

Elsie McBride, Gay Maher, Alice Meisenheimer, and Pat Arnold, who were the 99's doing the flying, did not venture out of their planes between hops. They just sat in their warm little nest waiting for their next group of passengers. But in spite of the cold, we had fun and introduced a lot of people to flying.

Welcomed as prospective members were Irma Dommasch, Cass Bastinanelli and Ethel Maw, who is an instructor at Bryn Mawr College.

Barbara Bonnet and Alice Hammond took part recently in "Airlift Survival—East and South" which was a Civil Defense exercise, simulating attack on cities and how supplies and officials can be moved from one area to another.

Lots of luck to Pat Arnold who is now base operator and is running the PAT ARNOLD FLYING SCHOOL at the Gordonsville Airport, Gordonsville, Virginia. If you are in the area, stop in and say hello to a fellow 99.

New Committee Appointments are

as follows: Air Age Education—Beth Sturtevant; Amelia Earhart — Alma Lovelidge; Membership—Barbara Farquharson; Scrapbook—Rachel Hopkinson; Air Marking—Jerry Roberts; Flying Activities—Hazel Bartolet; Reporter—Caroline Bregler; and Nominating Committee—Peggy Borek.

Also in October, Marie D'Alterio was installed as Governor of the Middle East Section at a very impressive candlelight ceremony. Marie, who was unable to be present at this meeting, was represented by Peggy Borek. Outgoing Governor Virginia Thompson presented a photograph of Amelia Earhart to all of her Committee Chairmen.

The Achievement Award was won by our chapter and because of the closeness of individual points, two bowls were presented—one to Peggy Borek and another to Irene Wirtschafter, both of the Eastern Penna. Chapter. After the business meeting, lunch was served at the Holiday Inn, Clinton, Maryland.

Following lunch the 99's and guests toured Andrews Air Force Base, but due to the inclement weather the simulated helicopter rescue and the canine demonstration had to be cancelled and a film shown in the Communication Building was used as a replacement.

Your reporter was talking to Louise Sacchi recently at Turner Field, Prospectville, Pa., on her way from the Piper Convention in Florida, to Lock Haven and learned that Louise was off to South Africa the early part of November and upon her return, she will be off to Austria in connection with her job of ferrying planes.

Congratulations to Jean Gray on the arrival of her new 24 $\frac{3}{4}$ , a boy. Jean is active in the Flying Farmers and flies an Apache.

Congratulations are also in order for Yvette Hortman, who just received her Instrument Rating, and Mary June Loch, a prospective member, who just received her Instructors Rating.

Jerry Roberts has the biggest shoes of any person I know, but I'll try to fill them and till next month, Happy Flying.

## **MARYLAND CHAPTER**

**By Ada R. Mitchell**

The Maryland Chapter is happy to announce that as of October 12, 1964, we will be exactly one year old. Our progress has been great and our blessings many.

Most of our meetings have been Fly-ins, since there are four airports owned

and operated by members in our chapter. We now have prospects of the fifth one.

Bettie Hill and her 49 $\frac{1}{2}$  gave us a day to remember when we flew into her Aberdeen Airport, then was transported to their yacht. A sail on the Blue Waters of the Chesapeake Bay, a meeting on Board of Ship, a swim, and a fried chicken dinner with all trimmings is certainly a life for any 99.

Lenora Eaton and her committee did a bang-up job for the September meeting with a Luau, at Delmar, Maryland. Not only did we have a three thousand foot runway, but a swimming pool, Hawaiian food and music, and each 49 $\frac{1}{2}$ , as well as all 99's, received a lei, delivered, signed and sealed with a kiss by Jackie Geiger. (That 49 $\frac{1}{2}$  James Geiger is a good sport.) Golly, we had fun!

We are also proud of Jackie Geiger, as she is one of the only four female pilots in the United States to hold a license in the Australian Woman's Pilot Association. Lois Baty, Margie Lake and Inez Dotterweich are very active in the Flying Farmers. Leah Stinchomb reports that she had a wonderful time visiting with the Ninety-Nines in Alaska. Lenora Eaton and Gerry Storm flew to Canada, and from some of the reports, they must have had oodles of fun. We have Rosemary Lane, who is an instructor. Well, she gets the girls at the office interested in flying, then puts them thru instructions and "Bingo," just like that, we have a new member. Eleanor Echols and Edith Albrecht left with the intentions of flying in the Michigan Small Air Race, but haven't had a report on that as of this writing. Anyhow, it was Michigan here we come! We have also had our sad moments as Doris Jacobson's mother passed away just after the Convention.

An item which we would like to brag about concerns our chapter member Mary Jane LaPlante. Detective Mary Jane LaPlante of the Baltimore Police Department was the officer that cracked the case of the murdered girl who was found buried in the basement of a home. Detective Mary Jane LaPlante was commended by the City of Baltimore for a "job well done." All newspaper write-ups mentioned that she was a member of the 99's.

Ellen Bateman did a nice job of running an efficiency Race for the Washington Air Derby.

As most of you know I have just



had a serious heart operation. I do want to take this opportunity to thank all who sent me messages, cards and for your prayers. They meant so much to me.

Our own little secretary, Georgeanna Rokos is doing her part in advertising the 99's. She accidentally left some information about the 99's on a restaurant table. Two gentlemen taking the table next time picked up the information and read it. He then turned to the next man and said, "Who are the 99's?". The other man replied that one of those babies that solves murder mysteries flies around the world, and if we men aren't careful, some of those gals will be pulling our ears and be the next President of the United States. How about that—not a bad idea after all.

Betty Bohn is promising us a meeting at her home in the way of a "cook-out." You can't fool me. I think Betty must have a lot of gobblings in them there woods! So if the ghosts don't get us, we will be coming in loud and clear next month.

#### **WASHINGTON, D.C. CHAPTER**

**By Jacqueline M. C. Smith**

In August, 99 member Nellie Jackson and her 49½ flew to Miami Beach to visit their daughter and son-in-law and four grandchildren. They had a very enjoyable trip and came back just ahead of the hurricane.

Mary Ann Shelley went to Oklahoma City in July to attend an FAA National Aviation Systems School. Mary Ann is a glider pilot who flies out of Leesburg, Va. Mary Ann and Jean Ross Howard attended the dedication ceremonies at the new Leesburg Airport on October 10th. Laura Zerener and Irene Lewis flew down in Irene's Cessna 175 to attend the opening also. Laura also attended the opening of the new Manassas, Va., Airport on September 20, and has moved from Hyde Field to Manassas. Incidentally, if you are in the vicinity of the Manassas Airport and see a glint in the air, it is just Laura's Cessna 140 with a new paint job—ivory and metallic gold yet!

Faye Wells was awarded the Lady Drummond Hay Award last week in New York. Congratulations, Faye!

Dottie Reese and her family flew to Georgia, Florida and South Carolina and back to Hyde Field at the end of August and early September. Dottie and 49½ and two daughters, plus dog,

flew in the 172. Their 17-year-old son flew himself and his brother in a T-34 on the same trip. Because of Cleo, they were detoured to Knoxville, Tennessee, but later continued on to Thomasville, Georgia, and then had side trips to Jacksonville and Tallahassee, Florida. During the first week of October, Dottie joined her 49½ and with the regular crew went through their regular training in the C118 simulator at McGuire Air Force Base in Trenton, New Jersey. Dottie was allowed to sit in on all the training sessions and was quite enthused.

Hedy Jaffe flew her daughter and a girl friend in her Cessna 172 to Wine-land, which is about 30 miles from Atlantic City, on October 10th.

Jackie Smith flew to Charlotte, N.C., the week-end of October 10th in a 180 Comanche.

Mitzie and Gil Keller flew to Key West, Florida, in their Cessna 180 to visit their daughter and son-in-law and grandchildren and were due back on October 17th.

Over the Labor Day week-end, chapter member Bea Wilder flew solo to Plymouth, Mass., in the Aero Club's Tri-Pacer.

Alice Fuchs flew to the World's Fair with a student pilot in a 182 on Wednesday, October 7. Alice has received a letter from former chapter member, Janet Hitt who says she is enjoying life in Hawaii and she will now be flying with the Hickam Aero Club. We miss you, Janet! On October 11th, Alice Fuchs soloed Wendy Blanchard in a glider at the Leesburg Airport. Congratulations, Wendy! Alice recently had a ride in the Nelson Hummingbird at Latrobe, Pennsylvania. For those of us who don't know, the Nelson Hummingbird is a powered glider.

Nancy Tier, charter member, is away for a month visiting California, Texas, Kansas City and other points. In Kansas City she will be attending the Ecumenical Council meetings, and in Texas she will be visiting her son who is in school there.

Dottie Reese was the chairman of our very successful (despite lousy weather) Middle East Sectional Meeting held at Andrews Air Force Base in Washington, D.C., on October 17. We had about 50 99's and many 49½'s representing the Maryland, Eastern Pennsylvania and Washington, D.C. Chapters. After the business meeting and luncheon, we were taken on a tour of the Base, saw some very interesting films and listened to very inter-

esting talks on spacial physiology, weather, etc. Our thanks to Dottie for all her hard work.

On Saturday, November 7, the weather was with the 99's and we did not have to resort to "rain dates." We had our Fly-in at Delmar State Line Airport at Delmar, Md. Nancy Tier flew in in her Cessna 170 and brought along Alice Fuchs and Mary Ann Shelley. Peggy Borek, chairman of the Eastern Pennsylvania Chapter, flew in from Philadelphia in her Cessna 150. Eve McIlveen, who was the coordinator for air transportation to the fly-in, flew a Cherokee 140 in and brought Lu Murray with her. Bea Wilder flew in with two guests with her—Dottie Allen and Louise Malone. Incidentally, Louise is a student pilot and no doubt a potential 99 member for our chapter! Chapter chairman, Laura Zerener, flew her freshly painted 140 in. A short business meeting was held and a lot of hangar flying done. The wood at Delmar is very good and reasonably priced, too—a combination to take into consideration! At this Delmar meeting, it was decided to resume the "Christmas Basket" idea this year. As most of you know, this basket is filled with donations and then given to some needy family. Nancy is looking into getting the name of a needy family.

Everybody was saddened and shocked by the sudden passing of chapter member, Lu Murray, from a coronary on November 10th. Laura Zerener was the person who gave Lu her first plane ride and got her interested in aviation. Flying did not come easy to Lu and she had worked long and hard and had just got her Private ticket a month before she died. On October 17, when we had our Sectional Meeting, on that very rainy day at Andrews AFB, Lu had been voted in as a member of our chapter. We are so happy that she had her fondest wish come true, although she did not have long to enjoy it. We will miss her.

#### **LAST FLIGHT**

**LULA MURRAY**

**Member**

**Washington, D. C. Chapter**

**Middle East Section**

**November 10, 1964**



### **ALABAMA CHAPTER**

**By Minnie Wade**

Alabama 99's met Sunday, October 4, in Montgomery. Because of weather from Hurricane Hilda, members drove to Montgomery for the October meeting. Present for the meeting were Bennie Peters, Juanita Halstead, Elise Heilpern, Minnie Coggins and Minnie Wade.

Bennie Peters gave a report on the International Convention. Bennie Peters, chairman, appointed the following committees: Programs for monthly meetings, Nancy Beeland; Scholarship, Betty Ferrell; Flying Activities, Minnie Coggins; and Publicity, Jerry Chase.

Ways to create more interest and better attendance were discussed. We decided to give a prize or trophy to the member accumulating the most points for a certain period of time. The points for different activities to be worked out for the next meeting.

We were delighted to have Constance Luehman, member of the Washington, D.C. Chapter meet with us. Constance and 49½ Gen. A. H. Luehman are now at Maxwell Field, where Gen. Luehman is Commanding Officer.

Until next month—Happy Flying!

### **FLORIDA CHAPTER**

**By J. Wagner**

The Florida Chapter is certainly proud to have our own Virginia Britt as governor of the Southeast Section. At the November meeting, held at the home of Vera Bratz, she appointed the following committee members: Air-Age Education—Vera Bratz; Air Marking—Betty Tracy; Flying Activities—Freda Gokey; Amelia Earhart Scholarship Fund—Lee Winfield; and Ways and Means—Connie Ammons. We had the following girls as guests at the November meeting: Mrs. Suzanne Hoffman (transfer from the Buffalo, New York, area 99's), Mrs. Betty Tracy (transfer from the Eastern Penna. area 99's), Mrs. Dot Shaw, prospective new member and Lois Porter (Instructor), prospective new member.

Vera Bratz, general chairman of the I.A.R. is off to a flying start. The November meeting was spent as a work-

shop type, with everyone working on the first mailings for the I.A.R. She has her committee all appointed and the ground work quite well covered. You can rest assured that Vera, with the aid of her committee, will come up with a fine race; so, get your applications in, girls, and your airplanes dusted off. Happy Landings!

One of the girls that lost her airplane to that gal, Cleo is sporting around in the brand new 182—so glad the insurance took care of this for her, as she was feeling mighty low for a while.

Took a business-pleasure trip with my husband up to Ohio recently. Visited our daughter and husband. Daughter, Mrs. Jackie Davis, just recently received her private pilot's license, so hope that she will be considering joining in with the All-Ohio group. The trip back to Florida was really hair-raising, took a total time of seven days for the trip. We pushed a low front from Ohio right through Florida. We made very good friends with the boys in all of the Flight Service Stations and be sure and avail yourselves of their services, as they are all quite concerned with the general aviation pilots. Met quite a few A.O.P.A. pilots and guests who were weathered in along the route to Hollywood, Florida.

Mr. Wagner and myself attended some of the sessions of the A.O.P.A. convention and met and chatted with Joan Merriman Smith at one of the exhibits. Also, met and chatted with 99 member Mitzie Moore Keller from Washington, D.C.

Will have more information concerning the I.A.R. race at a later date.

### **GEORGIA CHAPTER**

**By Betty W. McNabb**

Having completed TWO airmarks this year, we now consider ourselves experts. (Didn't some chapter do scores in one year??) Anyway, we have done two. And even with this small number, we learned something to pass along.

Caroline Kennedy Comanche'd into Vidalia, Georgia, with 49½ Biff; Ruth Miller brought Dr. Jim, daughters

Virginia and Lynn, and William "Stoney" Stone of Tifton, Georgia, one of Tifton's CAP members. Frances and Jack Peacock Cherokee'd down from Atlanta, Betty McNabb Bonanza'd over with three CAP cadets, Harold Pinson, Mike Wilson, Charles Trimble.

The day was beautiful for a BIG change.

We climbed tall wobbly ladders to the top of Piggly Wiggly's enormous new warehouse, and tackled the loose white gravel roof with vim, vigor, and highway yellow, using clever Frances Peacock's templates.

Then we picnicked—and took off to survey our work with pride before returning to our four locales. But here's what we learned: If you use Highway yellow on snow white, it doesn't show up well at all. It's all right on a tin roof, but not on that white gravel. We think we'll outline the ten-foot letters with a 4-inch border of black and that should make them show better. We'll let you know.

Next week we tackle Cuthbert, Ga.

We are thrilled with our RON kits—Georgia is selling the white "Hers" kits with the 99 compass rose and name on one side, and the "His" kits unmarked. Also we have a few plain "Hers" for gifts to non-99's. None of us expects to get caught without our toothbrushes!

Several Southeastern 99's joined with other sections in having fun at the Piper convention in Fort Lauderdale. Betty McNabb had gone down for her annual medical record consultants and medical record librarian meetings in Miami, but couldn't resist a chance to look in on Piper, particularly when it meant meeting Sheila Scott, governor of the new British Section, who is over here collecting a seaplane and helicopter rating, and whatever else she can find.

Sheila, Betty, Virginia Britt, SE section governor, Betty Miller, Dot Paten, Tennessee's chairman, Mary Ann Noah accepting a Piper trophy for her AWTAR win, and Pat Jetton were all in sight one evening. There may have been others we didn't see.

Georgia Betty got to Miami in 3 hours, took three days to get back, enjoyed stopping at Opa Locka, Tamiami, Broward, Key West, Ocean Reef, Homestead, Melbourne, Leesburg, and Perry on her Florida jaunt.

Georgia Ninety-Nines had some nice publicity on our three airmarks, and some funny, too. Your reporter took three CAP cadets (who have helped

## **AE Scholarship**

### **Deadline**

**January 15th**



us on every mission so far) to Cuthbert, the local paper immediately stated that "Mrs. Harold McNabb was accompanied by her three Civil Air Patrol cadet SONS." My family grew in a hurry.

Our November meeting was held at Fulton County Airport, Atlanta. Chairman Ruth Miller Twin-Bonanza'd in from Tifton; Betty McNabb single-Bonanza'd in from Albany, bringing Carol and Dr. Bill Lowery. (Dr. Lowery, who is a Travel-Air pilot and instructor as well, sat in the back seat with his coat over his head, HE said to keep his ears warm.) Carolyn and Howard Kennedy, sr., Comanche'd in from Parrott.

The rest of the group were Atlantans — Frances and Jack Peacock, Mary Fender, Jean Voyles, Betty Terry, our brand new member; two student pilots, Mary Lou Nix and Carole Harp with her husband, Fred; and former member, Lois Lacy, with husband George, and daughter Lou.

The Lacys have just joined the Moon-eye crowd and as soon as Lois gets her medical current, she'll come back in, to our delight.

Our speaker was Mr. L. J. Mercure of GADO FAA; he told us some very enlightening, startling, and sensible facts about flight safety—and offered to climb in our airplanes with us and prove every one of them. We then went over to the Flight Service Station to inspect the Direction Finder he had described and advised us to USE along with other FSS and FAA facilities.

We flew away to meet again next week when we paint a border around the pallid letters of Vidalia, and the week after when we help hostess for the ground-breaking of the new Aero-Commander plant in Albany, and then to finish out the year, we plan to airmark Perry, Georgia, and attend a weather seminar in Atlanta.

#### MEMPHIS CHAPTER

By Mary Stanley

The Memphis Chapter is happy to welcome three new members. Two of these, Josie McCoy and Hilda Savage, recently received private licenses. Josie is an elementary school teacher of the first grade. Hilda's sixteen-year-old daughter is also taking lessons. Our other new member, Nina Joe Witherington, with husband Wayne, a major in the Air Force, recently moved to Memphis from North Carolina. She is currently working on her instrument rating.

On Sept. 12 Memphis 99's, for the second year, sponsored a luncheon for women in the midsouth area interested in aviation. It was held in the Passport Room at the lovely new Memphis Metropolitan Terminal. Thirty-two pilots, student pilots and interested friends attended. Juanita Cox, Zonta President, and Martha Jack Turley, a supervisor at Memphis Center, were special guests.

Martha Tobey has resigned as Memphis Chapter chairman to accept her newly-elected position as vice-governor of the Southeast Section. Chris Brown succeeds her as chairman. Rosemary Williams is the new vice-chairman.

The following members flew to Point Clear, Ala., for the Southeast Sectional: Martha and Frank Tobey, Rosemary and Bob Williams, Mary and Joe Stanley, Chris Brown, and Ina Walker.

Ruth and Jim Miller from the Georgia Chapter were in Memphis in October for a veterinarians' meeting and the local 99's enjoyed the social occasions in her honor. Ruth is chairman of the Georgia Chapter, and flies a twin Bonanza from Jamaica to Canada and all points between frequently.

Chris Brown and Bonnie Whiteleather participated in the Tennessee SARDA exercises for the CAP in October. Mary and Joe Stanley participated in the same exercises in Arkansas. Mary passed her instrument check ride in Little Rock Sept. 5.

Martha Mehaffey has been using her twin engine rating to full advantage. Among other places she has recently flown to Cheyenne, Wyoming, New York City, and the Bahamas.

#### MISSISSIPPI CHAPTER

By Bernice Kelly

The Mississippi Chapter held its October meeting in Greenville, Mississippi, with Dot Etheridge, Lucille Wolfe and their 49½'s as our hosts.

We flew into Cypress Airport, a tiny jewel set in the heart of the Miss. Del-

ta. Being a city gal and accustomed to busy towers and long ribbons of concrete runways, I was not prepared for the charm, beauty and fun of a tiny country airport. Neat rows of airplanes lined the sod strip. Outside the building comfortable leather chairs and sofas were arranged for sunning, hangar-flying and a front and center view of all take-offs and landings. Warm, friendly people greeted us as we stepped out of the plane. As we talked with the folks, a small plane made a low pass across the runway and called out of the window, "Is this the place?" The voice belonged to State Senator Bill Caraway, a flying enthusiast and A-1 pilot who had come over to take all of us flying in his cub, complete with wall to wall carpeting. Joe Call, who has probably taught more people to fly than anyone around Greenville, owns and operates Cypress. He was on hand to greet us and take us flying in his cub. He at one time was one of the top aerobatic pilots around and the enclosed picture shows him in action, landing on top of a moving truck. I can personally vouch for his skill. None of us, so far as I know, had ever gone through the dives, spins, loops, stalls and everything else you can mention, before our flight with Joe. During the morning we all flew or checked out in the cubs. It was quite a change from our last meeting when we all checked out in Janet's Aero-Commander. How's that for running the gamut from A to Z? We had coffee and doughnuts at Dot's house after arrival and a beautiful luncheon at the new Pirate's Cove with Bess Sullivan on hand to greet us. We hadn't seen Bess and her 49½ since she was hostess to our last meeting in Greenville a couple of years ago. It was good to see them again. A lovely charm bracelet for each lady present and a tie clasp for the gentlemen were pleasant surprises to all of us, and a big thank you to Dot, who arranged it. Senator Caraway and Mr. Call received a very unique gift. A flashlight with a screwdriver attached to the face of the flashlight. Our thanks to Dot Etheridge, Lucille Wolfe, Joe Call, Mrs. Joe Call, Senator Bill Caraway, Bob Wolfe, Lewis Steadman, Julir Wilcox, Bobbie Steadman, all Greenville folks, for making our meeting memorable. Members attending were Jane Green, Marie Kepper, Kiy Bishop, Sammie Daniels, Bernice Kelly, Ehel Radzewicz, Jessie Miller and Dot. We missed Cora McDonald, she had planned to come but

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**





THE PLANE THE MISSISSIPPI 99's DID AEROBATICS IN—WITH JOE CALL.

was ill and couldn't make it.

Our next meeting will be held in Laurel with Jessie Miller as hostess. In December, Bernice Kelly and Ethel Radzewicz will hostess our annual Christmas party. We'll be looking for you, and good flying.

#### TENNESSEE CHAPTER By Valerie Grant

The November meeting of the 99's was held in Morristown, Tenn., at Ma and Pa Jackson's Restaurant. Attending were Dorothy Patten, Mildred Jordan, Irene Flewellyn, Valerie Grant, Evelyn Bryant, Ruth Thomas, and two prospective members, Francis Smith and Peggy Rawls. Francis had just completed her private check ride with Evelyn Bryant minutes before the meeting.

Everyone had a good lunch while

discussing, mostly, arrangements for the AWTAR terminus for 1965 in Chattanooga. All of the chairmanships were filled for the various jobs for the terminus. We are now much more organized as of this meeting than we were last.

Irene Flewellyn flew the Chattanooga members who could make it to Morristown in her 175 Cessna. Ruth Thomas brought Peggy up from Knoxville in a Cessna 150.

If you other chapters haven't received our letter (a cry for help!), you will soon. Wilco? Affirmative, I hope!

The Tennessee Chapter has offered its assistance to a newly organized Wing Scout Troup in Chattanooga. There were only two eager scouts at the first meeting, but we hope that their enthusiasm will bring more out. If they are well organized by July,

they will be of great assistance to the chapter during the Powder Puff Derby.

Dorothy Patten attended the Piper Sales meeting in Ft. Lauderdale, Fla., with her husband Tarbell Patten. While there, they ran into a few of the 99 members who are associated with Piper aircraft. Virginia Britt (Florida Chapter); Betty McNabb (Georgia Chapter) and Pat Jetton (Texas Chapter). Needless to say, the topic of discussion was racing.

We are progressing in our ratings in the Tennessee Chapter. Mrs. Dot Jones passed her Instrument written test and Valerie Grant passed her commercial written test.

Irene Flewellyn and her husband were off to Lexington, Ky., on one of these beautiful fall flying days in Tennessee.





## ALL-OHIO CHAPTER

By Edythe Maxim

October 3rd found many of the Ohio 99's again enthusiastically competing in the annual S.M.A.L.L. Race. We're mighty proud of Connie Jones and her co-pilot Barabara Knapp, who placed second, with a score of .9926. Sophia Payton's first-place score was .9930. Those are squeaky-close scores!

Dottie Anderson and her co-pilot Mary Scheafer placed 6th, Marilyn Collette and Virginia Schumacher 14th, Autrie Lehr and Bob Moore 16th. Ione Shelton and Edy Maxim, Joan Hrubec and Jerry Jacob, and Helen and Fred Morgan completed the list of Ohio entries. The Michigan 99's, the Michigan Department of Aeronautics, and the many others who assisted are to be commended for this fine race, but couldn't they have turned off the wind and the turbulence a little?

October a really busy month. The All-Ohio Chapter Achievement Award Banquet—Saturday 17th—at the Mansfield-Leland Hotel. Marge and Jim's lovely cocktail party preceded the banquet. Congratulations to Marion Betzler who is the winner of the coveted award for 1964. Following closely in points: second place, Marilyn Collette; third, Autrie Lehr; fourth, Clara Tharpe; fifth, Connie Jones. Congratulations, too, to Jim Sammon, who was presented the 49½ award by last year's winner, Norm Crabtree. At the banquet, too, 49½ cards were presented to Charlie Betzler, Jim Rock, Fred Morgan, and Jim Mensching.

Still another award was presented. Mary Fecser was recipient of the "Medal of the Month," an Amelia Earhart medal. Viola Gentry, representing the Women's International Association of Aeronautics, New York Branch, made the presentation of this honor to Mary for her contribution to aviation in promoting aviation education.

Mr. J. Beck of the National Aeronautics and Space Administration in Cleveland, spoke on a topic of interest, NASA's research and tests in weightlessness. It was a delight to have as guests our Governor Sarah Gorelick from Kansas City, and Addie Binsfield and Faye Kirk from the Michigan Chapter.



**L to R: Helen Sammon, Chairman All-Ohio Chapter; Janice Kuechenmeister, winner of 1963 All-Ohio Chapter Achievement Award; Marion Betzler, winner 1964 All-Ohio Chapter Achievement Award; Marjorie Gorman, chairman of the Awards Banquet and winner in 1962; Mr. J. Beck, guest speaker from N.A.S.A. in Cleveland. Janice is presenting the trophy to Marion. Banquet held at the Mansfield Leland Hotel, Saturday, October 17th.**

Attending the Mansfield meeting: Clara Tharpe, Lee Rock and Jim, Virginia Schumacher, Jean Hixson, Ruby Mensching and Jim, Janice Kuechenmeister, Joan Hrubec, Connie Jones, Autrie Lehr and Karl, Bobbie Buehler, JoAnn Styte, Bunny Foley, Beverly Mather, Jean Bonar, Helen Morgan and Fred, Mildred Klayman and Ivan, Marilyn Collette, Mary Scheafer, Marge Gorman and Jim, Helen Sammon and Jim, Pat Rogers and Myron Collier, Mary Fecser, Jerri Crabtree and Norm, Edy Maxim, Viola Gentry—Greater New York Chapter, guests Phyllis Heischuber and Lee Best.

Bobbie Buehler and JoAnn Styte won the spot landing contest at Wooster on September 26th. Bobbie won the power-on and JoAnn the power-off.

Bev Mather just returned from New York City and the World's Fair.

Virginia Schumacher checked out in the 250 Comanche.

Dr. and Jean Bonar returned in October from a trip to the West Coast.

Nancylee and 49½ Lorry have recently relocated in China Lake, Calif., where Dr. Malm has been assigned to the Navy Base. It wasn't too long before Nancylee wandered over to Inyokern Airport and had herself a wonderful time in a Cessna 150. That's a switch from the Morane Saulnier Jet

and the E18 Beech she flew when in Cleveland. She was delighted to meet the young couple who operate the airport—both fly—and also a student pilot who is working for her private license.

We welcome the reinstatement of two former All-Ohio Chapter members — Thelma Kennedy Miller of Norwalk, and Jeanette Jenkins of New Philadelphia. Both are ex-WASP's, and we were happy to see Thelma in Cincinnati in August.

The extended Indiana summer in Ohio gave us a good fly-in day for the November meeting in Lima. The meeting attendance proved it was an excellent day to be up there in the blue: Helen Sammon, Connie Jones, Pat Rogers and her daughter Laura and Laura's friend, Bunny Foley, Bev Mather, Joan Hrubec, guest Marguerite Oroark, Edy Maxim, Bernita Nickell and her daughter, Bonnie Buehler, JoAnn Styte, Jean and Dr. Bonar, Helen Sullivan and George, Helen McConnell, Virginia Schumacher, Mary Scheafer, Helen Morgan and Fred, Autrie Lehr, Clara Tharpe, Claire Phillips, Janice Kuechenmeister, Colonel William Cowan—guest, Dorothy Bellville and 49½.

Lunch and meeting were at the attractive Milano Club. Thank you Clara



Tharpe, Helen Sullivan, JoAnn Stype and all for the nice arrangements. As guest speaker, Colonel Cowan, deputy base commander of Wright-Patterson AFB in Dayton, certainly projected a number of thought-provoking incidents and lessons learned from them during his 30 years of flying. You might like to mull over his description of flying: "Hours and hours of sheer boredom with a couple of seconds of stark terror."

At the airport at departure time, what a pleasant surprise to see Pat Arnold climb out of her Brantly 'copter. She had come all the way from Charlottesville, Virginia, since early morning, and was still trying for Fort Wayne, Indiana, before sundown. The ultimate destination for the Brantly was Milwaukee, which is certainly a "bit of a flite" for a 'copter.

Joan Hrubec airlined to Oklahoma City for the Executive Board meeting the first week of November. Week-end in Tulsa with friends. Was thrilled to be able to fly a Twin Comanche from Tulsa to Oklahoma City.

Winnie and Will Connelly spent the week-end of November 14th in Painesville, Ohio. They attended the annual Skylark Flying Club banquet (local club based at Concord Airpark), where Mr. Connelly formally presented the "Charlotte R. Connelly Aviation Trophy" to Caroline N. Jones (best performance by non-professional pilot in 1964 Michigan SMALL Race). Winnie Connelly is a Michigan 99 and former member of the All-Ohio Chapter.

JoAnn Stype and Bobbie Buehler soloed a J-3 October 20th. Bobbie Buehler and Jean Adams went to Wichita, Kansas, and brought back a 1965 Cessna 172, to be used at the field at Wooster. Bobbie Buehler is pro tem treasurer of the Wayne County Aero Society, a new flying club in Wooster.

Bernita Mickell reports that they have a new 1964 Cessna Skylark this summer. A new 1965 Piper Pawnee is on order for this coming year's work.

Marilyn Collette missed the November to "Comanche" to Traverse City, Michigan.

Dorothy Belville expecting first child around March 12th. Virginia Schumacher has second grandchild, Donald Michael McNeil, Nov. 8, 10 lb., 9 oz., 23 in. long.

Mary Scheafer and Harry celebrated 25th anniversary Nov. 14. Planning 2-week trip to Florida after Christmas.

## CAPE GIRARDEAU AREA CHAPTER

By Alice Godwin

Watch out! Our new '64-65 officers were elected in August and our new chairman, Margie Hall, asked me to be news reporter. We have a super list of officers. Polly Freytag, vice-chairman, Millie Limbaugh, secretary, and Lois Feigenbaum, treasurer. I want to thank all the girls for giving me their loyal support these past two years. I am honored to be our chapter's reporter and I will let all of you know what our 99's are up to. I'm warning you, I may brag on them a little because I'm so proud of each member.

Lois Feigenbaum, Margie and I attended our first International Convention. We came home with a better understanding of the Ninety-Nines and were surprised and very pleased to learn that our international officers, as well as all 99 members, take the welfare of our organization so seriously. We left this meeting with much more enthusiasm, proud to be Ninety-Nines.

We flew to Kennett, Missouri, for our September meeting. Polly Freytag was hostess and we had a delicious luncheon at the Country Club. Here I go—Polly and Nell Rice have helped to organize the Kennett Aero Club of which Polly is now president and Nell vice-president. The club has been organized for only four months and already has seventy active members. Aren't they wonderful saleswomen?

Mary Elders and co-pilot husband, Frank, flew their '62 Cessna 172 in the St. Louis Aero Race. Mary won first and received four trophies: first place, Cessna, Ninety-Nine and the club's traveling trophy. She also won a free trip to California, by way of Aero Commander, to attend the annual National Pilots Association meeting. At this meeting the "Nation's Most Proficient Pilot" will be named. Mary has an excellent score and we're hoping she comes home with this honor.

My son and I flew in this race, too. If any of you have ever flown with your 17-year-old son in a 312-mile race, you can imagine what went on during these two hours of flight. This was our first race and I gave in and took the right seat. We nearly won the "Tail End Tony" trophy. After we landed, we were friends again.

On October 10th our local Cape Girardeau Pilots & Owners Club sponsored an Air Race like the one held in

St. Louis. Mary and I entered—I came in sixth and she eighth.

Sunday was a beautiful flying day, and I couldn't stay away from the airport. I was so pleased and surprised when I was greeted by Chris Brown and Polly Duncan from Memphis. They just flew to Cape to have coffee.

Marge and Frank Hall took a three-week vacation out West. While in Van Nuys, Calif., they visited with our honorary Cape Girardeau citizens, Ellen Trindle and Audrey Schutte.

My hubby finally bought a Cessna 310 and I've gotten my multi-engine rating.

We have had a very active summer. Our October meeting was strictly a "Get Down to Business Again Meeting." Oh! Here comes the 310, It isn't scheduled for the next couple of hours and this is my chance to chalk up some more flight time. I will fill you in on the rest of the news next month.

## CENTRAL ILLINOIS CHAPTER

By Betty Common

We were favored with a perfect fall day for our November 1 meeting, which was held at the home of Rose Andrew in Champaign. The Andrews have their own private landing strip which some of us took advantage of.

We had a fine turn out of members, husbands, and guests who enjoyed an excellent lunch, and an interesting sound film on weather flying.

Since the weather is holding out so beautifully, we have made plans for our final meeting of the year to be held in Peoria on December 5. We hope to make it a real success, and have planned an evening dinner meeting with over night accommodations for those wishing to stay. We are fortunate in having as our guests, the Heises of Milwaukee, who will show films on their flying experiences.

We welcomed two new members at our November meeting, Ruth Smith of Oneida, and Barbara Brusseau of Chillicothe. Also, Esther Salomne of Canton, and Dr. Isabel Pope of El Paso, will be joining us by the December meeting. We are proud of our increasing membership, and hope to keep it growing.

Jean Read of Streator has been getting some aerobatic time in a 1942 Meyers OTW-145, and received a full page write-up, including pictures, in the Peoria paper.

Some of the many fall activities which prevented November meeting at-





**Cape Girardeau Chapter 99s, Mary Elders, first place winner of St. Louis Aero Club Air Race. Her husband, Frank, was Co-Pilot. Their son, Mike, left front, was second place winner. His Co-Pilot was Dr. Norman DeLeo, r. f. All are from Cuba, Missouri.**

tendance included: Parents week-end at Washington & Lee University for the Sommers, the Purdue game for the Warrens, plus a visit with the Ferrells who were then off on a trip to Minnesota. The McBrides attended a convention in L.A., then on to Hawaii for a few days.

Betty Common made a quick jet trip to Oklahoma City, and enjoyed browsing through the many scrapbooks and albums on display at Ninety-Nine headquarters.

The outcome of the Illinois airmarking project is still uncertain; however, a great deal of time and effort was employed to assure its success.

We were all deeply moved by the tragic death of Arch McEwen, and extend our sympathies. His loss will be felt by all in aviation.

#### **CHICAGO AREA CHAPTER**

**By Doris Mullen**

Virginia and George Coffeen have plans for a trip to Corpus Christi and Padre Island, Texas, early in November in their Club Skylane.

Toni and John Teiber attended the A.O.P.A. Air Fair at the Diplomat East Hotel in Hollywood, Fla. They encountered some pretty soupy weather between Atlanta and Jacksonville due to Hilda. Toni met several 99's from other states.

Irene and Adam Gabriel have a new addition to the family called "Nina." This happens to be an Oldsmobile 98 convertible purchased in Cincinnati. It is one of the cars used for transporting 99's from the airport to the International Meeting.

After the October chapter meeting

Louise and Ray Kokesh, John and Toni Teiber and Marge and Kelley Little flew to Davenport, Iowa, for dinner and flying time. The Kokesh's enjoyed riding in Teiber's new 310-I.

Don and Barbara Pence flew to Florida in their Tri-pacer and were in Ft. Lauderdale during Hurricane Isbell. Barbara says, "Like dozens of other plane owners, they were unable to get out ahead of the storm and could do nothing but tighten the tie-down ropes. Although two airliners were wrecked at their field, the small planes remained safe." Then they flew on to the Bahamas.

Alice Kudrna will fly to New York City over Thanksgiving, if not in the Cessna—by airline.

Marge and Kelly Little were in the Michigan Small Race but are not



bragging about how they did. Mike and Marie Cronin had bad luck with a "little" wood rot on the wings of their Mooney, so they enjoyed riding along with the Littles.

Joan Schoger took her little tri-champ up 400 miles into the wilds of Wisconsin and was thrilled with beautiful trees and lakes. Airports way up north are closing out gas for the winter and so one must be very careful to have plenty of fuel, reports Joan. Joan and Sue Roscoe took another trip to Flint, Mich.

Louise Kokesh, our new chairman, had an organizational meeting to help new officers and chairmen become familiarized with their duties. It should make for a real smooth running year. Those attending were Alice Kudrna, Virginia Coffeen, Sue Roscoe, Barbara Pence, Toni Teiber, Joan Schoger, Marge Little, Marie Cronin and yours truly.

I guess you'll forgive me if I mention getting my multi-engine sea rating in a Trecker "Royal Gull." After practicing on rough Lake Michigan, my test was given on glassy, calm Lake Geneva. While this going to press the Mullens and Bob and Thelma Siegfried will be flying the new S Bonanza to some "off the tourist Path" spots in Mexico. Hasta Luego!

#### **GREATER KANSAS CITY CHAPTER**

**By Katie Wright**

Yes, there is still a Greater Kansas City Chapter of the Ninety - Nines. Seems that everyone is so busy flying, that no one has time to write in our busy news.

First, we would like to tell everyone how happy for and proud of Mary Ann Noah we are. It's great to have a winner from your very own chapter, and we never tire of hearing the 1964 Powder Puff winner tell of her adventures winning the race.

Last June in Tulsa at the Sky Lady Derby, our chapter had several participants. Stella Lehmann; Aleah Combs and Carol Pool; Marilyn Dickson and Elaine Morris were there competing. I don't see how Marilyn Dickson had room for her co-pilot, Elaine Morris, in her 170 Cessna on the return to K.C., what with all those trophies she won. Among them: second place; best score in a Cessna; and best time for a first entry.

New ratings: All obtained last spring. Mary Ann Noah received her helicopter rating; Stella Lehmann and Marilyn Dickson copted their commer-



**Doris Mullen, Chicago Area, with Threcker "Royal Gull" in which she received her multi-engine sea rating.**

cial licenses.

Our September meeting was a "fly-up" to Alexandria, Minn., to the summer home of Mary Ann and Brooks Noah. They were hostess and host for the week-end to Elaine and Bill Morris; Ruth and Sheldon Stafford; and Aleah and Bud Combs. The report is all that made it there were treated to a very nice and pleasant week-end.

The October meeting held here in K.C. at the home of Mary Ann Noah had as it's primary business, the installation of our officers for the coming year. They are: chairman, Marilyn Dickson; vice - chairman, Stella Lehmann; secretary, Aleah Combs; treasurer, Betty Simpson.

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

**By Jane Noyes**

And so started another year, as retiring chairman Rose Joly turned the gavel over to our new leader, Amy Laws, and presented the new officers at a dinner meeting at the lovely Cheshire Inn on Wednesday evening, October 7. Our meeting was held early this month so we could make final plans for our "Harvest Hangar Hop" to be held the following Saturday.

Our dance was a big success! People were literally hanging from the rafters of the Creve Coeur Airport Hangar—we had to put them some place. The music was very danceable—including such wild things as the twist—and we do mean twist—the Bosa Nova, etc. From all appearances, a good time was had by all.

And how's this for loyalty — Dottie Haupt, Frank Henke, and Ruth Lake were all there at the dance in a very festive mood. They had just returned from the Cape Girardeau Aero Club Air Race which was held that day. How's this for the women picking up all the chips—the first three places in that air race were won by women. Audrey Blaugh of Cape came in first, and St. Louis 99's Dottie Haupt placed second, and Fran Henke and Ruth Lake flew the third place plane. Congratulations, gals!

Our chairman has made the following committee appointments: Del Scharr, Air Age; Ruth Taksel, Air Marking; Valerie Johnson, Achievement awards; Sylvia Bloom, Amelia Earhart Scholarship; Bettye Lassant, Convention Chairman; and Dottie Haupt, Membership Chairman.

We're looking forward to a year of flying fun.

#### **INDIANA CHAPTER**

**By Betty Kaye-Smith**

Indiana Chapter of the Ninety-Nines celebrated their twenty-fifth anniversary on Sunday, September 20, at Anderson, Indiana. Former members Lois Whitley and Flora Mae Newman, as well as North Central Governor Sara Gorelick, and prospective member/guests Billie Anderson, Ruby Cornell and Linda Gill were present, and, along with old members, told of their early flying and Ninety-Nine experiences. In a ceremony conducted by outgoing chairman Peggy Coulter, the



following new officers were installed: Margaret Petty, chairman; Martha Holst, secretary; Shirley Mahan, treasurer; and Mildred Snyder, sergeant-at-arms. Katie Sage, new vice-chairman, was unable to be there.

Other members reported on various summer activities.

Soph Payton is now working at Indiana Aviation Corporation (Mooney Distributors), Shanks Airport, Indianapolis.

Addella Neff and 49½ are planning a fall fishing trip to Canada in their Skylane.

Paul and Tannie Schlundt spent a week touring Michigan, visiting with Mary Clark in Jackson, Sylvia Ritt and 49½ in Bellaire, and also being entertained in Milwaukee, Wisc., by Ann Roethke and Deedo Heise.

Martha Ozbun and family vacationed at World's Fair.

Jill McCormick flew east from Cincinnati Convention where she enjoyed a sailplane ride at an Eastern Pennsylvania Chapter meeting as the guest of Alice Hammond.

Harry and Delia Sanders were happy to have good flying weather to and from the Antique Aircraft Show at Ottumwa, Iowa, over Labor Day weekend although a Saturday night rain made the viewing a bit wet.

CAVU weather, a tailwind, and perfect Skylark performance made Ethel and Rusty Knuth's Labor Day weekend trip to Gettysburg. (Note: All previous trips to this area had ended in return trips by train, borrowed car, or airlines.)

Muriel Dykema, Carl and children Travel-Aired west with stops at a ranch near Denver, at Jackson Hole to tour the Grand Tetons and Yellowstone, at Salt Lake, and Los Angeles. Consensus of opinion, "Surfing was the greatest," made it difficult rounding everyone up for the return trip via Albuquerque and Tulsa.

Rae Cawdell and Gloria Richards were missed from the September meeting, since it was their only chance to practice for the Michigan race, as Rae had recently returned from World's Fair—via airline, natch!

Big October news in Indiana was the annual Fairlady Race, run as scheduled on October 18 at Muncie's Johnson Field with 18 planes out of the original 19 entries, in spite of bad weather developing about take-off time. Muncie Jaycees featured a fly-in and chicken barbecue, with Muncie Aviation putting on an open house with

a complete line of new Piper aircraft on display. Chairman Peggy Coulter announced the following winners: first place, pilot Margaret Ringenberg, co-pilot, Flora Mendenhall; second place, Sophia Payton and Addella Neff; third place, Margaret's 19-year-old daughter, Marsha Ringenberg and Robert McNell, with all pilots receiving participation trophies engraved with their names.

On October 13th a number of Indiana 99's and 49½'s accepted the Indianapolis Aero Club's invitation to hear Jerrie Mock tell of her round-the-world flight and answer our questions, too. During October also, 99 Delia Sanders flew Jerrie from Indianapolis' Weir-Cook Airport to Frankfort, Ind., where she spoke to the Intercity Zonta meeting. And at our own November meeting, held at Auburn's new airport (dedicated only the day before with the help of Jo and Wes Richardson), Marty Wyall presented framed autographs with a photo of Jerrie to three members: the one who had flown in the most countries, Jill McCormick; the one who had been a 99 the longest, Margaret Ringenberg; and the one who had been flying the longest, Josephine Richardson.

Incidentally, Josephine and Wes were happy to be able to supply 150 lbs. of grass seed combined off the Decatur Hi-Way Airport, which they operate, to seed the new airport at Hudson, Mich.

Earlier this fall Delia and Harry Sanders flew to Albert Lea, Minn., with a stop in Dubuque; Peggy and John Coulter, to Kemper Military School at Boonville, Mo., where son John is in his senior year; Dorothea Hendricks and 49½ Bill, to the Fair in New York City to celebrate their 25th wedding anniversary (They went the speedy way, an hour and 12 minutes from Indianapolis in a jet and said they hadn't even time to finish breakfast!); and Ethel Knuth, to Harrisburg, Pa., to visit her ill sister, in a Beech Baron with four other pilots, which is probably the reason her hopes for a front seat were dashed.

Congratulations to Verda Brittingham on acquisition of her private glider license. She and Betty Archibald are now the proud owners of a 1945 Luscombe 8A.

Among Indiana 99's, QueenAires are in the news, too. Tannie and Paul Schlundt have been enjoying their A80, spending week-ends between Bristol, Tenn., and Pittsburgh, Penn. The Don

Cassidys checked out their new one with a successful deep sea fishing trip to St. Petersburg, Fla. And 49½ Carl Dykema co-piloted a new A80 to Bremen, Germany, via Gander and Shannon—9 hours and 45 minutes over the water. Muriel and children filled in the time with a flight to New Haven, Conn., in the Cessna.

United Airlines hosted certain members of the Aviation Technology Departments of the University of Southern Illinois, Parks College, and Purdue University at O'Hare Airport on Nov. 14. Of course, Jill McCormick, our aviation education specialist, being on the Purdue staff, was along and reported that the highlight of the affair was an hour and a half circuit of the three campuses in a Boeing 727! She even showed us her pin for "future United Airlines pilots."

## IOWA CHAPTER

By Mary Lou Ballensky

Fairfield Memorial was our goal Sunday, October 11, and six planes flew in, including the Barbers from Marion, the Johnstons from Creston, the Granges and Griffiths of Des Moines doubling up in the Cherokee, Eleanor Roney also from Des Moines, and the Ballenskys just a short jump from Sigourney.

Lenelle Hunt and Bea Jobe greeted us at Ward and Lenelle's new home on Lake Walton and we were ready for a scrumptious meal, a little politics, some World Series baseball, and lots of "99" talk.

Business included changing Eleanor Roney's status from guest to member and a discussion of possible '99' publicity at the upcoming aviation clinic to be held at Ames on October 24th. From past experience, we decided the tight schedule of the clinic made serving coffee and donuts impractical, so we settled for a pledge from all planning to attend to wear '99' insignia and carry our '99' flight bags.

Which brings me to my monthly pitch! Iowa Chapter has a fresh supply of beautiful flight bags designed especially for 99's—good for carrying along your best high-heels, scarves, pencils and maps, or even diapers and bottles for the little one! Two changes have been made—the strap is now centered for better balance and Bernice Malloy, 323 Third Street, West Des Moines, Iowa, is the new address for securing **your** bag. Otherwise, it is still a beautiful white with blue piping, with a centered Compass Rose and



"Ninety - Nines" written underneath. The price is also the same—\$2.95 post-paid.

We learned that Dinny Phipps is visiting relatives in Denver. Hope you have a wonderful time, Dinny, but do hurry back!

And last, but most certainly not "least," Lois Grange shared her latest newsy letter from Edith and Dean Foley, temporarily living in Uruguay. Edith's accounts of their week-end flying in South America sound anything but "dull." Over and above the fabulous scenery and new experiences, weather information does seem a little inadequate, via the "dear little man" who wanted to try out his English, and after much consultation with his English meteorological and astronomical books could only say, "It may rain a little." Slightly understated, eh, what?!! (Headwinds and rain necessitated an overnight stay and soggy fields lay beyond at their destination in Brazil.)

But, while her accounts of customs officials, wild taxi rides, and poor weather left us slightly "shook," her descriptions of the scenery, beautiful resorts, and South American music left us all decidedly envious! Here's hoping we hear from the Foleys again soon!

A typical Indian summer day characterized Sunday, November 8th, in Iowa. The accompanying early morning fog wasn't very cooperative with our flight plans to Creston; consequently, all of us were somewhat delayed and some didn't make it at all. Once the fog burned off, however, it was really a lovely warm balmy day to fly.

Betty and Don Johnston greeted us at the airport and whisked us off to a noon buffet at one of Creston's fine restaurants. Ten of us attended the meeting accompanied by a few 49½ers and families. Betty Johnston invited her two student-pilot daughters to sit in on our business meeting afterwards. Both are following in Betty's footsteps in that they are **also** taking their instruction from Don, who operates the local flying service, by the way. This 49½ surely rates some sort of special citation! Any of you other instructors brave enough to tackle all the gals in your immediate families?

Reports revealed "congratulations are in order" for Phyllis Barber's new commercial rating, and a big "thank you" goes out to Dawn Miller and other 99's who helped serve at the

"coffee break" at the recent Aviation Clinic held in Ames, Iowa.

Bernice Malloy reported the sale of about eight more flight bags including two to Shelia Scott in London, England.

Don't forget! Christmas is coming, and our beautiful 99 flight bags will make perfect gifts for your flying friends!

(Ed. note: Shelia bought all ten of the flight bags that were at Headquarters.)

Last, but certainly not least, we discussed possible ways to help save our present Flight Service Stations from possible legislative destruction in the forthcoming Congress! If this startling little "bombshell" has somehow alluded you, make inquiries and get the particulars from the personnel in the Flight Service Station nearest you. Now is the time to start a **good, strong campaign**, so sharpen up your pencils and start with a letter to your Congressman. It was decided "yours truly" should get out a sample letter, which Hazel Sigafosse has graciously offered to type and duplicate, from which you may wish to copy ideas and suggestions for your own letters.

Oh, by the way, watch that gal, Hazel! She's about to complete her work for her instructor's rating, and is looking forward to an instrument rating! All our best wishes will be flying with you, Hazel!

Hope the weather will permit our Santa Claus meeting in Des Moines next month! The Ballensky children have yet to make it to the gift exchange, and their 99 mother is having a hard time convincing them of the "virtues" of winter flying!

## MICHIGAN CHAPTER

By Claire Ojala

The Michigan Chapter meeting was held Sunday, October 4, after a "post-race" breakfast. Many visiting 99's attended to our delight. Adele Binsfield, our last year's chairman, was presented with a 99 chairman pin.

Marilyn Collette, All-Ohio Chapter, invited us to the Ohio 99's Achievement Awards Banquet being held in Mansfield on October 17. She also gave details on the way these awards are achieved by the Ohio girls. As the reporter of the magazine "The Flyer" she introduced us to its contents.

We were delighted in the attendance of the outstate 99's at the 9th Michigan Small Race.

A standing ovation of thanks was

given to Eloise Smith and her staff for the splendid job she did in assuring the success of the race. Also we thank the Mount Pleasant Chamber of Commerce, Michigan Department of Aeronautics, the Calvin Brewers (airport managers), and the many other organizations and people who cooperated to make this a memorable event.

The meeting was short as all were eager to get home after the hectic week-end.

Pat Arnold is vacationing at Lorraine McCarthy's before resuming her duties at Gordonsville as airport manager, instructor and charter pilot.

This "scribe" is preparing for a trip to Michigan's Upper Peninsula for the week-end via the old faithful Bonanza.

Sunday, November 8, was the foggiest of days, yet nineteen 99 members and three guests converged on Bay City's Log Cabin Restaurant just a few blocks from the airport for a pre-meeting breakfast. Some loyal 49½'s braved the fog with their wives as all had to fly low via auto to the meeting. The meeting came to order at the airport at approximately 11:30.

The day began looking brighter when Leah Higgins announced the success of the raffle held recently. Other bits of business were tossed around and then we heard a most interesting account of Nancy Ackerman's three weeks attending the Aerospace Workshop at Wayne State University. Incidentally, she was the recipient of a scholarship to the Workshop. Besides attending regular classes during that time, she also made various field trips. Among them were Willow Run Airport where she was given the opportunity to see the world of flying at first hand by observing the Control Tower in operation, with its radar, etc., shown how weather plays the all-important role in flying, and how there are so many jobs for those who are interested in this phase.

Another day was spent at Selfridge Air Force Base viewing the planes and taking a trip to Cleveland, O., in a C-119 Cargo plane to tour the NASA Installation there. While in the Space Compulsion to Mars Laboratory, she said she finally realized that going to outer space, to Mars and the Moon, wasn't just science fiction any more, but reality, that men are dedicating all their talents and lives to its becoming that reality.

With this wealth of knowledge, she hopes to introduce aerospace into all units of study so that children will be-



came more aware of the roll they will play in this phase of life in the future.

Dorothy Ligon and Winnie Duperow went to Williamsport, Pa., to attend the Lycoming Engine School in October. They also toured the Piper Aircraft factory at Lock Haven. After a brief account of their experiences in tearing down and assembling an engine, more of the girls have become interested in attending in the near future. With this the fog cleared, the sun shone brightly and all were eager to leave to get back and do some flying. But, I didn't leave yet, not before I found out what some of the girls were doing recently.

Miriam Gillis was instrumental in getting her brother-in-law re-elected as circuit judge during the recent Presidential election. Flying a J-3 cub, she towed banners over the city of Detroit three weeks prior to the election. She said it was quite a thrill flying at an altitude of 1000 feet. She and her 49½ are now sunning themselves in Florida, via Cessna 180.

Bernice and Bob Steadman Airlined to Florida for a Piper Dealer meeting and flew the new Cherokee C's back to Flint, assisted by Cal and Dorothy Brewer from Mt. Pleasant. They flew three Cherokees in formation from Vero Beach, Fla. Can you imagine the thrill??? Bea has accepted the chairmanship of Michigan Week for Aviation.

The Alan Hartleys and nine-month-old Art spent a week over the Labor Day at Elmira, N.Y., with their Schweizer 1-26 sailplane for the 10th Annual Sailplane Regatta. Both Al and Jo are glider pilots and take turns towing each other with their Cessna 180—Art goes along in the back as "tow co-pilot" and thoroughly enjoys flying. He will have close to 200 hours to his credit by the time he is a year old.

Marian and Al Hoffman flew to their cabin on Boise Blac Island the week of Oct. 15, and the fall colors were still just as beautiful as the day of the race. A jaunt to Drummond Island brought them to a good stream where they caught enough perch for three meals, and rested enough to look forward to working again.

Oct. 4 was the Great Lakes Seaplane Assoc.'s Indian Summer cook-out. The weather was good and 225 attended. Sixty penny-a-pound seaplane rides were given—a perfect way to wind up the summer flying season.

We are all looking forward to the

Christmas Party planned for December 12th at the Gross Ile Country Club. Have a Happy Holiday.

## MINNESOTA CHAPTER

By Mabel Barr

The Minnesota Chapter met in Minneapolis in October; all set to start the new season with vigor. We had an enjoyable summer with fly-ins and fun and not much business.

One member, Ruby St. Onge, returned to Minneapolis from a working summer vacation in Canada. She obtained her Canadian's Private license last spring and spent all summer flying gloat planes at Great Bear Lake Lodge. She also flew from there to an out-post of the Lodge up by the Arctic. We enjoyed hearing about her experiences. Another member, Virginia Mayer, a real soaring enthusiast, was interviewed by a Minneapolis newspaper. The column told of her records and achievements, accompanied by a nice photograph of her in a glider. Still another member flew to the Bahamas for a vacation in the sun.

During the summer months we had fly-in luncheons at homes in Austin and Faribault, plus fly-ins to Madden's Lumbertown and Gabriel's by Rice Lake, Wisconsin.

The newly elected officers have begun their duties and we planned the winter meetings. We also planned the Christmas party to which the 49½'s are invited. Our main project will be planning and preparing for the 1965 Fall Sectional Convention to be held in Minnesota.

## OZARK CHAPTER

By Hazel Matz

Our October meeting was held at the Municipal Airport in Springfield. Those attending were: chairman, Patty Hurst, Mary Morriset, Jean McClermon, Jean Fuldner, Velma Hite and myself. Apparently, our name should be changed to the "Dead End Kids" as we certainly haven't done much in the last month.

Patty Hubby, and the Mooney attended the Flying Physicians Convention at Palm Springs, Calif. Said she didn't particularly enjoy all those mountain peaks below them but reported an uneventful and enjoyable trip.

Jean Fuldner has been piloting her husband here and there since he got his hand mixed up in a prop and has been wearing the most weird contraption on and around the one finger that was sorta mangled. How lucky can

you get! He is "out" now, but Jean was pilot-in-command on their flight to Columbia to attend the annual Refresher Short Course at the University.

We have a new member even though she hasn't been able to attend a meeting as yet. Mrs. Jean Russell of Springfield. She is an R.N. and the wife of a practicing physician. I had a glimpse of her at the airport—carrying a bedpan! They also have a flight service off the Municipal Airport and that day had an ambulance trip to Ohio so she decided she might as well go along and make use of her various skills. That seems to be all the gossip I can come up with. So long until next month when we will see you in Lebanon.

The dead-end kids met again — in Lebanon. Other than myself, only the local gals were present. Chairman Patty Hurst, Mayme Burtin, Edythe Vernon, Velma Hite and guest Barbara Flood. Those absent just don't know what they missed as it was a great opportunity to talk about them!

Velma finally became a grandma, and already he is the best looking red-headed boy ever born. Mayme has had trouble. Put her hubby into the hospital for surgery and then split Honey's tummy and had to put her into the shop for surgical repairs. Seems she taxied over something she should have missed.

And that is about all the news I could get from any of them. They just ain't done nuthin'. Of course, one reason for their inactivity was the Gold Fire I military exercise taking place on, over, and around Ft. Leonard Wood. Several thousand square miles of the area were restricted to the use of military aircraft only, so for 2 weeks you just didn't fly unless you were directly involved in the exercise or above 8000 ft. With nearly 300 Air Force and Army planes and helicopters flying hundreds of sorties, not a single injury accident was reported. One helicopter was slightly damaged and one jet lost a tip tank. Guess our country is in pretty good hands!

But just because they didn't do anything was no reason I couldn't. I proceeded to break a foot and buy two aircraft! No sense in fooling around about these things. There is nothing like getting old and clumsy and getting to wear a cute little walking cast for weeks. The aircraft consists of one Colonial Skimmer and one Cessna 172 — on wheels now but later to be on floats. My big fat hubby and number one son have gone into business. We



are putting the planes on Lake Table Rock for passenger flights and, of course, for any fishing fiends who want to go somewhere else to fish. Only the Skimmer has been delivered so far and as I was presented with the only key that doesn't work, I haven't even tried it on for size yet. Oh well! Still think they made me Pres. of the Company—in charge of washing and ironing the aircraft. See you next month—I hope.

## WISCONSIN CHAPTER

By Marie Mitzenheim

A September afternoon meeting in Humboldt Park, Milwaukee, was topped off with a corn and bratwurst roast given by our hostess, Darlene Radtke. Husbands and children were invited to join us and we all tried a hand at rowing boats.

A guest, Helen Sailer, drove up from Chicago, Ill. Toney made an unusual flight to Mt. Pleasant, Iowa, for an "Old Time Thresher's Reunion." There were old buildings, equipment, and some steam engines still in working condition, plus a typical large meal such as was served the threshers. Toney also flew a "tour" of interesting hops in Wisconsin, visiting a lead mine and historical points of interest in Mineral Point, the third oldest town in Wisconsin.

Anne Roethke plans to leave October 1 for some island hopping off Florida with Chicago 99 Helen Sailer as co-pilot. Those of us unlucky ones not making the trip gladly gave them much unrequested and unauthorized advice on ditching procedures, particularly as to the prescribed duties for the lowly co-pilot. Deedo reported that she flew across Lake Michigan with Annie with utmost confidence when advised that a raft and Mae Wests were abroad. Later there was some doubt as to the rapidity with which above items could be rapidly inflated and donned or sat in, since they were at the bottom of the baggage compartment of the Comanche, underneath all our luggage, survival kit, coats, etc.

Aviatrix guests were invited to our October meeting at Waukesha Airport, Ehren Fath, hostess. Deedo Heise spoke about the history of the 99's and of our chapter activities.

Each of us was then asked to tell the group about our own flying experiences, ratings and planes.

Ramona Huebner and Deedo had returned from Palm Springs, California

(each in their own plane). Ramona and her husband, Jule, had ridden in an executive turbo-Jet (Twice) and will spend the winter studying the manual so they can be "checked out" in the spring.

Joan McArthur is planning a trip to California and asked numerous questions about mountain flying which led to an interesting review of tips from "Terrain Flying".

Our Wisconsin members and four guests met at Truax Field in Madison on a November Sunday morning. Mrs. Duane P. Hammarstedt, Mrs. Arvid W. Homrick, Lucille Frost and Mrs. Robert Mayo were our guests.

Chairman "Deedo" read a letter about appointing an air marking chairman in our state. Our Aero Commission advises us to just report any shabby looking markers as there are so many already.

Lydia Jensen told about her new Green and white 180 Comanche. She and her husband have been taking turns getting used to piloting it.

Mary Seymour just returned from Italy and Israel where she drove and flew intermittently.

Bernie Voelker, as our hostess, arranged a fine dinner at a beautiful inn a short drive from the airport.



## ABILENE CHAPTER

By Mel Hall

This year has been filled with new and exciting experiences for yours truly. Becoming a private pilot, acquiring a multi-engine rating, a member of the wonderful 99's, and being elected reporter for the Abilene Chapter, all since April, 1964, has kept me busy and very proud to be affiliated with the girls who made up a portion of the 99's, and here's hoping I can contribute something toward this marvelous organization.

The election of officers for 1965 resulted in the following: Chairman, Mrs. Malcolm Schulz; vice chairman, Mrs. Bruce Puckett; secretary-treasurer, Mrs. Dick Anders; reporter, Mrs. Dick Hall; membership chairman, Mrs. Bill Cree.

The Abilene Chapter attended the

comptroller meeting held by the local FAA personnel on August 8, 1964. We, of the 99's, were very pleased to see so many "old" pilots turn out for the meeting. (I must add here, that the FAA boys were very surprised and happy also, as there were 200 or more pilots in attendance.) With the interest displayed by everyone the FAA boys really swung into the program and in speaking for the 99's present, all of us sincerely believe that this type of program should be planned once or twice a year as it does so much for the pilot and the FAA in further understanding the responsibilities each of us face. They showed films and explained many things, which even the more experienced pilots appreciated, and definitely it benefited the new pilot. The FAA men solicited opinions and suggestions from everyone, and there followed a discussion which was interesting and beneficial to all. They especially made a point in acknowledging the help and fine cooperation of the 99's. It will always be a pleasure to give assistance to these fine, able men, they do a fine job. After having visited the FAA facility recently in Oklahoma City, I can truly appreciate their knowledge and ability and constant striving to improve the safety and enjoyment of flying.

Congratulations are in order for Mrs. Joy Ramsey for receiving her private license and becoming a member of the 99's. She leads a very busy life as a doctor's wife and mother of three small boys. She is one of those enthusiastic pilots who will make the 99's proud to have aboard.

We are very pleased to welcome back again Mrs. Audrey Anders. She has been missed by all of us. With the added enthusiasm shown recently as a result of more and more women becoming interested in flying, some of the old members who have only been semi-active in the past months, are showing renewed interest and at present are planning some new and exciting activities for the coming year.

Again this year we have a very fine group of Wing Scouts. The project in October was airmarking Merkel. In this very small town of about 2300 people just 20 miles west of Abilene, I don't know who had the best time, the Wing Scouts or the 99's. The girls loved it and asked if we were planning another air marking soon and hoped that we would do so. Enclosed is a picture, which I hope you can use, there were nine Scouts and of course they didn't





Abilene 99's and Wing Scouts Air Marking Merkel, Texas.

all get into it. This project was performed on the roof of a small grocery store. The store owner was indeed proud that his building was chosen for this occasion and had the reporter from the weekly newspaper come down and take pictures.

We have tried to come up with something unique for our goal and motto this year and so far we feel that "to fly more and get a friend to fly" is the best. The interest is picking up and is most encouraging.

It is fun and very gratifying to visit with the girls going through Abilene and we invite each and every one to call us when you are traveling through, even if it is a short telephone call.

Would like to mention here one of our "transient" members, Mrs. Ruby Caldwell. She has added so much to the economy of our city and we were happy to learn recently that she will be spending more of her time with us. She and her 49½er have established a new musical instrument factory in Abilene.

At this time we wish to extend our very best wishes to all of you, wherever you are, for a wonderful Christmas season and many happy and memorable flying hours in 1965!

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**

## COLORADO CHAPTER

By Janie Oesch

Each year about this time we lose a few members but gain more, Sandra Fowler, Thelma Barber, Marg Blue, Mary Hayden, Lynn Jones and Bets Andrews were voted in at our business meeting. Big plans for the coming were discussed after which Margaret Dwelle, our hostess, served refreshments. During the hangar flying session I gleaned the following news items:

Francie Warner was a guest speaker at the FAA-Weather Bureau Seminar held at Jeffco Airport near Broomfield. Her subject was the "Powder Puff Derby," it's purpose and how it is run off each year. Muriel Leland and Margaret Dwelle attended the seminar where Muriel's 49½er was a guest speaker also.

The chapter will hold their annual Christmas party at the Air Force Academy's officers club this year. December 5th is the date.

Peg Odell flew a Bonanza to Tulsa to attend a meeting of the Kappa Kappa Iotas, she is a member of their national board. Peg is a partner with John Scoville in Airplane Rentals, Inc. of Stapleton Field at Denver, and Jo Dennis, our chairman, is their Girl Friday. Between teaching first grade and running her rental business, Peg is a busy girl but plans to make another meeting of the KKI over Thanksgiving in San Diego.

In case you 99's in Wisconsin have been wondering what happened to Marion Hein—your loss is our gain—she is now a member of our chapter and is busy finding out how to use the

rudder pedals on their Fonaire. She and 49½er, Neil, have retired and are making their home in Chipita Park.

Pat Luther and Marion Tankersly assisted the CAP in a recent search and rescue mission by telephoning the Colorado pilots to inform them of their mission.

Our annual money making project in the form of a rummage sale is over and was a big success, as usual. Gwene Craven in her PA-12 and Janie Oesch in the Cessna 170 have been getting checked out in conventional gear. A big wind blew out of the Rockies tearing the tie down chains loose from the anchor cable, letting the Meighen's Cessna 175 flop over on its back, resulting in a total wreck. This is the plane Pauline flew in the Powder Puff Derby.

Grace Longbrook ferried a Bonanza to Washington, D. C., then picked up a Comanche in Lansing. After waiting for the weather to clear, she had to get a special VFR clearance to get back to Colorado.

This is my first attempt at "digging out the news" "snooping" or whatever you call it. If I am not fired, you will be hearing from me again next month. I'll say 30 for now.

## FORT WORTH CHAPTER

By Betty Parsons

Plans for the second annual Wrights Day dinner, sponsored by this chapter, were completed at a dinner meeting at Carswell Air Force Base officers club recently. The dinner honoring pioneer pilots of this area is scheduled for Dec. 17 at Inn of the Six Flags in Arlington. Helen Morris is busy sending out invitations to a number who took part in the early history of aviation in this area.

Dora Dougherty is still in demand as guest speaker at various meetings, this time she is off to San Marcos College.

We have one member, Ann Atkeison, that is having a blast with her new Chevy step van camper. Don't think she has missed a Southwest Conference football game since the camper provides her accommodation. She'll be heading for the mountains next to try her luck at hunting or skiing.

Besides serving as vice president of Southwest Region of National Aviation Association, Jimmie Kolp is a delegate for the United States at the Aeronautique Internationale in Israel.

Tragic words of her house being par-



tially destroyed by fire, brought Edna Whyte flying home from her job as national representative of Electro-Coatings.

The first week of October there were 50 to 60 small aircraft that departed Temple, Texas, on their annual All Texas Air Tour, which covered over 3,000 miles of varied terrain as well as varied entertainment for a week. After a whirlwind of a weekend in El Paso attending the horse races and night spots in Juarez, Tony Page, 49½er, Joe Ed Parsons and myself checked out for a few days of recuperating. We rejoined the group for the awards dinner in San Antonio on the final night.

## **HOUSTON CHAPTER**

**By Louise Bickford**

We have certainly had beautiful flying weather the past few weeks except for a couple of occasions. September 19 we scheduled a fly-in to Hilltop Lakes Resort City with the Aviation Committee of the Junior Chamber of Commerce. This was to be a breakfast flight, but between fog and thunder storms, some didn't make it until noon. All in all, we had seven planes and 24 people. Ninety-nines flying in were: Maybelle Fletcher with 49½er, Larry, and two guests, new members Mary Jane Stepchinski and two guests, Martha Akins, 49½er, Bill, and two children and Louise Bickford, 49½er, Myrl, and baby.

After spending most of the day at Hilltop, the Akins and Bickfords flew to Waco and spent the night with Martha's folks.

The following weekend was the fall sectional in Dallas. Your reporter flew up with Martha Akins Friday and our husbands joined us the next day. Thank you, Dallas, for a most enjoyable weekend. I'm sure everyone had to go on a diet after leaving there. Sunday morning, when it was time to leave, down came the rain. It was afternoon before we could get out and then we had to fly low all the way home. However, visibility was excellent. We could see downtown Houston 60 miles out.

September 17, we held our installation dinner of new officers at the Green Parrot. Celia Parrish was the installing officer and John Powell, FAA Area Coordinator, was our guest speaker.

Our chapter was instrumental in the enlistment of a membership-at-large, Mrs. Fernando Pinto, Estoril, Portugal. She flies a Tiger Moth, has 70 hours

flying time and does aerobatics. She also has 30 hours soaring time.

Celia and Hank Parrish and Petticoat Pilot Ruth Hildebrand and husband, Tommy, took a week off and flew in the All Texas Air Tour. In Dallas, Celia got her first helicopter ride when she flew from the airport over to Six Flags Over Texas. The Hildebrands won the Cessna prize for the Cessna making the most stops. Didn't hear what the prize was though. Understand they had beautiful weather the whole trip.

Helen and Joel Guinn took a couple of days from their busy schedule to go on the Air Tour and Marilyn and Chuck Stoneberg went the last day. Guess this is the first time the Stonebergs haven't made the whole trip in many a year. The reason: the purchase of a house just prior to the start of the Air Tour. They spent many a long hour repainting the inside before they moved in.

Last week your reporter flew her baby and a friend to Dallas to take in a few days of the State Fair. The trip was rather slow going up because of winds, but the weather was beautiful the whole time. Although we spent most of our time watching the horse show, we did go through a few exhibit buildings. It would take several days to see everything.

One of our local papers yearly publishes a special section on "Women With a Purpose." They have a brief write-up on most of the organizations in the city. Our chapter was one to be so honored, along with a picture of our new chairman, Mary Able.

## **KANSAS CHAPTER**

**By Garnett Hastings**

Congratulations! To our chapter chairman, Pat McEwen, who recently obtained her flight instructor's rating. We're proud of you, Pat.

Gene Nora Jessen, Marilyn Copeland and Garnett Hastings finished auditing the International 99's books on October 2, and submitted their report to Ruth Deerman.

Mary Aikins was honor guest at the 9th Annual Convention of the OX5 Club in Kansas City on Saturday, Sept. 26, and was presented the Amelia Earhart medal for her performance this year co-piloting the winning flight of the Powder Puff Derby with her cousin, Mary Ann Noah of Kansas City.

Attending the South Central Sectional in Dallas, Texas, September 24-27 were Joyce Funsch, Garnett Hastings, Mildred Early, Marilyn Copeland,

Jean Noble, Pat McEwen, Helen Lee, Hazel Guy and Neola Matson. In conjunction with this meeting was the Dallas Doll Derby in which Kansas members Pat McEwen and Helen Lee placed third, and Marilyn Copeland and Jean Noble were fifth. That's the way to go, gals.

We extend our heartiest welcome to four new members with whom we hope to become very well acquainted in the near future—Gail Riedel from Kiowa, Jean Noble from Wichita, and Vi Rush and Ruth Lull from Smith Center. We're so happy to have these girls as 99's in our chapter.

Our fly-in meeting at Manhattan on October 10 was hostessed by Penny White. Attending were Members Ruth Lull, Joyce Funsch, Garnett Hastings, Jean Noble, Gail Riedel, Pat McEwen, Earlyne Schoolfield, Betty Merriweather, Vi Rush, Mary Aikins, Juanita Hattan and Hazel Guy. Meeting us at the airport for a very brief visit and a pleasant surprise was Irene McDonald from Syracuse. Guests at this meeting were Eleanor Hartsell and Gussie Patrick from Manhattan. New officers were installed, and a nice luncheon was enjoyed at the University Campus Building.

Our September meeting was held at the home of Mary Aikins in East Wichita. Twenty-two of our members enjoyed the beautiful home and surroundings even though it was a bit chilly for the swim. Guests included Jean Thomas from the Oklahoma Chapter of 99's, and Barbara Kite, Alice Dodd, Barbara Toll, Suzanne Warner and Marjory Ray. We were most pleased to see Marie Engleman from Denver who is so busy editing her paper that she doesn't get to attend many of our meetings, but we love to have her when she can make it.

Jean Noble and 49½er, Drew, certainly are keeping the engine busy on their new Cessna 172; since Jean is our membership chairman, perhaps she is flying to all these places rounding up prospective Kansas 99's.

Pat and Owen McEwen are spending four days this month in Dallas where they are showing their Arabian horses at the Texas Fair. Pat is doing lots of flying these days, really building up the hours.

Joyce Funsch flew to Springfield, Mo., recently where she gave a speech on aviation to the Springfield Aero Club. She met several of the 99's there who attended the occasion. And now she has gone to Rockford, Ill., where



she is participating in a Family Fun Fair at Hartzog Aviation.

These days find Gene Nora Jessen and 49½er Bob touring the Eastern half of the U. S. in a new Muskateer II where they too are conducting Family Fun Fairs. She hardly finds time to take off her hat, even when she manages to land for a day or two in Wichita.

LaVeta Hahn has had a very busy summer on the farm, and with her garden and flowers. Phila Knitig was quite ill this summer, but got to come home from the hospital the day before her birthday to be with her children who were home from California for a visit. Glad to hear she is much better by now. Helen and Roy Simmons are planning a trip to Hawaii this month; we will be anxious for a report from her upon her return. Penny White spent a month in New York this summer, and points east. She thoroughly enjoyed the World's Fair.

Joyce Case Funsch and Garnett Hastings had the pleasure recently of visiting with 99 Mid Cassidy from Indianapolis, Ind. Mid and her 49½er were here in Wichita to take delivery of a new Queen Air 80.

Busy lecture schedules are prevalent this season of the year for our 99 members — Gene Nora Jessen and Joyce Case Funsch. Gene Nora was guest speaker November 12 for Wichita Club's Ladies' Day program — her topic was Women's Role in Aviation and Space." Kansas 99 Earlyne Scholfield attended this festivity, which we are sure was very enjoyable. November 19 finds Gene Nora in Cedar Rapids, Iowa, where she will speak to the members of the Institute of Electrical and Electronic Engineers. Then on November 30, she will speak in El Paso, Texas, to the El Paso Aviation Association. On November 14, Joyce Case Funsch spoke at the International Flying Farmers' session in Wichita on the Role of Flying Farmer Women in Upgrading which was the basic topic for discussion by the panel on which she participated. Many 99 members from various chapters were here for this occasion and many tours afforded them.

Mary Aikins once again put on a superb aerobatic demonstration, executing her maneuvers in her Pitts Special very smoothly before a crowd of several thousand persons at Fairview, Okla., on November 11 at the 13th Annual Fly-in there. Those Kansas Chapter 99's flying in to enjoy this

event were Pat McEwen, Pauline Ottaway, Garnett Hastings, Joyce Case Funsch and Gene Nora Jessen.

Garnett Hastings and Gene Nora Jessen held their meeting with their Wing Scout troop on November 16, and took the group on a tour of the tower and the weather bureau at Wichita Municipal Airport. Next meeting will be the annual Christmas party on December 15 assisted by the Kansas 99's.

Grace Brown just returned from a three-week visit and vacation trip to Las Vegas Nev., and points in California such as Palm Springs Santa Ana and Laguna. A friend of hers accompanied her, and it seems the gals had a marvelous time. The only drawback — they went by air. Maybe next time they can go the right way — fly.

#### MISSOURI VALLEY CHAPTER

By Jan Heins

On October 4 we combined our regular meeting at Central City with the dedication of the Central City Airport. Helen Nestle, Verdayne Menze and 49½er, and guest John Ehrlich, came in John's Navion. Lois Durham, Millie Barrett, and Bernie Bauer flew in from Lincoln. Just to add a little more life to the party Jan Heins filled her Comanche with four little Heins—Kathy, Bobby, Mary and Billy — and made the trip. Catherine Marsh, Edna Cummings, Martha Purdy and 49½er were also present. We all enjoyed a delicious meal at the hotel with Kathryn Whit as hostess.

Edna, Lois and Helen were appointed as a committee to choose two trophies to be given to the two members within our chapter who have increased their proficiency the most in a six month period. How this is to be determined has yet to be "ironed out".

Verdayne presented a report on the 66's which we received at the Sectional meeting in Dallas. After hearing this the chapter decided to adopt this program in a modified form—at least to start out. We plan to have a dinner party for student pilots — prospective 66's — and husbands in February, to get things started.

It was voted to change our meeting date to the first weekend of the month —hoping our news will be more current in the subsequent Newsletters.

Edna Cummings was selected as a candidate for the AE Scholarship. Jan reported on the South Central Sec-

tional meeting which was held in Dallas.

A request to change our chapter name to the Cornhusker Chapter was sent to headquarters.

The following is a schedule of our meetings through February. Any 99's in the "neighborhood" would be more than welcome—do drop in!

An announcement ceremony for our scholarship winner is being planned for November 1 in Kearney. December 5 and 6 will find us in Lincoln for our annual Christmas party. In January we plan to meet the 10th in Falls City at the home of Jan Heins to make final plans for our party for students to be held in February in Omaha. There will be more on that as it develops.

#### OKLAHOMA CHAPTER

By Nema Masonhall

Marcia Jones, daughter of Mary Francis, won a bronze medal in the women's kayak singles at the Olympics. Mary had flown to Tokyo to be with Marcia, who is a noted swimmer, also. Congratulations to you both.

Arlene and Carol won 6th in the Dallas Doll Derby, congrats, gals. Broneta and Nema Flew down with them for the sectional and to cheer them on. Had a ball in Big D, those Texas gals really know how to put on a sectional. One of the highlights was our suite, which had four baths and four closets, you can't do much better than that, can you?

Our misfortune seems to be Tulsa's and St. Louis' gain, we are losing Trish and Katherine by transfer. We will certainly miss you gals and good luck.

Velma is the proud co-owner of a Cessna 182 and Carol and Ferd are flying a later model 172. Velma is getting in plenty of ferry time for Catlin Aviation tween OKC and Florida—via new Cherokees.

Our October meeting in Stillwater had a good turn-out, 12 members and many, many guests: Martha Thomason, Woodward, student pilot; Jean Friend, OKC, student pilot; and Mary Lou Parks, private ticket, ABQ. Also Dottie flew in Shelia Scott, governor of the newly-formed pending British Section, London, England. Sheila is getting her "chopper" rating from Dottie, as well as getting in some twin Comanche time before going to El Paso to visit Ruth Deerman. Other guests, we were delighted to have were: Red Holly, Howard Thomason, Norene and Tiner Lapsley, Hoyt Walkup and



Rogers Abbott. Hoyt and Tiner gave us a very interesting program on Weather-Radio-Flight Service facilities and Flight-Watch.

Dottie Young, Sheila Scott and Tony Page were three of the 20 pilots chosen to take the FAA SW Region High Altitude and Oxygen Indoctrination Course at CARI, OKC. Our gals fared real well, who says men are the stronger sex? Congrats to Ruth Deerman, our International President, on being Whirly Girl No. 78.

Again the Oklahoma Chapter had the good fortune of getting to visit with the executive board and Sheila Scott during their meeting in OKC, nice bunch of gals.

On Nov. 16, Veda and Dewey Mauk celebrated their 45th wedding anniversary. At our annual meeting with them in Blackwell, the 15th, the Oklahoma Chapter presented them with a little token by way of joining in this happy occasion. Those present at the meeting were: Veda, Susie, Velma, Carol, Sharon, Jo, Skip, Ruth, Dorothy, Beth, Rita, Arlene and Jane. Lou Skilern, Ponca City, and prospective member, was a guest of the chapter, as well as 49½ers Rogers, Hoyt and Dewey. Other guests were: H. O. Van Zandt, Zaida Carter, Gene Carrington, Ruth Carrington, and Margaret Murphy. The weather was lousy, in some places, but Carol and Arlene flew in from Wichita where they had been attending the IFF Workshop. Ruth, Beth and Skip made a float trip down the Illinois River during the height of the fall foliage color display.

Not only is our chapter being decimated by transfers, but also with some of our members failure to re-new. We'll miss you all, Regina and Jeanne, do hope you will rejoin us in the near future. Another member, Alma Wilson, has not been with us since the serious illness of her husband, Bill, last June. We hope for Bill's recovery and that Alma can be with us again soon.

Our roving member, Jean Thomas, reports she and Chuck are enjoying traveling again and "in Wyoming of all unlikely places to be in November". They spent five weeks in Wichita then, for the first time, worked at Elks, Legion, and college homecoming at Jean's home town of Chardon, Neb. They open in Mesa, Ariz., around Dec. 18 — so you Phoenix and Tucson members enjoy the outstanding music virtuosity of this exceptionally talented and personable couple. Oklahoma Chapter will be forever grateful for the tre-

mendous job the Thomas' did in writing, scoring, rehearsing and producing our '63 international "Sky Fillies Follies".

## SHREVEPORT CHAPTER

By Sarah Henley

Our September meeting was held at the home of Hazel Nealey. This was a business meeting with lots of discussion. Hazel is always a gracious hostess and her pecan pie is the best south of the Mason-Dixon Line. That's covering a lot of territory, but this pie was worthy of it.

New officers for this year are as follows: Dottie Ports, publicity chairman; Peggy Sue Wenk, membership chairman; Sarah Henley, Newsletter chairman; Helen Hewitt, Air Age Education chairman; and re-appointed for the coming year are Martha Christy, chairman; Joan Carroll, vice chairman; Jere Saur, secretary, and Corinne Strickland, treasurer.

There has been much coming and going amongst us this past month, with the Dallas Sectional as a starter. Helen Hewitt flew her Bellanca to Dallas on Thursday to team up as Marge Mitchell's co-pilot to fly the new 260A Bellanca in the Dallas Doll Derby. These gals came in fourth and we give hearty congratulations! Helen received information from the FAA just prior to the Dallas trip that she is now the recipient of a ground school instructor's rating. We are real proud of Helen, and rightly so!

Our chapter was represented at the Dallas Sectional by Dottie Ports, Hazel Nealey, Helen Hewitt and Jere Saur with 49½er Henry. Jere and Henry must have had some sort of premonition about the weather (or else their flight to North Carolina was still fresh in their minds), for they drove. Helen Hewitt had already reserved back seat in their car in the event they would be weathered in, and she occupied it on the return trip. Dottie waited the weather out until Tuesday to fly her Skylane home. In spite of weather troubles, an enjoyable time was had by all.

Corinne Strickland was smiling out at us from "The Shreveport Journal" one evening this week. Corinne has been appointed to the office of treasurer of the Northwest Louisiana Restaurant Association, and we might add the only feminine member of this association. Congrats, Corinne!

Wednesday, Oct. 7, our Chapter was invited to Little Rock for lunch by the

Arkansas Chapter. Dottie Ports and Hazel Nealey flew up in Dottie's plane, and Helen Hewitt and Jere Saur flew up in Helen's Bellanca. These girls reported that they were treated royally. They were met at the airport and taken to the Top of the Rock Club for an exotic smorgasbord luncheon. They shared ideas with the Arkansas Chapter for fund raising and discussed our recent ground school studies. It was a beautiful day for flying, weather CAUV and a perfectly delightful time was reported by those who made the trip.

Joan Carroll and 49½er, David, jetted to California recently. Europe, now California — we are kept guessing as to what these two will be up to next.

Our chairman, Martha Christy, has been sorely missed from our group activities the past several weeks. Her youngest daughter, Brooke, has been ill; however, at the time of this writing we are happy to report that she is well on her way to complete recovery. Martha always sparks our gatherings with her keen ideas and even though she's a little gal, physically speaking, she creates a big gap when she's not there.

Jere and Henry Saur got in quite a bit of flying the past weekend. On Saturday they flew to Baton Rouge, La., then back to Shreveport, then to Dallas, Texas, and returned home Sunday morning after a stop-over in Dallas Saturday night to take in a musical. They were hopping around in a 175, 310 and Bellanca. The weather favored them on this trip and they were happy for this, as Jere was scheduled to be in her place at the organ for the Sunday morning service at Queensborough Baptist Church. She made it—though a bit breathless.

## TIP OF TEXAS CHAPTER

By Elaine Needham

Our latest 99 meeting, held at Corpus Christi International Airport, was well attended. In fact, there were so many interesting stories being exchanged, it was a feat to get down all the information.

Ardath McCreery, McAllen, dropped in to attend our luncheon meeting on her way home after having attended the Cessna dealers meeting in Houston. Three prospective members were also present—Jean Beck, Robbie Bounds and Pat McNeil.

Veda Tennent airlined to Oklahoma City to visit with her mother and sister.

Our chapter, with the assistance of



the Wing Scouts, participated in the two-day Salute to Aviation sponsored by the Chamber of Commerce. We carried enough passengers to finish paying for our airmarking station wagon. Now we need to make a little more to buy more paint and then get back out on those roof tops!

Lena Jackson, our newly elected chairman, flew Pauline to St. Augustine, Fla., to visit her sister who is seriously ill.

Pauline and Patti send thanks to the Missouri Valley Chapter for the lovely trophy they presented for having the best score of any South Central contestant in the AWTAR.

Elaine Needham has recently returned to her first grade teaching position after spending the summer in Wheaton, Ill.

Pauline just soloed another Wing Scout.

Lucille Van Tyne, Harlingen, flew her prize poodle to Houston to the vet. Her doggies feel right at home in the air.

Why don't some of you plan to come down our way? Next meeting will be in McAllen. We'll miss planning for the IAR this year.

## **TULSA CHAPTER**

**By Jean Engler**

Jean Williams presented a program on Plane Recognition with a slide show and a 16mm FFA film on the new 2-level Airway Routes at our October meeting in the Control Tower. This was her first meeting as Honorable Commandant and we were right proud of the way our new program is taking shape.

We finally found Agnes. She is now back from Chicago and Florida by way of New Mexico or something. Hearing of her return was Dorothy Johnson, Colleen White, Jan Mauritsen, Mary Krutsch, Mary Shaddock, Lois Martin, Dorothy Rice, Jean Williams, Betty Nation, who is now manager of the Pryor Airport, and sez drop in, and me.

We hear from Agnes that Judy Hellman is getting in a lot of instructing time down San Juan way. Seems the airport pattern is very tight and over a lot of sail boat masts. Lois Martin is now in her new home. Annahlee Jones is in NooYaak, and Dorothy Johnson is moving to a new home.

Anyone interested in 99 stationery—Tulsa Chapter style—can now have some for a small fee. All proceeds go

into the pot. Jean Williams will be delighted with any orders.

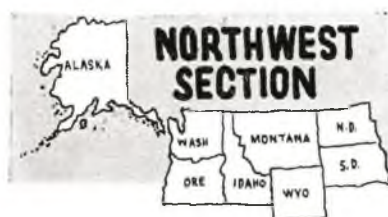
Colleen White presented a program on Radio Navigation at our November meeting assisted by Cal Dennis, who is a rep. of Narco. Colleen also won the door prize—legally—which was a Flight Guide from Van Dusen Aircraft Supplies.

Liz Ellis was our hostess with courageous assistance from Bob. We were happy to see Sarah Johnson again, along with Dorothy Johnson, Jean Williams, Lois Martin, Mary Krutsch, Colleen White, Agnes Hellman, Mary Shaddock with guest Mary Sloan, Annahlee Jones, Lee Baker, Jan Mauritsen and Betty Plummer, who will be our newest member.

Our Christmas party will be Dec. 12 at Annahlee's. Hope to see all members and 49½'s. Agnes is handling arrangements, so anyone with a pitching-in urge can call her. Let's get together and make it a swell party.

I just heard from a pink-throated, raven-tressed stool-pigeon that Lee Baker has her ME rating. I'm going to have to get my horn-tooting speech out of the files and cast a spell over our modest members. Let's hear about it.

Our new program is working out fine. Each meeting one of our members will have a subject to discuss that is assigned by drawing. We put our ideas in a hat that we would like to know more about, and the results are very interesting. If by some chance that you will not be in town when it's your turn, please notify the next girl so she will have time to prepare her program. With Jean Williams' capable hands guiding us we should have a rewarding year. Just a lil ole reminder, the meeting time is 7:30 sharp. See you then.



## **ALASKA CHAPTER**

**By Jessie L. Dodson**

The snow is on the ground, the lakes are frozen over, and it's the time of skis, wing covers and pre-heating here in the Northland. Wintertime in the north is the time for projects and socializing. With this in mind our Chapter decided as a winter project to

organize a "pitchhitter" course. We have received permission from AOPA to use their course and groundschool material. But most of all we owe our appreciation to the Eastern Idaho Chapter for a long letter telling us of their experience in such a venture. Many, many thanks to them all and to Betty Storrs in particular. Plans are under way for publicity so that we may reach as much of the public as possible. We feel that this type thing is a reason for our "lady pilots" organization aside from the fun and social aspect (which we all take advantage of).

Other future plans include a Christmas party with our 49½ers, and the annual Amelia Earhart dinner in cooperation with the Zontas.

Most of our birds are back in the nest after fall migrations to the "south 48," (you see our birds come back north for the winter). Ruth and John O'Buck went as far back to the east as Pennsylvania, decided to skip Florida what with the hurricanes, etc. However, I think the real reason was that they were afraid the hurricanes would have made them homesick for one of our "Turnagain winds".

Lavelle Betz is back home after what from all reports was a very, very fine trip.

Marlene Hardesty is still in the Southland at this writing and having such a fine time that Bud doesn't know when she'll be back. Anyone that sees her point her north, she may have gotten on the wrong migration route.

With most of us back here where we belong we are all getting ready for a wonderful and active winter. Skis get much use on the airplanes of course, but you will also find many of our 99's on the slopes on "people skis". Winter here is a time of much outdoor activity for most of us, and contrary to tales of old, there is little reason for any such thing as "cabin fever". There is ice skating, with a rink in the backyard a common occurrence. (As a matter of fact Dick Betz was going out to "water the lawn," during our last meeting at the Betz residence, the outside temperature was about 18 degrees.) Some of the world's best ski slopes are right at our doorstep, so that sport rates high, and there is ice fishing and ptarmigan hunting. Come January the dog sled racing season gets in full swing, and Fur Rendezvous, our winter carnival in February. All this may sound like the Chamber of Commerce, but I just wanted you to know we don't wrap up in our blankets and hibernate



for the winter. In fact why don't you come on up for a week or so of skiing and fun we would be glad to have you. Well, I have to go now, put the baby on the sled, hook up the dog and go out to the back lot and fetch some firewood.

### **EASTERN IDAHO CHAPTER**

**By Esther Stone**

"Merry Christmas to all of you—everywhere—and may the New Year bring you many happy hours of flying" is the message we 99's in Eastern Idaho send to all of you — but especially YOU.

At our October 11 meeting, held in the Idaho Falls Airport terminal restaurant, we had many delightful surprises. Our "Little Sister," Jorga Catherine Stapp, DVM, of Gooding, Idaho, joined our chapter. Virginia Huidekoper of Wilson, Wyo., was able to attend the meeting, the first in too long a time. We learned that Betty Storrs, our chairman, has been elected to the Board of Directors of the Bonneville Safety Council—and that Selma and Jack Dercreek have a new son, Todd Matthew. Mary Kilbourne's granddaughter, who was severely injured in an auto accident in Houston, is recovering nicely. Linda Lauder, our member who is a traffic controller at Salt Lake City FAA tower, got delivery of her Piper Colt.

With all that good news, we still conducted our business meeting and accomplished many things. Among the things decided, we will have our monthly meetings on the 11th day of each month, except for November, which would be Veterans Day, so the meeting will be held at the home of Virginia Finkelnburg in Pocatello, on November 12.

Scheduled for our November 12 meeting, on our program of "Project Smart" was "Winter Weather Flying Problems"—and one of those problems, a blizzard, forced cancellation! Oh well, we can't win them all, but we hope to have our meeting (will have met, we hope) on Tuesday, Nov. 17, at Virginia Finkelnburg's home in Pocatello. The chairman of the Aviation Committee of the Pocatello Chamber of Commerce has requested the Eastern Idaho Chapter Ninety-Nines to assist the committee in setting up the application form, requirements, qualifications, etc. for a flying scholarship to be awarded to one or more high school students. Any ideas or experience with this? Please write us your suggestions.

### **EASTERN WASHINGTON CHAPTER**

**By Helen R. Crum**

During the noon break at the October 24th all day aviation seminar in Yakima, sponsored by the local Chamber of Commerce and this chapter of 99's, chairman for the 99's, Jane Capezzi. Gini Richardson, assisted by her eight year old daughter, entertained at a delicious luncheon in her home. Gini and Helen Dewey, who had come down from Omak the preceding day, registered the pilots.

Ginny Harper and her guest, Bobbie Price from Spokane, flew over with Dr. Harper, one of the speakers, and Wilson Gillis, director of FAA in the Spokane region, another speaker.

Chairman Barbara Thisted was grounded in Spokane due to weather so an informal meeting was held after lunch during which candy for us to sell during the holidays was distributed. Those present were Helen Ernsdorff, Ethel Wikstrom, Kam Hitchcock, Helen Dewey, Helen Crum, Ginny and Jane, along with guests Dorothy Nettleship, Cherie Yates from Yakima, and Beverly McCall from White Swan. Lygie Hagan had flown east for an executive meeting and Kathleen Hitchcock was co-piloting for her husband on a business trip.

One of the most successful aviation meetings held in Yakima was the recent all day Aerospace Workshop sponsored by a county school district, Boeing Company, United Airlines, United States Air Force, Civil Air Patrol, National Aeronautics and Space Administration, and Federal Aviation Authority for several hundred enthusiastic school teachers, many of whom had their first airplane rides the next day, given by members of the Washington Pilots Association. Weekly Aerospace Education Workshop sessions will be held this winter by the Central Washington State College and Gini will be assisting with the programs. The response of over 125 Yakima teachers has been most gratifying. Gini has found time to get her advanced ground instructor rating and reports that she will attend another meeting of the 32 member FAA Women's Advisory Committee on Aviation in Oklahoma City in December.

We will miss Jane whose announcement that she will move back to Oregon came as a disappointment. She has been a most enthusiastic flyer and member of our chapter. She and Dorothy Nettleship recently took a large women's club group on a tour of the Yakima Airport, explaining the facili-

ties and the various needs for the future.

Ginny Harper is going to instrument ground school so that she can land safely when encountering bad weather during the next race. Bonnie Henson will be flying again when they get their new Cherokee. Kam takes to the air while home from college weekends.

Next meeting is Spokane in December.

### **FAR WEST CHAPTER**

**By Barbara LaRue**

We are very proud of Betty Wadsworth, who was elected as one of the first women directors of the British Columbia Aviation Council. Hope to have more about this from Betty later.

Bad weather prevailed on both the third and fourth Wednesdays in August, so members within driving range did just that—drive. Elene Duncan presided over the meeting, with Margaret Layton, Mary Kochanek, guests Margaret Blake, Jerry Kochanek, Lois Richardson, and Mrs. Foster in attendance. The meeting was held at my home in Port Angeles.

Lois drew upon her many years of experience as navigator to explain charts and the importance of keeping a running log. It was very interesting to the pilots as well as non-pilots.

Jerry reports she has resumed her flying lessons again, in Mary's Vagabond. It won't be long now until she will become a 99!

Our next meeting will be in Bellingham, October 21.

### **IDAHO CHAPTER**

**By Jacque Batt**

In October the Idaho Chapter met at the home of Gayle Evans. Our annual hangar dance was discussed and will have to be postponed until spring.

Of first importance, however, is the news of Claire Justad's new baby daughter who was born on September 18. Claire reported at the October meeting that everyone was doing fine.

Laura Conner is teaching ground school at Loening Air at Boise Municipal Airport. She also reported that Loening has a new Cessna 150 that is being used for student training.

Your reporter, Jacque Batt and 49½, Phil, made a flying trip to Denver in their 250 Comanche. We landed at Jefferson County Airport which has added a new runway since our last trip to the "Mile High City." It was a beautiful, smooth ride to Denver, but returning home a different proposition



with rainstorms, turbulence and such strong headwinds that we had to make an unscheduled stop for refueling at Malad City.

More stork news! Carolyn Greiner is expecting a first addition to their family in May. Carolyn has not been feeling well and has to temporarily give up flying and beauty college too.

In November we had a noon luncheon meeting at "The Royal"—downtown Boise. Sylvia Burkey from the FAA, Boise Municipal Airport, was the guest speaker.

Eloise Stover and her 49½er and small son, Mark, flew in from Homestead, Oregon, for the noon meeting. Eloise informed us that the Oxbow strip, which is located at Hells Canyon, has recently had some improvements. The strip has been re-surfaced and they, also, have six new tie-downs and a new hangar.

Fern Lake, our chairman, has sold the 170 and is looking for a 172.

Joy Lou Waite from Jerome, her 49½er and their three children, all helped to build a new airstrip at Stanley Basin—one of Idaho's most scenic areas. The airstrip was under the direction of Chet Moulton, director of Idaho Department of Aeronautics. The elevation of this new strip is 7,000 feet and the runway is 5,000 feet. Joys three children, ages 3, 7 and 9, all helped to carry rocks for the boundary markers.

Marion McCarty is parachute jumping again after a three month vacation from jumping. Her time off was due to a parachute injury. The first jump following the lay-off was in competition at Weiser, Idaho. Her 49½er, Jim, was the winner of two trophies at this meet.

Lucille Taylor has done no flying and is still house building.

We were very happy to have Velda Bell attend our luncheon meeting—first time we've seen her in a year.

Helen Higby has reported the Higby family has had some additions. The twins, Jean and Joan, are both now married and Joan and Ron Sproat have a three month old son. Jean is Mrs. Steven Boyenger. Grandma and grandpa are doing fine.

Jacque Batt brags that 49½er, Phil, was elected to the Idaho 1965 legislature, so Idaho will have another flying legislator. We have, also, been trying out an "almost new" demonstrator Comanche around the Boise Valley the last two days. Will tell you next month if we made the trade.

## MONTANA CHAPTER

By Betty Nunn

Seventeen members and four guests attended the very good meeting held in Helena on September 26th. Our four guests from Alberta were Eleanor Bailey and Margaret Ross, Lethbridge; Iap Kuehn, Skiff and Rosella Bjornson of Champion. These gals have invited us to a fly-in meeting at Swift Current, Saskatchewan, October 31. Let's pray for good weather so we can have a good attendance there.

Speaking of our northern neighbors, Eleanor Bailey and Margaret Ross with their husbands attended a Piper convention in Miami, Fla., via Comanche, the early part of October.

In September, Sharel Bitz and her father, Walt Hensley (Hensley Flying Service in Havre) flew to Youngstown, Ohio, to trade an airplane. Sharel flew a Cessna 175 down and a 180 back. They stayed one night in the Twin Cities and attended a big league ball game. Beverly Ledbetter and Sharel are both flying every chance they get, so they can get their commercial license. They met a wonderful 99 in Bozeman, who was visiting her daughter there: Ruth Bliss from Chappaqua, N. Y.

From Missoula, Elsie Johnson reports a rewarding trip as stewardess on a DC 3. Elsie and Glenda Purdy each made the trip from Bozeman to Wichita as stewardess for the Bob Cats team. From Bozeman back to Missoula, they were empty so Elsie flew all the way. Glenda has joined the 99's, that makes three commercial pilots in Missoula, as Glenda got her license in August.

Elsie also flew to Polson recently in a 182, picked up her 79 year old father and flew to Seeley Lake for lunch. They visited Elsie's daughter and two grandchildren. They flew back via Swan Lake—a beautiful trip. Seeley Lake just dedicated the new strip on September 19th. Attending was Nina Stoehr from San Gabriel Chapter.

Mary Stevenson, Missoula is working hard on her flight instructor rating. Congratulations to Laulette Hansen, Fort Benton, on her new instrument rating.

Pud Lovelace was asked to tell about her experiences connected with aviation while she and Jack were on their trip to England and the Continent. The most stimulating contact by far was meeting six charming English women pilots on September 18. Some of these women had met earlier in the week at the home of Sheila Scott to organize a British 99 Section. Sheila is a noted

race pilot, who, five years ago, decided to devote her life to aviation. Pud is filled with admiration for these women, as it takes much determination to achieve flying status in England, let alone to continue it on the advanced ratings, which many of the women have. One pilot, Diana Barnato-Walker was in the Air Transport Auxiliary in World War II, and knew Amy Johnson.

Sheila Scott arranged luncheon at Barclay's Buttery so Pud could meet the women, and even saw her off at London Airport the next day. This was especially appreciated in the light of the fact that Sheila herself was leaving soon for the States, to get her helicopter rating at Oklahoma City. Happy flying to the new English 99 Chapter.

Forty-two women attended a fly-in meeting held in Swift Current, Sask., on October 31. Seven planes from Montana flew in with 13 members, four 49½ers and two guests aboard. The rest of the gals were from all over Canada. Three are 99 members, Eleanor Baily, Lethbridge, a Montana 99, and two members at large from Brandon, Manitoba.

As we landed one of the gals came to help us find the customs office, flight service, etc. They had all kinds of goodies and coffee in a nearby hangar, where we were able to meet some of the gals. Yvonne Quick, assisted by other girls from Swift Current, hosted a luncheon meeting held downtown.

Elsie Johnson, chairman, explained our organization to the Canadian pilots, inviting them to ask questions, and think about joining. We are sure they could have a very nice chapter of their own, but would be more than happy to have them join us.

## PUGET SOUND CHAPTER

By R. Marchine Dexter

Saturday, Oct. 10, Betty Curran took Mildred Pearson, Nita Matheson and March Dexter's daughter, Lyric, in her Travelaire to Kelso. March needed more X-country time so she took son Lane and an Aeronca Champ for the trip. That's a good way to build up hours. The gals in the twin had lunch at Kelso, talked with Maggie and departed before she arrived.

Being late had its advantages, though. Bobbie Hays of Vernonia, Ore., had flown her 140 up with an old sock of money some of the Oregon Chapter had "earned" in a spot landing contest at Aurora earlier in the day. The proceeds are for the '66 Powder Puff Derby and were turned over to the



Western Washington Chapter. Those who participated in the contest were Ann Brown, Bonnie Bradford, Barbara Daufel, Marcella Othus, Jo Neil Harris, Bobbie Hays and Joan Bueerman. It was won by Joan.

At the Oct. 12 meeting at Colette, Michael's home plans were started for a spot landing contest in the Puget Sound area with proceeds going for the same cause. The contestants will contribute one cent for each foot beyond or short of the landing mark. Maybe we could charge a nickel for each bounce.

Our Nov. 9 meeting was at Fran Blackie's where we discussed the proposed "66" program. Everyone was in favor of it, including our two student pilot guests, Sharon Herwig and Betty Griffin.

October flying weather was exceptional. Mildred actually got her 49½, Ab, up for a flight. He wanted to look over his "duck pond".

Nita took Mildred and Betty C. with her to Pt. Angeles Oct. 3 to try to arrange a get-together with the Far West Chapter. We were glad to see her flying again since she hasn't done much of it lately. She did spend time this summer at Horsefly Lake in Canada.

Betty Van Buskirk is on a three month safari with her husband, Lysle, in Africa.

Betty Curran has been doing quite a bit of flying and instrument practice. She recently took Mildred as a guest on a visit with her son and his family in Spokane. Her plane is down now for a periodic.

Francis Blackie took her 49½er, Bob, to Ocean Shores several times and also to Pendleton. He recently installed a jump seat in her 140 for their small daughter, Kim. Now she calls the plane "Old Lead Bottom".

A Christmas party is planned for the December meeting.

#### **SOUTH DAKOTA CHAPTER**

**By Mabel Anesi**

The penny-a-pound airlift held in Bismarck in conjunction with the September meeting was a tremendous success! We had the able assistance of the CAP (Cadet Squadron), and 15 planes were donated by local businessmen and the local air services. Bismarck tower reported 1,037 operations for the day, which is the largest ever recorded for Bismarck. Dorothy Lee and Audrey Baird flew Cessna 182's; Kay Vogel, Lennette Macy, Jean Tough and Geneva Oleson sold tickets, and several local

gals pitched in to help. Operations had to be shut down sooner than had been planned because the pilots were getting too tired, and the balance of the crowd, which was 200 or 300 could not possibly be accommodated. It was a wonderful day for the South Dakota 99's!

The business meeting was held the day before at the Apple Creek Country Club, with Jean Tough presiding. It was a dinner meeting, and Geneva Oleson showed movies of the August meeting which was held in Dickinson, N. D.

The Todd Oleson Memorial Scholarship, which provides for a \$100 flying scholarship at the Dickinson Airport, will be awarded either in April or May of 1965, and then annually thereafter.

Just received word that Audrey Baird got her commercial license last week, after taking her check ride in Bismarck. Congratulations, Audrey!

Jean Tough and Mildred, a pilot friend, recently enjoyed a trip to Portland, Oregon, and back to Rapid City to rest up. They encountered all sorts of weather, including rain, fog, and rough air over the mountains. They both have a lot of respect for mountains, and say, "We are used to seeing real estate laid out flat, not standing on end!" Anyway, they had fun and learned a few things, too.

Georgia Fike and myself looked forward to hostessing the October meeting in Lander, Wyo., and how proud I was of the wonderful flying weather that we enjoyed for the meeting., the "far west outpost" of the South Dakota Chapter.

Our chairman, Maxanna Carlson, was unable to attend; she was making her last flight of the season for the rodeo circuit, and was on her way to Mississippi that day. Secretary Kay Vogel was unable to attend, "you know how it is when you work" she wrote. Undaunted, we put last year's officers back to work. Jean Tough presided and Wanda Busfield was acting secretary.

We had six guests from Worland, Wyo., as a result of a membership drive (flight) made by Georgia Fike and myself two weeks previously. Three of the gals are licensed, two were nearly ready for their "check rides," and one was a student pilot about ready to begin her training again.

We had a wonderful time chatting and drinking coffee at the terminal building before going downtown for lunch. We were then pleasantly surprised to have the Lander pilots (only one a 49½er) "pick up the tab".

I was delighted to have the business

meeting in my home. We were so rushed for time that we couldn't have our planned program on meteorology that had been prepared by Georgia Fike. Since this is her daily work, she wasn't too sad about not presenting it. We decided that in the future we might plan overnight meetings, and have time for an educational program.

Belle Fourche will be our November meeting place, and we voted to dispense with the December meeting. We will gather at Rapid City for January, February and March meetings, since it is most centrally located.

What is that saying about the best laid plans of mice and men? It also applies to 99's. I was looking forward to the flight to Belle Fourche for our November meeting, and we had planned it early in the month, thinking that the weather would be more favorable. It snowed all day in Lander, Casper and Worland, so there were no Wyoming members present at the meeting.



#### **BAKERSFIELD CHAPTER**

**By Rhoda Thompson**

A new year, new officers, new reporter.

In the chief pilot's seat this year will be Priscilla Spencer; her co-pilot, June Edwards. Navigator will be Maryanne Laxague, and Achsa Holfelder will handle the financial statistics for our trip through 1964-65.

We aren't large in numbers, but our members are busy ones. June Edwards is doing a fabulous job acquainting various non-flying groups with aviation through her talks. She gave forth to her toastmistress club on the comparison of qualifications and knowledge between driving and flying, and, just a few days later, gave a lecture, illustrated with slides, on women in aviation, to the Newcomers Club. She touched on her own vast hours in crop-dusting with plane and helicopter. She has been working very hard starting an agricultural consulting business, her specialty being aviation consulting.

Our outdoor girl, Joanne Murphy, has returned from her latest trip, this time to the wilderness near Ovando, Mont., about 60 miles from Missoula. Here, they packed two days into a camp for elk hunting. No elk, but the fishing was



great. Joanne caught the first and the largest one.

MaryAnne Laxague had two trips to Las Vegas two day in a row. She says she didn't lose much money because she wasn't there long enough.

Our chairman, Priscilla Spencer, is in Oregon at this time, on her vacation. We'll have to tell you about it next time.

The Flying Farmers had their annual convention at the Skyway House at Meadows Field the last weekend in October. Rhoda Thompson managed a hurry-up luncheon with Marie McDowell of San Joaquin Chapter, June Edwards also met with Marie. It is always so good to see our friends from other chapters, wish more of you would call when you come to our field.

At our October meeting, held at June Edward's home, the main subject discussed was our need for new members and how to keep them when we get them. We voted to make it a goal for each member to get a new member for our chapter this year. There are quite a few women pilots in our area that we wish to invite to join the Ninety-Nines, as it will surely contribute greatly to their enjoyment of flying to meet and know other flying women, and we, too, can only benefit by knowing them. Alice Pemberton is our membership chairman this year, and with her enthusiasm this is bound to be a successful project.

Our airport continues to be improved, with new paving around the cloverleaf hangars, and a great extension of the main ramp in front of the terminal building. We have a new airport director, we hope that he will be as cooperative in supporting our aviation projects as our past directors have been.

Our members are working to improve their abilities, we have some new commercial tickets in the making and some new instrument ratings being worked on. We are very gratified to learn that there will be a race after 1965, and join all Ninety-Nines in pledging our support for the race.

Our Christmas party will be at Edna Long's home in Delano.

Merry Christmas to all, and Happy Flying, too.

#### **FALLON CHAPTER**

**By Joyce Beail**

First of all we want to offer our congratulations and welcome Pat Lam-

bart as our new Southwest Sectional governor.

Ora Destree is our new membership chairman. She has really been rooting out all the lady type pilots and would-be lady type pilots in our area. More power to her!

Mary Barr of Susanville is proud owner of a Piper Apache, so now we can get our multi-engine ratings.

Mary Little and husband had a month long vacation in which they motored to New Orleans. While enroute they stopped off at Kansas City where Mary flew her brother's Tri-Pacer.

Bertha Cline and husband airlined home from New York, after spending a wonderful vacation at the World's Fair.

The Beails, Joyce, Bob and family flew a 172 Cessna to Idaho on a weekend business trip. They have recently purchased a Taylor Craft for a time builder.

Congratulations and welcome to the new Las Vegas Chapter. Our Fallon Chapter flew to Carson City, Oct. 17, to attend the Las Vegas Chapter charter presentation. It was a very nice ceremony with President Ruth Deerman of El Paso, presenting the charter to the new chapter chairman, Fran Johnson. Betty Sawyer, wife of our governor, was an honored guest as was Jerry Mickelson, a former president of the Ninety-Nines.

After the presentation ceremony was over our Fallon Chapter drove into Carson City and had our regular monthly meeting at the Carson City Nugget. Attending the meeting were Hazel Hahn and Ora Destree, Carson City; Bertha Cline, Tonopah; Deanna Baer, Winnemucca; Pat Henning, Fran Gustavson and Joyce Beail, Fallon; and Jerry Mickelson, our guest from Sacramento. We had a nice lunch and it was decided to have our next meeting on Nov. 22, in Winnemucca at the Sonoma Inn, to welcome our new member, Judith Hifle. Judith is a private pilot and registered nurse. Her husband is manager of the Gatchell Mine at Golconda, Nev.

**DON'T FORGET TO RESERVE THE WEEKEND OF JUNE 12 & 13, 1965, FOR THE SAN DIEGO-FALLEN FUN RACE!**

#### **COACHELLA VALLEY CHAPTER**

**By Eleanor Wagner**

It was one of the greatest meetings any chapter ever had—we think! Col. George Pfeiffer, commander, SAC 15th Headquarters, March Air Force Base, and his staff rolled out the carpet right down the middle of the runway and we were in!

Order of the day was that no Ninety-Nines were to be admitted unless accompanied by an airplane. So it was, all the doors flung wide for us, but only after we had parked our planes.

The weather was a bit of a drawback for some, but 49½ers came along, too, as well as guests and representatives from Orange County, Long Beach, Los Angeles, San Gabriel and Phoenix Chapters. Pat Lambert honored us with her presence with 49½er Eric and their not-yet-arrived baby co-pilot.

Ilia Mae Carosell, chapter chairman, and Shirley Fadel, flight coordinator with the AFB staff, along with vice chairman Dorothy Coleman, greeted the guests on the flight line. Col. Pfeiffer, Col. C. R. Hall, Major R. K. Buckland, base operations officer; and Capt. R. V. Davis, PIO, took over from then on and escorted their eager visitors through the KC 135, the B-52, and the 707. From there the group visited the control tower and the Rapcon facilities. Luncheon was served in the officers' club where Mrs. Pfeiffer joined in the festivities.

Following lunch, buses and staff cars whisked the group through the rest of the tour. We saw Rapcon in action, visited the wing command post, and the deputy command post for maintenance, the latter being a special privilege since civilians are never allowed in the confines of this particular installation — and we were privileged — and appreciative, too.

The special alert facilities tour was a thrill. Seeing all of the crews there, where they spend 24 hours a day, seven days a week, doing nothing but waiting, waiting — in the event of a red alert. If they must "scramble" we can be sure that they are ready. This facility has complete cafeteria, recreation areas, and living quarters above ground and under ground.

If any one of the men in the various crews want to take a swim, for instance, he must be sure that all of his gear is with him at the pool or in the airplane to which he is assigned. We asked about practice alerts — and they do have them; however, in this case, everything is done for real except the

**AE Scholarship  
Deadline  
January 15th**



**COACHELLA VALLEY CHAPTER NINETY-NINES AT MARCH AFB.** Ilia Mae Carosell's little Tri-Pacer is dwarfed by the B-52 in the background. Left to right, standing, Stephanie Becker; Col. C. R. Hall; Etha Parsel; Pat Lambert, Governor SW Section; Shirley Gilmore; Ruth Ehr; Ann Lodwig; guest, Mrs. Boggs; Zaddie Bunker, the flying great grandmother; Ilia Mae Carosell; Col. George Pfeiffer; Judy Wagner; and Shirley Fadel. Kneeling, Dorothy V. Coleman; her daughter-in-law, Mrs. Floyd Grieve; Jean Ivanoff; Betty DiLoreto, and Eleanor Wagner.

airplanes don't leave the ground. If they did, we would know that meant big business. The purpose of these crews in a red alert is to establish a command aloft in case ground installations are rendered helpless. At least, this is one purpose, we learned.

To say the least, this was an outstanding day for our chapter, 49½ers, and guests. Our thanks also to Lt. David Dollahite, who explained most of the installations to us, and to Sgt. Dennis, who directed the luncheon operations at the club.

We are looking forward to our Nov. 29 meeting when we have invited nearby chapters to join us at luncheon at the top of the Palm Springs Aerial Tramway. Should be a unique ex-

perience for many, riding the cable tram car from the warm sands and swimming pools to the frosty snow-covered Alpine atmosphere — in just 12 minutes!

#### **EL CAJON VALLEY CHAPTER**

**By Boo Christensen**

What does a guy have to do these days to keep a 99 and her 49½er happy? '36 Charlie confided that the round-robin flight from Sanders Ranch-Aero throughout Salt Lake City, Casper, Wyo., Sioux City, Iowa, and even from Charlotte, N. C., through Memphis, Fort Smith and home — tailwinds — everywhere — tailwinds and what happens when he gets hangared — the

—well, nice folks, Bob and Dottie get a Mustang.

Isabelle — where are you?

Mac Huntington put aside the paint brush to hostess the October meeting. Now that daylight saving is over chores have been traded for extended flight time and late, late X-countrys. Ida Gay showed a film shot by her husband, Del, and featuring Jean and Wes Bachman entitled "Cessna 64 X-Ray Cleared to Land." The purpose of this film is the promotion of light aircraft practicability, ease and enjoyment of flying.

A new Cessna Skylane 182 is shared by the Gays and the Thorpes. Annette, a chapter Roadrunner, has soloed and getting closer to that ticket.





The Happy Group wishing all Ninety-Nines a joyous Holiday Season and Joyous New Year is only part of the nucleus of the AWTAR Start Committee for the 1965 take-off at Gillespie Field, El Cajon, California, July 3rd. Isabelle McCrae, seated center, extends to all interested women pilots a personal invitation to participate in the 19th Annual Powder Puff Derby; and fun-filled, plane polishing pre-take-off week. Isabelle is flanked by "Deputy" Chairmen Barbara Hill and "Boo" Christensen. Standing left to right is Dottie Sanders, Operations; Jean Bussy, Ways and Means; Aileen Saunders, Social; Jean Bachman, Publicity; and Harriet Allen, Hospitality. Bashful ones were: "Mac" Huntington, Inspection, Leah Liersch, Transportation, Doris Ritchey, Impound, Karen Whited, Program Sales.

Isabelle — having too much fun to write?

Some people throw away everything, some keep everything, but ECW isn't in either class, though we have been seen to snatch-up the discarded empty cigaret packs. The chapter would humor Barbara Almond if that was her new hobby. The collection drive was on and will be forwarded to a New Mexico family whom a tobacco company has promised medical aid by the receipt of such items.

Barbara Tucker and 49½er have added a '65 Mooney to their fleet at the Starducter. Picking it up at Kerr-

ville, Texas, was an enjoyable experience.

This is the first opportunity ECV has had through the Newsletter to thank Redwood Chapter for a fine section meeting held at Holbergs. And congratulations to a fine group of officers.

Isabelle — surely you've been given a moment to write?

The November meeting hostessed by Doris Ritchey featured a FAA movie on instrument flying.

AND NOW FOR 1965 — what's in store — the 19th POWDER PUFF DERBY — of course.

#### FRESNO CHAPTER

By Voline Dodgson

Last month Sharon Wofford, our activity chairman, organized a spot landing contest held at Madera. Participating were Carol Bugay, Helen Smith, Eleanor Matthews, Louciel Freeman, Violet Huckleberry, Kathy McNamara, Claudell Faller, Sara Jane Clause, and Sharon Wofford. Our 49½ers and members of the Sheriff's Air Squadron were on hand to judge the contest. Violet Huckleberry received top honors—with Kathy McNamara placing second and Louciel Freeman in third place. It was wonderful to have Eleanor Matthews back with us — recovered from



her surging and flying in the contest. Eleanor has been appointed our chapter historian since we lost our former historian, Sherry MacDonald, to the Santa Clara Chapter.

The Fresno 99's were invited to attend a dinner at the Del Webb Towne House, hosted by the members of the Sheriff's Air Squadron. It was "Aviation Appreciation Night," honoring Dorothy Kent for the tremendous job she did promoting and organizing the AWTAR start in Fresno. We were all pleased to see Barbara Evans, of the New York Chapter, and Margaret Ross of the Long Beach Chapter, who flew in to honor Dorothy. Ninety-Nines and 49½ers attending were: Kathy and Ken McNamara, Claudell and Dave Faller, Barbara and Stan Faller, Betty and Cal MacPherson, Helen and Joe Smith, Voline and Paul Dodgson, Carol Bugay, and guest of honor, Dorothy Kent and family.

Claudell and David Faller, and guests Mr. and Mrs. James Finley, flew to New York, spent four days at the World's Fair, and then on to their cabin at Clarion, Pa.

Betty and Cal MacPherson flew to San Diego last month and enjoyed several days of sailboating — then flew to Denver, Tucson, Winslow, Albuquerque, Salt Lake City, Reno, and home.

Our vice chairman, Helen Smith, received her commercial rating a short time ago — now she has received her basic ground instructor rating.

Sharon Wofford is flying charters to Auburn, San Jose, and Hayward from FAT.

Our November meeting was held in the lovely new home of Diana Lorenz in Selma. We were thrilled to have as a guest at our meeting, Diana's new baby daughter, Eileen, born October 3. The meeting was conducted by our vice chairman, Helen Smith, as Carol Bugay, chairman, is recovering from an appendectomy.

Congratulations to Kathy McNamara who has just received her private pilots license.

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**

**Welcome  
and  
Congratulations To  
Our New  
Las Vegas Valley  
Chapter**



**CHAIRMAN** — Fran Johnson started flying in 1962 after acquiring her Cessna 180. She has over 400 hours and a new commercial rating. She is working on her multi-engine and instrument ratings. Six hours of her time was in a Hughes 269A helicopter. She is a Charter member and currently President of the Las Vegas Aero Society. Other memberships include Order of Eastern Star, Las Vegas Press Club, AOPA, NAA, Boulder City Aero Club and is a former member of Los Angeles Chapter 99's. Fran is a self-employed bookkeeper, does free-lance publicity and public relations work and is an avid pilot. Her husband, Tom, has been an executive pilot for Wells Cargo, Inc., for eight years, flying a Beech D18S and Cessna 310d. He was an Officer and Naval Flight Instructor during World War II and taught Fran to fly. Tom is a member of the Clark County Sheriffs Aero Squadron. Their greatest enjoyment is packing their two Honda motor bikes into the 180 and exploring the back country, taking pictures, bowling and shooting.

**LAS VEGAS VALLEY CHAPTER**

**By Gerry Whitton**

We flew to Carson City — and came back with our wings.

The newly organized Las Vegas Chapter of 99's received their charter from International President Mrs. Ruth Deerman at the new Carson City Air Terminal, Sunday, Oct. 25.

The presentation and reception at which the governor's wife, Mrs. Bette Sawyer was an honored guest was attended by the following Las Vegas members: Fran Johnson, chairman; Juanita Daly, vice chairman; Dorothy LeMay, secretary; Priscilla Alexander, treasurer; and Gerry Whitton, news reporter. Unable to attend the ceremonies were members Lois Larson, Florence Murphy and Dawn Opat.

The weekend festivities began Thursday night at the Daly home with a get-together buffet supper for the girls and their husbands.

Friday afternoon Juanita and her guests, Dottie Marak and Norma Sutula flew to Carson City along with



**VICE-CHAIRMAN** — Juanita Daly learned to fly and soloed in her Cessna Skynight. Her first license read: Private Pilot, Multi-Engine Land . . . Now, she flies her tri-gear Twin Beech Super 18 which she plans to use extensively in her new 99 activities . . . Watch for 99JD, that will be Juanita. Her greatest recreation is flying to their island home at Flathead Lake, Montana for fly-fishing. Her husband, Marcus Daly III, is retired and is learning to fly his Cessna 310. Juanita is a member of AOPA, enjoys bowling, photography and golf.





**Congratulations to LAS VEGAS VALLEY CHAPTER extended by Joan Merriam. Left to right, Fran Johnson, Juanita Daly, Joan and her mother, Mrs. Merriam.**

Gerry Whitton in Juanita's Super 18 Twin Beech. Juanita has the unusual distinction of soloing in a twin-engined Cessna Skyknight without ever receiving instruction in a single-engine aircraft.

Saturday morning the girls were joined in Carson City by Fran and Priscilla who had flown from Las Vegas in Fran's Cessna 180.

Then the mad dash began! We were scheduled to meet President Deerman in Reno on her arrival from El Paso via Phoenix by commercial plane. The two airplanes arrived from Carson City—and so did the commercial airplane—but no Ruth. While the photographer and the girls stood by, Juanita frantically assailed the de-planing passengers with the Ninety-Nine News and a picture of Ruth with cries of "Have you seen this woman?" It was then we were informed that Ruth had been booked on a flight that didn't start operating from Phoenix until the next day. Now she was scheduled to arrive that evening.

Back to Carson City the two airplanes

went and the girls were off for a visit to Virginia City in a car generously supplied by Lew Gourley, chief pilot for the Nevada Highway Department. After a short tour of the historical site the members and their guests returned to Carson City where Fran and Juanita climbed aboard Juanita's plane, headed for Reno and successful meeting with Ruth. For the fourth time that day the Beech rose into the Sky and returned the girls to Carson City where a short meeting was held to finalize plans for the next day. Following the meeting we had dinner and then attended the Governor's Ball, which Lew had arranged for us to attend and meet Governor Grant Sawyer. The ball heralded the beginning of Nevada's Centennial Week and 100 years of statehood.

Sunday morning rose bright and we were off to the airport to meet Dorothy and her husband, Gene, who had flown in from Las Vegas. We were pleasantly surprised and honored too—when other 99's and their guests from the Fallon, San Fernando Valley, Santa

Clara Valley and Bay Cities Chapters flew in to offer their congratulations and be with us for the day's activities. With them was our ex-99 president, Gerry Mickelson.

Lew Gourley presided as master of ceremonies for the presentation and after a few words of welcome introduced Father Robert Phumprey of Carson City's Saint Peter's Episcopal Church who gave the invocation.

Mrs. Bette Sawyer, first lady of Nevada, was then introduced by Lew and along with her welcoming message extended congratulations of the Las Vegas Valley Chapter of 99's for herself, her husband, Governor Sawyer, and the State of Nevada.

President Stan Warren of the Carson City Chamber of Commerce tendered best wishes from the Chamber and also the Nugget, both of which were our hosts at the afternoon's reception.

Mrs. Deerman was then introduced and as you all know the presentation of a charter is a very solemn occasion and there were tears in the eyes of many of us when she bestowed upon us





**SECRETARY** — Dorothy LeMay started flying in 1955, learning in a J3 tri-gear Cub. She now flies her own Cessna Skylane. Dot has a private license with over 200 hours; has passed her commercial written and hopes to take her check ride soon. She is a Charter Member, Executive Board Member and currently Corresponding Secretary of the Las Vegas Aero Society. She is a past member of the Los Angeles Chapter 99's; is a member of AOPA. She is an aircraft insurance specialist. Her husband, Gene, is owner of LeMay Aircraft Sales and holds a commercial pilot rating.

this cherished document along with her congratulations and remarks impressing on us our serious obligations to all 99's.

Activities then resumed in a lighter vein and presiding at the reception buffet were Mrs. Penny Gourley, Lew's wife, and Mrs. Virginia Hay, wife of Tom Hay and operator of the new Carson City Air Terminal.

So it was "happy flying back to Las Vegas," after a short stop in Reno to drop off Ruth. (Hope she wasn't booked on any non-existing airplanes on her return trip!)

Our sincere thanks of appreciation goes to all those in Carson City who did so much to make our trip a success. Especially to Penny and Lew Gourley and their son, Eric, Virginia and Tom Hay, the Chamber of Commerce, the Nugget and our photographer, Joe Williams of Reno. Also to all those people that sent such wonderful telegrams and letters of congratulations.



**TREASURER** — Priscilla Alexander's intense interest in flying stems from some 1000 hours in the right seat, watching her executive pilot husband. Acquisition of her Private Pilot's license was a matter of course. In addition to her enthusiasm for flying, she also drives race cars, having won numerous trophies and garnered a National Championship in the sport. She is a member of the United Racing Association, the California Racing Association and the U.S.A.C. Pris, her husband, Fred, and daughter, Terry, are also avid water skiers. Fred is an A.T.R. pilot, a former 8th Air Force World War II Ace and recently Convair pilot for Saudi Arabian Airlines. Fred is a member of the Clark County Sheriff's Aero Squadron.



**NEWS REPORTER** — Geraldine Whitton holds a Commercial license and has been flying since 1939 and has a total of 1500 hours. During World War II she was a Wasp. She graduated from Santa Barbara State College with a degree in journalism. She also is an active sports car racer. After starting with American Airlines as a Secretary, after the Wasps were disbanded in 1944, she worked up to Reservation Clerk, Operations, Ticket Agent then to Stewardess. After 4½ years as Stewardess for American left to go into crop-dusting activities in Phoenix. Later going with TWA in San Diego as Secretary, then was transferred to Las Vegas as Secretary to Ray Culley, District Sales Manager.



Father Phumphrey gave the invocation; Ruth Deerman gave us our Charter; Mrs. Bette Sawyer, first Lady of Nevada, welcomed the new 99 Chapter to the State of Nevada.





**MEMBER**—Florence Murphy has been flying since 1938, is a Commercial Pilot and a certified instructor with 3500 flying hours. She attended the University of Nevada in Reno, where she majored in English. In 1940 she was Nevada State Secretary of the Aero Club and until recently, held the position of Vice President of Bonanza Airlines in Las Vegas, Nevada, for 13 years. At the present time she is actively engaged in Nevada real estate.



**MEMBER** — Mary Dawn Opat started flying in Boulder City, Nevada, in 1962. She has over 200 hours flying time and is a commercial pilot. Dawn plans to work on her Instructor's rating in the near future. Her permanent home is in Boulder City but at present she is attending Elmhurst College in Illinois where she is a major in liberal arts. We look forward to seeing Dawn during the holidays flying her Skyhawk.



**MEMBER** — Lois Ann Larson is a new pilot. Her husband, Harold, has a private license and they enjoy sharing their Cessna 172. Lois has lived in Las Vegas for over ten years. She received her Bachelor of Arts Degree from Augustana College, Rock Island, Illinois. She is active and Past President of the local branch of American Association of University Women, now serving on the state level as Advisor, Area III. Lois is Superintendent of the Lutheran Church Sunday School where her two daughters attend. She also instructs swimming in the local Red Cross programs and at the Las Vegas Y.



Standing left to right: Fran Johnson, Mrs. Bette Sawyer, Ruth Deerman, Gerry Whitton. Front row: Juanita Daly, Pris Alexander, Dorthy LeMay. (Twin Beech Ninety-Nine Juanita Daly-99JD) Upon the arrival of President Deerman to Carson City.

#### LONG BEACH CHAPTER

By Carole B. Dunn

For our meeting in October we met at the first monthly hangar session at Torrance — in conjunction and for all local pilots to get together and discuss our problems and to find solutions. This first meeting was quite successful. Twenty of our members attended and we enjoyed two films, one from the FAA titled "A Traveler Meets the FAA". I imagine this film was generally for the non-flying public as it was explanatory of the FAA services of which we all know much about but held our interest as it showed the radar approaches and just how intricate the FAA control of our aircraft is. The second film put out by the AOPA was on how to get out of instrument weather without having an instrument license, "The 180 Degree Turn" or in other words — your Blue Seal rating. The advisory group asked if we would like to hear General Jimmy Doolittle speak



at the next hangar session, so he will be there for the November meeting. Congratulations to Mary Wenholtz who just received her commercial rating. Lee and 49½er Title flew to the AOPA Plantation Party in Florida with Joan Merriam in her Apache. Lee says it was quite exciting landing on the golf course.

Fourteen of us went to the Fall Sectional at Hobergs Resort and we came home with two trophies and two cos-private pilots and most flying time for private pilots and most flying time for commercial pilots". Emma McGuire won first prize in the costume contest and Carole Dunn won second prize. Unicom was a little crowded up there as Sophie Glutz was listening to 122.8 while making a landing and was 7 inches from touch down when she heard "Twin-engine on Final — you're too high — go around!" a little discombooberating when you thing its you! but its someone else on final at another airport — Sophie only bounced twice.

Claire Walter sand Betty Faux have a new Cessna "Ninety Nine'r," its number is 99R, lets all get a plane with the 99 numbers, huh? Joan Merriam now holds a new record as the first woman to fly twice the speed of sound and now too, finally her just recognition from the National Aeronautics Association as the longest solo distance flight in history — for her AE flight. She broke the distance record of 26,553 miles held by eight U. S. Army flyers as she flew 27,750 miles. Two of our girls were entered in the National Championship Air Races in Reno. Judy Wagner placed second and Fran Bera, fourth, in the women's pylon race which was won by Irene Leverton of San Jose. Fifty feet off the ground isn't very high in 20 knot gusty wind, those girls deserve credit for their ability. Come on down to the ground girls, long enough to get to the next meeting to hear all the exciting flying stories—see you there.

#### LOS ANGELES CHAPTER

By Dee Kluppel

The Los Angeles Chapter still has among its current news the 1964 Powder Puff Derby. That's because you haven't heard from us in so long. Six of our gals flew in the race this year, Anne Ludwig and Sally LaForge, Barbara Willis and Dee Kuppel, Patti Owsley solo, and Beulah Kee flew co-pilot for Norma Wilcox of the San Gabriel Chapter. They did us proud, particularly Anne and Sally, who came

away with the best score of a team flying its first TAR. They also came away with some beautiful trays; you don't even have to ask to be shown them! Anne's husband, Maury, met her in Washington, D. C., and they had a flying vacation together. They criss-crossed from Little Rock to Omaha, then down to Albuquerque and then to Los Angeles. Speaking of vacations, from what we heard Beulah and Norma had a leisurely trip back to Los Angeles. They, by the way, took one of the leg prizes in the race. Someone should ask Barbara, Dee, or Sally about their three days in Decatur, Ala., on their way home. Decatur hadn't had that much rain in years.

In August, 10 or so of our 99's, several 49½ers and one 24¾ flew in to Apple Valley. The food was marvelous and a good time was had by all. We held a short business meeting outside under the trees and then flew back home. For me there was an added pleasure, the Bonzon's invited me to ride with them in their new 310. Rachel, who received her multi-engine rating earlier in the summer, was the pilot. I'll be happy to ride with her any time, any place.

Later in August found Elsie and Norm Smith, Beulah and Bill Kee and friends, Imogene and Bob Sawdon, enjoying the fly-in brunch at the new Airtel, "The Pilot House," on Santa Barbara Airport. The Smiths arrived in their Bonanza from Van Nuys, while the Kees and Sawdons flew their Cessnas as a two ship flight from Hawthorne. Imogene soloed their 170 on August 13th, using Hawthorne's runway 7, which is to most of us like landing at a strange airport. This places Imogene on her way to becoming a future Ninety-Nine. Then husband, Bob, will return to the status of the right-hand seat. The brunch was first class and there was plenty of everything.

Virginia and Glenn Showers and their sons, David and Neal, spent three and a half weeks touring Alaska. They cruised up on the "Princess Patricia" to Skagway, then visited Fairbanks, Nome, Kotzeline, Mt. McKinley, and Anchorage via plane and train. What a grand trip that was!

Elsie and Norm Smith flew away in a jet, for a change, for a twenty-eight day trip aboard. The last time I heard from Elsie, she was trying to pack everything and then some in a suitcase. Norm decided that they would solve the problems by traveling light. Though I am sure she cooperated, I would also

bet that there were a few extra things in the suitcase.

September brought the announcement from the nominating committee of our slate of officers for the new year. They are: Chairman, Sally LaForge; vice chairman, Rachel Bonzon; secretary, Anne Ludwig; treasurer, Frances Heaney.

The October meeting was a combined dinner and ways and means project at the Moskows. The food was good, as always, and all those lucky 49½'s were given their certificate of doubtful competency.

Seven of our members attended the Southwest Section meeting at Hoberg's. They had a wonderful time. All of them came back saying how nice it was to be a guest and treated so royally.

Next on the agenda is a fly-in to Blythe in November to visit our distant member, Patti Owsley. Everyone be sure to hold open the weekend of the 14th to enjoy the desert. In addition you will be able to become acquainted again with Patti.

#### NORTHERN ARIZONA CHAPTER

By Marilyn J. Bills

Jean Black, who had made the international meeting, gave us a good report at our August 29 meeting. Our officers were voted upon at that meeting for the coming year. They will be Jean Black, chairman; Helen Lawrence, vice chairman; and Dot Ward, secretary-treasurer. Beth Wright filled us in on her Air Club Pilots meeting in Oklahoma City. Ann Madariaga will be the new president of the White Mountain Flyers. In figuring our average flying hours for the past year for the international contest, Dot Ward and Ann Madariaga take top honors with over 75 hours a piece. Congratulations to Dot Ward — recently receiving her commercial pilot's rating. Another female received her private license here at the Flagstaff Airport this summer. We hope Carolyn Shoemaker will up our membership number to 15 before long. Beth Wright, Dot Ward and Helen Lawrence, flew to Tucson the weekend of October 17-18 to help with an air-lift. The Tucson 99's were raising the money for "air age eduaction".

#### ORANGE COUNTY CHAPTER

By Thon Abbott

SALUD! I have "volunteered" to write the news for the coming year. Our chairman again this year, Madine Parsel, began her second term in office



by having any number of "volunteers" actively engaged in everything from arranging parties to commendable worthwhile project planning. My stint as the chapter reporter promises to be eventful and a snap with such an active bunch of gals to write about.

Really, the first thing I write should be a tremendous THANK YOU to that unknown party who signed MY name to the fascinating story written by my neighbor Chris Hoffman! Our fabulous flight entitled, "How Could We Be So Lucky!" was accorded very special treatment on Page 10 of the October Newsletter. Kudos to Chris for her literary achievement, I'm sure it is of small comfort to know that I have been soundly congratulated a number of times for the article.

Sectionals are always stimulating and interesting. This last one at Hoberg's Resort north of San Francisco was no exception. The costumes worn to the cocktail hour and dinner Saturday night made that one evening we'll chuckle about for some time to come. My, but those gals had crazy imaginations to put together such indescribably clever costumes. The business meeting even went smoothly and the dinner speaker, Fred Goerner, was excellent. Mr. Goerner has spent a good number of years and a considerable amount of money researching "The Last Chapter" in the unfinished Amelia Earhart story.

Our chapter's October luncheon meeting was held at Fullerton Airport and the turnout even surprised us! It must have been because we let one and all know our speaker was to be Bruce Jacobs. Bruce is well known to us for his enthusiasm and diligence in flying doctors in and out of Mexico — so needless to say he added fuel to the inspiration already smoldering which is to have a "Mexico Project" ourselves. It seems there are now a sufficient number of airplanes to ferry the doctors, but they are being forced to leave badly needed supplies and medicines behind for lack of space, planes, and pilots. So, Madine chose some more "volunteers" to get this project off the ground — and they're doing it!

October 25th was fly-in, don't drive-in day at March Air Force Base. Autos couldn't be cleared for admittance, aircraft could. Coachella Valley Chapter extended a very tempting and "inviting invitation" to all in the Southwest Section to fly in, but only our gal Madine and her 49½er, Walt, made it from here. As always those who didn't attend were sorely disappointed upon

hearing how the boys at March treated the 99's of the Southwest Section.

Yours truly, fledgling reporter, works for the two all-time greats (in her admiring eyes), Frank Tallman and Paul Mantz, so from time to time an interesting flight comes up where they permit their 99-type-secretary to run an errand any one of which is apt to be somewhat different as most of our 80 airplanes classify as antique. Recently I flew one of our pilots up to Pt. Mugu Naval Air Station to pick up a World War I Nieuport fighter. Needless to say, these "oldies" of ours have very uncluttered panels (sometimes they sport an oil pressure gauge and an altimeter) so in order to use my radio in the Cessna 172, they had us make an formation take-off. I loved it, but the pilot in the open cockpit Nieuport was rather pale and nervous. He can't seem to get used to women drivers.

Our November meeting was held at the Orange County Airport and again we made it a luncheon which has worked out well and seems to attract not only our own members, but prospective members as well. This time, our speaker was a most remarkable gal with an enchanting southern drawl who was one of the original 25 WAFS (later to become part of the WASPS). Nancy Crews had just recently begun to fly again and her discovery of today's radio controlled fields, not to mention VHF navigation and an instrument course were most amusing, but the 99's and guests were spellbound with her experiences during the war when the WASPS ferried fighters and Bombers around the the United States to release men for active duty. The thing we just couldn't seem to grasp was how they tore around in P-47s, P-38s, and P-51s with "a chart" as their aid to navigation. Once, when the leader's chart blew out of the cockpit — with no radio to tell the girls following her what had happened — it was a matter of looking around until the leader spotted a landing strip some farmer had been thoughtful enough to keep the snow off —and land. Upon explaining to the others what had happened, with a borrowed chart, she was up and away fortunately in the right direction for there had been some aimless wandering until they found the farmer's strip. Nancy's story of her first flight in a single seat P-47 even had us a little twitchy. How would you like to fly a fighter in which you had had no instruction, simply because there was no place for an instructor to sit? Their

training had been in an AT-6 which was purported to be similar enough so the girls would have no trouble. They didn't after the initial moments of pure terror when they climbed, shakily and with mouths too dry to ask questions into the cockpit — somehow got the aircraft rolling down the runway and took off. Once airborne and committed, it was like the AT-6!

June Edwards is one of the busiest people in town. She has been asked to joint the California group of the American Society of Agriculture Consultants, and is scheduled to speak at their September meeting in Denver, Colo. June is also a member of the local Toast-mistress Club and was speaker for that group recently, using as her topic "Spray Program Gets Ninety-Nine Percent Kill."

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

## PHOENIX CHAPTER

By Vee Shawver

We, of the Phoenix Chapter of 99's, are proud of our Pat Lambert, who is the new governor for the Southwest Section. Pat has worked hard to increase membership and interest in our chapter and will be an inspiration to our district.

Jessie Wimmers recently flew in a 172 with a friend to Ponca City, Okla., to visit. Congratulations, Jessie! We hear you have passed your written instructor's examination.

Mary Vial is taking a course in conversational Spanish in preparation to go to Spain to visit her daughter, Mary, who is studying in Madrid.

Laverne Boyd just returned from a week's trip, landing at Jackson Airport in Wyoming and spending the week at a ranch outside of Moose, Wyo.

Marjy Crowl (who is a helicopter pilot instructor) is secretary and board member of a new organization in Mesa, named Choppers, Inc.

Trudy Murphy, our group chairman, along with the Lamberts and the Roberts (Alice) attended the Southwest Sectional meeting in Hoberg, Calif.

June Kaiser's daughter, who soloed on her 16th birthday has received word that she passed her written examination. (First time.)

Ruth Reinhold recently flew to Palm Springs and San Diego. As you know, Ruth is Senator Barry Goldwater's



pilot. We are proud of Ruth and offer her congratulations for receiving the award at the annual OX5 banquet on September 12, 1964.

Phoenix Chapter 99's are looking forward to a Fun-Fly-in-Flight Brunch at Hotel Francisco Grande in Casa Grande on October 18. We wish all of you could be with us.

Since this is the season for "politicking," I must cut this short and get up on my soapbox.

See you next month.

#### REDWOOD EMPIRE CHAPTER

By Bette Smith

The November meeting of Redwood Empire Chapter was supposed to be a fly-in to Sky Harbor Airport in Santa Cruz. As usual, this time of year, the weather just wouldn't cooperate and it rained, rained and poured. The wind blew too.

Esther Rice, who operates Sky Harbor with her husband, had planned to greet every 99 with fresh, hand-picked begonia corsages. We were then to be transported, via Bob Banzhaf's Rolls Royce, to the Banzhaf domain. Well, anyhow they were exciting plans. All was not lost however. Anna Brenner from Santa Rosa, Anita Conley from Vallejo along with future 49er Jack Worrel drove down in Anna's "Little Red Valiant". Myrtle Wright flew low and slow in her Pontiac from Pinole. We arrived at Sky Harbor, then on to Bob and Dorothy's.

It would take all the newsletter to tell about our meeting. Of course there were not enough in attendance for a quorum so there was no business conducted. Bob and Dorothy have been flying all over India, Turkey, Syria, Italy and oh-so-many more countries for the past seven or eight years. They have picked up some most delectable ways of preparing the most simple foods that makes the meal very exotic. Their tales of flying in the countries where they have flown pipeline service, etc., are so interesting. Having lived with the poor and the royalty of these countries, they have seen and learned so much more than anyone ever could who is just traveling through. They have been entertained by royalty and Dorothy was invited into the cockpit as co-pilot on a Russian jet. This has NEVER happened to a woman pilot before and possibly never to any foreign pilot in Russia. Of course this fine couple brought home many souvenirs and pictures. We reluctantly left this "room

from another world" and returned to reality with an invitation to come back in the spring. If anyone is in the vicinity of Santa Cruz and has the opportunity, I hope you will get in touch with Dorothy and Bob Banzhaf. No one could ever do a better job of presenting AMERICA to the rest of the world and likewise bring so much of the rest of the world to us. They are truly AMBASSADORS OF GOOD WILL.

#### SACRAMENTO VALLEY CHAPTER

By Florence Breen

A bouquet of orchids to our new Newsletter editor, Dorothy Young. You did an outstanding job on your first Newsletter for the 1964-65 year. Continue the good work.

Likewise, to the Sacramento officers! Although our vice chairman, Joyce Evans and her 49½er, Hugh, had just returned late the night of October 22 from an international Episcopal Church convention at St. Louis, Mo., she conducted our meeting on the 23rd of October as if she had been in town all the time. Before she left on the 10th of October for St. Louis, she had everything planned and taken care of, which I'd say was efficiency. (Our chairman, June Devine, was flying and driving all over Europe, which I'll tell you about later.)

We invited our 49's to have lunch with us at the International Room, at Sacramento Municipal Airport. Somehow it always makes our lunches and meetings more interesting if we can persuade our men folk to attend. La Rue Brown brought her Norm, Cleo Merrill with her charming doctor husband, Chet; Lillian Gray and Dave were with us, although their hearts were heavy on account of Dave's dad's serious illness. Of course Joyce Evans wouldn't dare come without her Hugh, as he was her helper in getting the Sheriff's Squadron rooms and our speakers. Our even prettier ex-chairman, Darlene, and her new husband, "Gil" Gilmore, surprised us by showing up. Both of them bubbling over about their honeymoon, that too, I'll tell you about later. By bargaining that I'd pay his expenses, yours truly consented he'd go with me. (Bet he'd be surprised if I didn't pay his expenses and go without him.) Carol Hammond's Al was duck hunting with their son, Russell. Ruth Wagner's husband is a doctor, enough said why he wasn't in attendance? Genevieve Conlin's husband had to work and couldn't get the

day off. No meeting would be complete without our Marianne McDonald, Beryl Eissinger, Barbara Graber, Carol Bloom and Trish Marks. We were grateful that weather was good enough to let Carol and Barbara fly in from Buchanan Field and Trish from Woodland. Last but not least, our three guests, Steve Williams, Jack Ledbetter and Grant Caywood. Steve Williams and Jack Ledbetter were our speakers, telling us about the proficiency race which is conducted every summer down at San Carlos Airport. Grant Caywood graciously offered to take pictures of the members present, so that we can start our "History of Each Member" book. If all of the meetings are as interesting and fun as the first one — what a wonderful time we will have this coming year.

As I said — Darlene and Gil were bubbling over with their flight in a four-engine turbo-prop C-130 which left Travis Air Force Base to Honolulu, Nandi, Fiji Isles and then into Melbourne, Australia, where they stayed a week. While there, they made the acquaintance of Freda Thompson, the vice governor of the Australian Chapter. Freda would have to buy a head size larger hat if she only knew all the nice things they told me about her. Am wondering if Darlene is planning on going back to Melbourne, because when Freda took them to the Morrabbin Airport, she took a written examination for an Australian private pilots license. Then took the results to the Australian Civil Aviation office and after an oral examination they issued her a pilots license! On their way home they flew to Christ Church, New Zealand, Pago Pago in the Samoan Island, back to Honolulu and then home to Travis. A total of 56 hours flying time, covering about 16,000 miles in two weeks time. How could it ever be done, without flying?

Our other gad-about, June Devine, and her 49½er, Jim, left on Lufthansa Air Lines and flew to Cologne, Germany. While there took a trip down the Rhine River, stopped in Weisbaden to see our daughter, Joyce and family, then over to Switzerland. By that time they couldn't stand it any longer and went looking for an airport which they found in Neuchattel, Switzerland. And what do you think they found there? A Bonanza belonging to Marian Hart! Made them so lonesome to go flying that they took a 40 minute flight (costs a mint of money to fly over there) and flew over the glaciers in Austria and





Sacramento Valley members by an EC-121D (Radar equipped, beefed up, Super G Constellation used by the 552nd Airborne Early Warning and Control Wing at McClellan Field). As guests of the Air Force, July 4th, Flew a two hour, out-to-sea mission. (Air Force Picture).

while at 13,500 feet altitude could see Italy and the Alps. Must have been a beautiful sight. Of course one couldn't be in Germany during October and not attend the Oktoberfest in Munich. Visited Vienna, Venice, Florence, took in the Pisa Leaning Tower, and recuperated at the Italian Riviera. They were gone seven weeks and drove over 3600 miles. June says driving over there is really something and lots of fun. She couldn't be satisfied with all this activity but came home and attended the AOPA seminar which was held at Patterson's Flying Service and got her Blue Seal ticket. What energy! Don't know if any other Sacramento Valley Chapter members attended the AOPA school or not.

On October 10th there was a seminar in Red Bluff, which the FAA conduct-

ed. Our 49½, Dr. Phipps, Esther's better half, conducted one of the classes with Santa Clara Chapter's 99 member Jackie Joo. We're mighty proud to have "Lew" so capable and willing to give of his time to further aviation. As to Jackie — she'd make flying fun for anyone. Understand that beautiful blondes — which Jackie is — are supposed to be "dumb". Jackie is certainly a false alarm if that is true, as she is not only pretty and sharp as a tack but has a very personable personality. The "Big Bird" found its way up there in time for yours truly to attend this class. Plan to make it all day next year, and hope more flyers will do likewise, because we are missing so much by not attending.

Carol Bloom is realizing how much flying a twin engine plane spoils you

for flying a single engine plane. She is checking out in a 310 Cessna and should have her multi-engine rating by this time. Also, working on her twin license is LaRue Brown. Norm is being a good "guy" and letting her fly his precious baby — the twin Comanche and also letting LaRue take lessons. If weather had behaved, she too would have had her license.

Cleo and Chet Merrill said they had a wonderful time when they flew the Cessna Skylane to Bryce Canyon. Their boys especially enjoyed the trip down the canyon on horseback. Wonder if mother and daddy could enjoy sitting down the next day?

Claire Raley decided that "Clara-belle" had rested enough, so took off to meet Tom at Palm Springs. They rented a house for a month but Claire



had to come home the day of election, as they wouldn't send her an absentee ballot. She couldn't go back, as weather turned bad and hasn't been very good since. While down there, Tom surprised Claire, by asking her to fly him to a meeting in Fresno. Think Tom is beginning to see the convenience of private flying.

Ladybugs are resting — unless we get good weather and can get together on the spur of the moment — until spring. With the busy time of the holidays coming up and the uncertainty of weather, we all thought it wise to go into hibernation. But what a last wonderful flight we had. We flew into Monterey and was the guest of Louise Pickett, LaRue Brown's friend, of Pebble Beach. She took us to the Monterey Peninsula County Club for lunch. Edith Brewer and Carol Hammond flew a rented Cessna down and had two guests. LaRue Brown rented the Cherokee and Dorothy Huntley co-piloted for her. They had a full plane. Virginia Townsend flew her Cessna and had a guest. Vija Berry had her Cessna full; Gladys Cobb from Bay Cities Chapter brought Nancy Lynam, Bettye Henson and Hi Reilich. The "Big Bird" had Ruth Jacquot of Bay Cities, Barbara Graber, Ruth Wagner and two other guests as passengers. Yours truly is still under the gun with excellent co-pilots watching. Then we had with us Olga Scheffler of Carmel, Mary McDonnell, student pilot of Carmel, and another pilot from Pebble Beach. Hi Reilich thinks there are enough flyers and pilots in that vicinity that a 99 chapter might be organized. It would be a wonderful addition if we could get these lovely ladies to join our organization. Sure glad we made Monterey! Hope next Ladybug season we'll still have other 99 chapters join us.

Where, oh where, are our members that haven't been attending or given me any news? Remember — I told you I had a good imagination to make things up, if you don't let me know about yourselves. Until next Newsletter time, December — where did the year go so fast?

#### **SAN DIEGO CHAPTER**

**By Ruth Ebey**

**SEPTEMBER** — Our meeting was held at Margaret Moody's home. For a part of the evening a young octopus undulating in a small aquarium was the center of attention.

At the recent hangar dance given by

El Cajon Valley Chapter, our brand new chairman, Stella Hardin, won an hour's flying time.

Lois and 49½er, Harry, Bartling flew to Phoenix a few weeks ago, had hoped to continue on to Santa Fe, but were prevented by wide-ranging thunderstorms.

Among Labor Day weekend trips were Ruby and Jack Keaveny non-stopping to Medford, Oregon, in 182 (with aux. tank). Also Jackie and Charles Brooks and children enjoyed Sequoia, but were plagued with flu.

Lyn Briggs and Lois Bartling flew up not long ago to Van Nuys for lunch.

Gertie Lockwood took a leisurely trip in 175 to Seattle and Blakely Island.

Back to school went Stella Hardin, taking Spanish, and Marian Jepsen, coming down the home stretch for her BS degree (accounting major). Marian flew down from Long Beach between sessions of AWTAR board meeting to take a couple of final exams, then returned the same day to Long Beach!

**OCTOBER** — June Hickox and 49½er Jim shared flying to Illinois.

We are beaming with pride that Marian Jepsen was elected vice governor of the Southwest Section.

Martha and John Mullen flew up to the high Sierras for hunting.

October meeting was a Terry Vasques' home. Because of very warm weather, the meeting itself was held out on her patio with a lovely view of Mission Bay. Afterward, we adjourned to the living room for a profitable white elephant sale.

**NOVEMBER** — Gertie Lockwood flew back (airline this time) for a class reunion at Oberlin College in Ohio.

Lois and Harry Bartling flew to Monterey to attend a safety seminar conducted by the military.

Terry Vasques attended the third manned space flight meeting sponsored by the American Institute of Aeronautics and Astronautics and NASA at Houston.

November meeting was a dinner held at the Marine Corps Recruit Depot officers club, arranged by program chairman, June Hickox. Officers for the coming year were installed. 49½ers who could (several were out of town) attended. Excellent food and pleasant conversation made for a delightful evening.

We welcome our newest member, Betty Wharton. Betty and her 49½er, Claud, recently acquired a Cessna 210.

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

**By Trixie-Ann Schubert**

Our up-in-the-air chapter took third place this fall at the sectional at Hoberg in northern California in both flight time for non professional fliers, and flight times for pros, those who earn their living flying. Lola Ricci was elected as sectional secretary. Members at the sectional, who gave active support to all proposals that would perpetuate the Powder Puff Derby were Chairman Jan Hardin, Lola Ricci, Mary Kemper, Lois Miles, Florence Ditmar, Libby Svenson, Marilyn Arnold, and Trixie.

Jan flew her Fournaire to Lake Havasu and Chico this month; Liz Crowley, Liz Cuadra (prospective), and Mary Kemper were off to the races, at Reno. Mary and Betty Malone attended the Explorers Dinner which honors outstanding achievements including Joan Merriam Smith's world equator flights. Who should Mary run into in the ladies lounge at the banquet by Gloria Swanson. Mary "thinks" she talked her into learning to fly. Mary also took off suddenly for Great Falls, Mont., to visit an ailing father.

Florence Ditmar flew some dual in a Travelair and Bonanza. Audrey Schutte got her ground instructor rating. As membership chairman she pinned new member Bettye Fry.

Jeanine Ceccio flew to Santa Paula and carried her land transportation with her — a scooter which fits nicely into the back of the plane. Millie Ow got far, far from home with a flight to British Columbia where she saw hundreds of wild mountain goats, and did some fishing before flying on to Prince George. Millie is taking some training in the Cessna 205. Also on a fishing and deer hunting expedition was Shirley Thom.

Virginia Rainwater flew to Monterey for a couple of days, flew at night over the coast of the Pacific, and another day winged over to Santa Paula. Ellen Trindle says she washed her plane and got an upside down view of takeoffs and landings about her while she scrubbed off the underside. Libby Svenson checked out in a 182 and flew to Loma Rica Airport. Donna Fisher has been taking people for rides in her Erco Coupe. Many such people are her school children whom she indoctrinates in aviation.

Lois Miles checked out in the Comanche 400, made an IFR departure to keep current on instruments. Marilyn Arnold checked out a Comanche 250.



Laura Cangiano, Kathy Black, Mary Johnson, Lois Mauer, were up local flying. Ardie Trenholm is working full time now at Skyways, Van Nuys Airport. Great incentive to work on her multi-engine rating which is just what she's going—in a Sky Knight.

Several new pilots joining us with intent of becoming 99's were Kay Botzum, Pat Demitter, Marjorie Morang, Jeanette Gorham, and Jeanne Day. Jeanne, a teacher, says she culminated a 17 year dream to fly by starting lessons and getting her license 48 days later.

Trixie-Ann Schubert flew to the Nut Tree with Shirley Gilmore and there harangued briefly with Max Karant, intrepid AOPA editor.

Lois Mauer is fly-in chairman and she welcomes any 99's outside our chapter to join us on fly-ins.

Ten airplanes, 31 girls turned out for the October fly-in to Apple Valley; one of the largest fly-ins we've had. Lois Mauer is fly-in chairman. Working on new ratings are: Catherine Black, on instrument; newly transferred Ellen Heiman, on instrument rating.

Virginia Rainwater, pinned at the November meet, took her father on his first flight. First time he has been airborne, even though he builds airplanes, since the day 40 years ago when he went up for a ride and the plane fell apart. Mary Kemper took her Skyways Flyaway group to the Hearst Castle at San Simeon, and another weekend to Death Valley. Mary welcomed Pat Jetton, 99 secretary of the South Central Section, to Van Nuys for her first visit there in 15 years of flying. Pat flies from Airhaven at Red Bird Airport, Dallas; matter of fact, she and her husband operate Airhaven. Pat was delivering a Cherokee and returning to Dallas commercial. Mary is making phenomenal progress with LAX and city officials for start of the Powder Puff here in 1968.

Jan Hardin, preparing for her daughter's wedding this month, has found time for a couple hours in a Link, flights to Lake Havasu and San Diego, and checkout in a '48 Trojan. She has left General Aviation News.

Jeanine Ceccio is so missed by her chapter that we're planning a fly-in to her area just to see her. Her new address: 651 Arbutus, Sunnyvale, Calif. Libby Svenson has taken over for Jeanine as chairman of our big annual hangar dance at Christmas time. It's Dec. 5 this year, and in Skyways hangar. A SFV Hangar Dance is an occa-

sion to remember. Come, see for yourself. Both Libby and Mary Johnson took their pre-school daughters flying.

Lola Ricci is now working at General Aviation News but has sandwiched in some local flying.

Marilyn Arnold got a P-51 ride to Mt. Whitney, spent 40 hours flying to New Orleans and Miami. Lois Miles, Laura Cangiani, Bette Malone flew to Apple Valley. Bette has been accompanying her pilot husband in flying successful senatorial candidate George Murphy around the state during the pre-election days.

Pat Demitter flew locally; Jeanne Day plans a 150 ferry flight from Wichita later this month.

Peripatetic Flossie Dittmar flew to Ensenada, San Diego, Merced, Apple Valley. Audrey Schutte to Apple Valley and Palm Springs. Peggy Hollister to San Luis Obispo. Barbara Stoer joined us as a prospective 99 from Thousand Oaks. Marjorie Morong soloed so we can expect her to join shortly.

Lauretta Foy is ensconced at Palm Springs, working for Southwest Helicopter Co.

Our chapter congratulations to the newly formed Las Vegas chapter who received their charter in the Ninety-Nines October 25th. We were much pleased to receive the sectional trophy for airmarking this year. Question is, who has the trophy?

#### **SAN GABRIEL VALLEY CHAPTER**

**By Rose Ann Ford**

It's been a long time since I've had to meet a deadline for the printed page, so I miss the first one; almost replaced before I start. Wish the excuse could be too much flying time!

The worst kept secret of the month was "revealed" at our November 12 meeting at Brackett Field in Pomona. Ruth Ehr had received her commercial the previous Sunday. Ginny Graham told all and Ruth was presented with some "fun-type" gifts and the chapter's congratulations.

Our speaker for this meeting was Paul J. Allison on the staff of the Regional Director, Western Region FAA. Mr. Allison's talk on Air Traffic Control was entertaining as well as informative and we had a good turn out of members and guests.

Ginny Graham, Ruth Ehr and Shirley Gilmore with 49½'s and guests forged through the marginal weather to attend the very special tour of March AFB, sponsored by the Coachella Valley Chapter. This proved to be one of the

most exciting and interesting tours any of the group had experienced, with the opportunity to go through both the B-52 bombers and KC-35 tankers, plus a visit to almost every aspect of the SAC base, including the "Ready Room," tower, Rapcon facility and witnessed a call on the "hot line" to SAC headquarters in Omaha. With such enthusiastic reports, we hope for more tours of this type.

June Denney's Debonair and Dorothy Geddes' 182 have kept the airways hot between El Monte and San Francisco; Isabel Owen and 49½ spent a week in Idaho Falls; Libby Kirk and Betty Epert joined the San Fernando Chapter at Apple Valley for their luncheon fly-in meeting; Penny Swope jetted to "The Islands" for a vacation trip in October; Virginia Wegener picked up a new Cessna in Wichita and is busy working on her commercial.

It isn't easy to keep up with our fly-ingest member, Polly Stoehr, but latest reports indicate trips to Regina, Saskatchewan, Canada, home for a day or two and off for points East again.

Norma Wilcox's new blue and white bird, specifically a Cessna 182, made a two week tour of Utah, Oregon and Nevada; and was thoughtful enough to take Norma along plus her four year old granddaughter as co-pilot. While in Utah, Norma and Jane Haag attended a Weather Seminar at the University of Logan, Utah, with the members of the Utah Ninety-Nines.

Will end this report holding the kind thought that Ginny Graham was winged her way east to spend Thanksgiving with her son at Yale University.

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

**By Laverne Gudgel**

An unusually warm September and October kept most of our chapter members active flying and vacationing. Hazy, with near minimums VFR visibility, gave all of us who attended the October meeting at the Avis picnic grounds, Buchanan Field, Concord, chances to use our co-pilots' and our own "eagle eyes". Marie McDowell, our new chairman, and Dorothy Koebel flew in to the meeting in McDowell's K model Bonanza from Gustine, Terry Holm with Mrs. Terrell, her mother, as guest from Atwater, Martha Graham flew over the hill from Antioch in her Piper Colt, Jean Murray piloted their Cessna 182 over from Stockton and Laverne Gudgel flew her Piper Colt with her guest Bonnie Cazares from Merced.



Dates were set and plans were discussed for the rummage sale in December, our Christmas party to be held at the home of the Harley Murrays on December 13, and a tentative March 6 date set for our anniversary dinner party. A point system to encourage flying activities is under study by Dorothy Koebel and Marie McDowell and will be presented to our chapter members soon.

Our November fly-in meeting at Antioch had to be called off and the alternate "ground-port" at Modesto used due to the inclement weather on our meeting date. Vice-Chairman Terry Holm conducted the meeting since Marie McDowell was on a flight to Wichita, Kan., to attend a workshop with 49½er Alan, newly elected president of the California Flying Farmers. The McDowells have made numerous flights to the Los Angeles area the last two months visiting their daughters.

"Tiny" Terry Holm has been busy riding the wing of Bud Fountain's Stearman at the Red Bluff Air Show and two performances at the Reno Air Races. A taped interview with Terry at Reno was recently shown on Wide World of Sports TV program and a picture of her on the wing (erroneously named) was in the November 7 issue of Post magazine. Too bad, as we all believe she deserves all the publicity she gets for these feats. Missing Links TV program gave Terry a commercial flight to New York to appear on the program in July so she and 49½er Dr. Holm, made the most of it by seeing the World's Fair and flew on to Jamaica and Puerto Rico.

Our world traveler Viola Labrucherie and 49½er, Al, report the Olympics in Japan were very good. They left Los Angeles on a Pan-Am jet via Guam to Manila for two days, on to Hong Kong four days where they looked across the fence into Red China, then to the Olympics. They toured Japan for four more days, stopped at Honolulu for a couple more then back home. Terrific.

New member Martha Graham has been busy with flights to a fly-in breakfast at Watsonville, Nut Tree, San Jose and also Merced where she and her 49½er recently acquired a Cessna Sky-lane.

Margaret and Don Andrews went commercial 707 jet to Las Vegas to visit their son — with Bonanza Airlines — in October and are planning a six week vacation aboard their Chris-

craft in Mexican waters the first of the coming year.

Laura Mae and Gene Crawford have just returned from a flight to Kansas City in their Bonanza to visit their son, Stanley, a co-pilot with TWA, and Jean Murray took a solo flight to Hawthorne to pick up her daughter, just returning from summer session at the University of Hawaii.

Jean, Marie and Laverne Gudgel attended the lunch and business meeting at the Hoberg sectional. The Gudgels also flew to Reno for the Air Races on the two weekends, and Laverne is frantically trying to get some flying time in before IFR weather sets in for the winter months, with flights to Nut Tree, Hollister and Watsonville, Chandler and Fresno Air Terminal at Fresno for parts for hubby's business.

We're losing Jean Skinner to the Bakersfield Chapter, since they are moving down that way. So sorry to see her go.

So happy to report Ev Hendley's husband, Walter, completely cured of valley fever — the quickest on record, one year — but surely hasn't been too quick for them. With this good news we'll sign off until next month. Happy holidays!

## **TUCSON CHAPTER**

**By Maggie Schock**

As we have not had a column in the Newsletter for awhile, I was at a loss of where to begin. Last night solved the problem neatly. It SNOWED (Nov. 15) in Tucson. Lawns and trees and parked cars were all mantled in soft, fleecy white and the city was so quiet. Snow on the desert is unlike snow anywhere else on earth. This morning several small planes were obviously sightseeing near the base of the Catalina Mountains. Hope they all had cameras aboard.

From the pictures of snow we move back to July and pictures of the AW-Tour, of which we have lots! This year the Tour left Tucson August 17th for overnight in El Paso where Ruth Deerman met with the girls briefly just after arriving home from the national convention. Then on to Santa Fe for two nights, Show Low for one night and back to Tucson for a big dinner and party at the Westward Look Guest Ranch. The "navigation problem" from Show Low to Tucson was won by Thelma Bishop of San Diego Chapter. It was a real close "problem" with the first six scores .5 of a point apart. It was sheer inspiration that stopped Pat

and Truly Nolan on the way to the party for a road crossing desert tortoise. The turtle never made it to the other side. Transporting it to the Westward Look in the Nolan's antique Rolls Royce turned it into the perfect Tail End Tony prize for Laura Bohanan.

The same night we awarded our first Bob Schmidt Scholarship to a Tucson girl, Patty Lietha. She began ground school with Casey Jones this summer and will receive some flying time from our instructor member Dorothy Jenkins. A percentage is taken from our penny-a-pound profits for the scholarship and will go each year to a girl selected by the chapter. Patty is a student at the University of Arizona and has been an active member of the CAP for several years. An enthusiastic 99 project.

August was also a big month for Maggie Schock who earned her commercial license. Most of the credit goes to her 49½er Ray who was her instructor — and they are still speaking! A very patient man.

The new officers elected in September are: Frances Francis, chairman; Patsy Brooks, vice chairman; Barbara Welsh, treasurer; Shirley Marshall, secretary; Maggie Schock, member-at-large; Virginia Edwards, ex-officio.

Frances Francis, Dorothy Jenkins and Gertrude Gelderman took off in September for the Southwest Sectional at Hoberg's flying a new Mooney Mark 21, donated — I repeat, donated — by Hank Donald of Donald Aviation. We bid for the Southwest Sectional and got it. The date is April 23 to 25 in Tucson. We hope many of you will join us for a weekend of fun. Spring in Tucson is the loveliest time of the year. There will be more on this later.

At Hoberg's the site of the national convention for 1968 was also discussed. Tucson will re-submit its bid for the convention at the sectional in Utah this fall. If your chapter is not bidding we hope you will consider supporting Tucson for the 1968 site.

October saw the whole chapter involved in our 7th annual penny-a-pound airlift. After doing this so many times it is all pretty routine to us now. The only real surprise left is the fact that it grows each year. 1964 was no exception. We topped our last airlift by 20,000 pounds making a grand total of 1,550,531 pounds flown plus free flights for 2,371 pounds of teachers. Our money goes mostly for air education in the schools with a percentage to a scholarship for a girl and a little for expenses.



The Tucson Airport Authority gives us all our fuel and flying services and private owners donate their aircraft; often with a pilot. This year 20 aircraft were used including a Dove from Hudgins and a flashy Skymaster from Mercury Aviation. The cooperation of so many people is needed for an operation of this kind — and we are so grateful for the help we receive each year. Our aim is to bring the public in direct contact with private flying as well as to raise funds. Promoting general aviation with activities of this sort is, after all, part of our purpose as 99's. Whenever we give flying a boost, we give women in flying a boost, too!

We always follow our penny-a-pound a few weeks later with a "Thank You" party for everyone connected with the airlift: plane owners, line boys, tower operators, pilots, etc. This year saw the size of the party grow in proportion to the pounds flown and we bulged the walls of the Nolan Casa and overflowed everywhere except into the swimming pool. As the punch bowl emptied for the sixth time instructors and students could be heard all over the room cancelling flights for the next morning. All except Pat Morse who had an appointment for her recommendation ride early Sunday. She made it; made the flight test, too, and is now filling out her application for membership in the 99's.

A word about some of our members must include the fact that Bonnie Feather has moved temporarily to Columbus, Miss., and Norma Romish to Niceville, Fla. — also temporarily. Laura Bohanan has her recommendation for her commercial flight test in hand and is frantically trying to make an appointment with the FAA for her ride. With Virginia Edwards, Maggie Schock and now Laura that will make three new commercial licenses this year and one multi-engine rating for Patsy Brooks. A pretty good record we think, and it's been fun. Our three new members, Sherry Boice, Virginia Cook and Marie Elsner, worked so hard on the airlife that some of us "older" members will just sit back and watch next year — or leave town until it is all over.

Our local private airport, Freeway, has recently changed ownership. They have some big plans and lots of enthusiasm. When you call in on 122.8 you will hear our former member, Pat Munson, on Unicom. Hope she will soon be back with us in the 99's.

## UTAH CHAPTER

By Lucile Christopherson

During the past five days we have had real winter weather. All the mountains surrounding the valleys are covered with several feet of snow. Utah is becoming known for her wonderful ski resorts and the populace has taken to the "boards" with a zest!

OCTOBER 7th: Our monthly meeting was held at the home of Marjorie Mackey who served delightful refreshments to the following members and guests: Ruth Walker, Louise Morrison, Virginia Reidel, Lyle Beckstrand, Lois Fredericks, Eunice Naylor, Alberta Nicholson, Maxine Nielson, Bonnie York, Nancy Reuling, Lucile Christopherson, Pat Panos and Sue Ellis, Donna Dahl, Marilyn Schaugaard, Kay Beer, Karyl Knowlton and Joan Barker.

OCTOBER 24th: A flight seminar was held at the University at Logan to which all Utah pilots and interested friends were invited. Six planes manned by nine 99's and seven guests participated with other flyers from the state in informational sessions. We were pleased to have with us Norma Wilcox, our sectional secretary-treasurer, at this meeting in Logan.

NOVEMBER 7th: We thoroughly enjoyed our 14th anniversary dinner party held at the Greystone Plaza in Salt Lake City. Our anniversary has been for years under the hostessship of Jane Andreason who always sponsors an outstanding event. The following girls and guests were present: Bonnie York, Lyle Beckstrand, Louise Morrison, Loretta Gabrielson, Alberta Nicholson, Marjorie Mackey, Lois Fredericks, Maxine Nielson, Pat Panos, Ruth Walker, Virginia Reidel, charter members Jane Andreason, Eunice Naylor and Lucile Christopherson and guests Mary Jane Thompson and Diana Christopherson.

NOVEMBER 14th: This day was scheduled for the dedication of the new runway at Provo Airport. The Utah Chapter of Ninety-Nines had planned to sponsor "penny-a-pound" rides and serve snacks to obtain additional monies for 99 activities. However, the weather turned from the beautiful autumn weather we had been enjoying the past two and a half months to a raw, blustery day. The dedication went forward as scheduled and the 99 gals held the food sales and rides but in place of the expected gains we cleared only expenses and a little over \$15. We learned, however, that we could do it and we shall try again. We received outstanding publicity for our part (we

had intended also to paint the name of "PROVO" on the new strip) both through the newspapers and television stations. Thanks, Utah Chapter, for standing behind us — you were good sports and it was wonderful to have you present.

Here is some of the news of our local gals:

Louise Morrison is a very busy mother. Currently she is P-TA president of Pioneer Elementary School, a reporter for the Murray Eagle newspaper and is working hard on her written and flight tests for her commercial ticket. Her Luscombe has just been relicensed and when the "going" gets rough she takes to the air to 'cool' off.

We are very proud of one of our 99's, Ruth Walker. Ruth successfully passed the National Radiological Technologist examination, graduating from an approved school. This is a life-long certificate renewed yearly through dues.

Maxine Nielson has been getting some additional dual time in a Bonanza and Cherokee 235. We are proud of Maxine — she is one of our outstanding commercial pilots.

Marjorie Mackey has been flying about the countryside with her husband to such places as Boise and Denver in their Cherokee.

Lois Fredericks, husband and daughter have been flying weekly to their ranch at Wickenburg, Ariz. Imagine enjoying such luxury as horseback riding and swimming while we keep the sky trails hot.

Pat Panos, her husband and two close friends flew to Denver to visit with a close friend and neighbor.

Alberta Nicholson has been getting a great deal of fun and experience out of dropping skydivers from her plane. She is the new chairman of our chapter for 1964-65 and she has a world of ideas for coming 99 activities.

One of our former 99's (and we hope she will soon renew her membership) Nichy Harding, is now teaching arts and crafts at the Lincoln Junior High School at Oren, Utah. This teaching certificate has been entirely obtained after her little girl (who is number five child) started into kindergarten. You see, these 99 gals are always reaching up and out to new horizons!

Jane Andreason, as purchasing agent for Salt Lake Aircraft Parts, attended the October meeting held in Salt Lake City by Continental Motors for its distributors.

Sally Wells, Cedar City, Utah, with



two little girls in school is daily helping her husband with her commercial license at the Cedar City Airport where they act as operators.

Virginia Reidel has been grounded all month due to the annual inspection of her plane — it has been a long, long month!

Eunice Naylor has been very busy with her areo-space education program. This fall she has been a guest speaker at three high school areospace education classes, met with the areospace director at Weber State College and made such plans as a teacher workshop next June. She was a guest speaker at the Skyline High School Father and Son Night, was a guest speaker during November at the Central Junior High School parents and teacher meeting, speaker at the Salt Lake Optimist Club and also at the YWCA women's group. Eunice is doing a wonderful job in aerospace education.

Loretta Gabrielson and her husband, Lee, have enjoyed their round-robin flight to Reno, Sacramento, Merced, Oxnard, Van Nuys (where they were weather in by fog and rain), Los Angeles, San Diego, Tucson (50 mph head winds with 70 mph ground speed with a total of 6 hours from Los Angeles to Tucson) and then on to Provo. Pilots are usually cautioned by radio about the jet flights taking place over Grand Canyon (7500-9000) and even though she was at 11,000 feet two jet planes startled them by flying directly under them over the Grand Canyon. Loretta swears they looked much closer than 2000 feet. Loretta says: "Pilots, beware of jet planes over the Grand Canyon area!"



#### GREATER NEW YORK CHAPTER

By Irene B. Keith

The Greater New York Chapter of the 99's purchased a "DAY" at the Fair for the 99's. This was done by buying and selling over one thousand gate tickets to the fair and we were advertised in all listings of activities for the date of July 10th for the New York World's Fair.

Atlantic City, N. J., city of the AWTAR terminus, was interested in featuring Joan Merriam Smith in the "Aviation Week" July 4th through 10th and

she accepted their invitation to bring her airplane to Atlantic City to be displayed at Bader Field as guest of Atlantic City.

Robert Campbell, public relations of the New York World's Fair Corp., asked that she be featured at our day at the fair. We were pleased to do so.

The state of New Jersey gave us permission to have our certificate presentation in their pavilion. With the cooperation of Mr. Campbell and Mr. Slater, public relations of the New Jersey Pavilion, we set up the following for the day.

It was decided that as we had two international members present at the terminus of the race they would be asked to be guests of honor with Joan. Anesia Machado of Brazil and Captain Kyung O. Kim were the ones present. Our beloved Blanche Noyes being present was included. It was hoped that Louise Thaden would be present but she was unable. To round out the group, our first long distant pilot, Betty Miller. Then the topping the winners of 1964 AWTAR.

Mr. Dodson, public relations of Atlantic City, arranged for busses to take us to and from the fair as guests of Atlantic City. We left for New York at 8 a.m. with a stop for breakfast and arrived at the main gate of the fair about 11:30 a.m.

On arriving at the New Jersey Pavilion, Joan Merriam was given a special press interview before we were seated for the presentation. The group above was placed on the stand and I expected that the N.J. P.R. would take it from there, but oh, no! I was asked to introduce the people I had on the platform. On doing so, Gen. Potter, executive vice president of the World's Fair Corp., was introduced to make the presentation of the Ninety-Nines World's Fair Certificate. Joan Merriam Smith received the certificate on behalf of the Ninety-Nines. Quite a group of Ninety-Nines were present in the audience.

This did not end the day as we took a placard of the Amelia Earhart stamps pictures, first flight covers, etc. brought in by Fay Wells in Washington. So with Joan and Alice Hammond, chairman of the AE Scholarship, we went to the World's Fair post office and presented the placard to the superintendent, Mr. Bernaldi.

Then Al Gossett, director of aviation sales of A. C., set up a special tour of the General Motors Pavilion. About 80 people joined us there with Joan and

Betty Miller receiving the honors (A. C. in their aircraft) and some very nice pictures of the two were taken here. On a very warm day we were received in their VIP lounge and given a cool drink then fed into the tour lines so as not to disrupt the daily program. Our many thanks to A. C.

Each place we had to be with Joan was of course across the 650 acres and it took all the time we were there to complete the publicity tour. Again we took Joan and the winners of the 1964 AWTAR — Mary Ann Noah and Mary Aikens to the RCA Pavilion. Here they were set up for a closed circuit color TV interview. They all looked real nice in color.

Throughout all this traveling to see that Joan and I were able to be at each place on time, the public relations men, Mr. Slater and aide of the New Jersey Pavilion, escorted all the way and we do give them our many thanks.

This was a long day and we headed back to Atlantic City at 9:30 p.m. with one bus load so tired they slept all the way and the other singing all the way and we arrived back at the Dennis Hotel at 1 a.m.

The certificate was presented by the Greater New York Chapter to the Ninety-Nines President Ruth Deerman at the National Convention to be placed in our headquarters in Oklahoma City.

At the Shelbourne Hotel on November 6th our new section and chapter officers were inaugurated with 64 members and guests present. It was our pleasure to welcome as our new Section Governor Doris Renninger, who will be assisted throughout the year by Kaye Hildebrandt, vice governor; Peggy Wahl, treasurer; and Mina Eschler, secretary. As for our chapter officers, we are looking forward to an action-packed year headed by Pat Wilson, chairman, aided and abetted by Julie Vom Saal, vice chairman; Phyllis Sprowl, recording secretary; Nancy Graham, corresponding secretary; and Barbara Brotherton, treasurer.

We are pleased to see our numbers growing, and welcome as new members Barbara Shaw of Sparta, N. J., Betty Suffern of Port Jervis, N. Y., Esther Hill of Massapequa, L. I., and Pril Loveridge of Middletown, N. J. We also welcome to our group Rita Gibson, who has transferred to the Greater New York Chapter from the Washington, D. C. Chapter, having moved to East Northport, N. Y.

Vera Bratz, chairman of the IAR



(May 24-26, 1965) visited New York to look into the local airport situation for the race start. The IAR start chairman is to be Julie Vom Saal.

There have been several interesting trips taken by our members in the last few months. Nancy Graham, with Judy Short, a 99'er from Lexington, Ky., ferried a helicopter from California to the Rotair Flight School in Lexington last August. Julie Vom Saal and her 49½'er flew to Palm Springs, Calif., to the Flying Physicians convention in September, and in October Ellie McCullough ferried a Cessna 150 from Kansas to MacArthur Field, L. I. As escorts, Ellie had nine men flying nine other 150's.

Those of us who had our radios tuned to local station WOR enjoyed hearing Doris Rettinger with Freddie Feldman in his helicopter checking our commuter traffic last month. Doris is very proud to have another member of her family well on his way to getting his private pilot's license. Her son, Warren, soloed at Halsmer Airport in Lafayette, Md., and got in 25 hours of flying time before returning to college.

We were happy to have Alice Roberts, international vice president, detour from Washington, D. C., to visit with N.Y.-N.J. 99's. Alice and a number of 99's attended Ma Chamberlain's WIAA meeting at the Wings Club in October.

Recent graduates from the Lycoming Engine School at Williamsport, Pa., were Julie Vom Saal, Mina Elschner, Chris Winzer, and Selma Cronin. Other members of our chapter who have taken this course are Barbara Brother-ton, Pat Wilson and Barbara Evans. All the girls who have taken the course are very enthusiastic about it, and highly recommend it to any other 99's who might be interested in learning a bit more about the gadget up front that keeps them in the air.

We all wish Selma Cronin and her Bohamas "Treasure Hunt," and Jeanne Spielbert bon voyage on her island hopping cruise.

## WESTERN NEW YORK CHAPTER

By Jean Mutchler

A very fine October luncheon was marred only by the absence of the girls from Canada; we had so looked forward to meeting with them. Some thinking people there worked out some good ideas: henceforth we shall have five dollars a year chapter dues to finance worthwhile activities but a special effort for the Amelia Earhart Scholarship Fund will be made on a continual

basis through an airplane-turned-piggy-bank.

The aviation theme costume Halloween party was really a fun night with many thanks due hostess "Tiger (flying) Dorita Norton. Among those enjoying the occasion were "windsock" Terri and 49½ "hot pilot" Ed Pirrung, "1938's well dressed flyer" Ethel Fedders, "airline pilot" Joanne Kohler, "thunderhead" Peg and 49½ "calculator" Al Wahl, "flight surgeon" guest Barbara Chick, "early aviatrix" Naomi and 49½ "even an ape can fly" Jim Meeker, and "IFR equipped witch" Jean Mutchler. A well delivered talk by FBO, area helicopter pioneer Jack Prior brought us up to date on the latest advances in small aircraft and entertained us with anecdotes from his flying activities.

Peg Wahl wins congratulations for election as section treasurer. Peg and 49½ Al just returned from a trip to San Antonio via Comanche. That's more flying than most of us have managed lately, but Joanne Kohler and Terri Pirrung have added to their achievements by checking out in a Bonanza and Joanne has checked out in a Cherokee.

We're very happy to welcome Gloria Santucci to our chapter.

The 99's were featured in a half-page article in the Buffalo paper recently! Ethel Fedders and Lorri Moore were photographed next to a Travel-Air and interview by a man who is obviously now aware that women pilots, and 99's in particular, are fine things.

## Hangar Flying

### COMMON MISCONCEPTIONS

If an aircraft's stalling speed is 60 mph and you are flying at an airspeed of 70 mph into a 30 mph wind, will the aircraft stall if you maintain this airspeed of 70 mph but turn downwind? THE CORRECT ANSWER IS NO.

Is the stalling speed of an airplane a function of the airspeed or the ground speed? THE AIRSPEED.

Does the direction of the wind have any effect on the airspeed of an aircraft in flight? NO.

(Many students, and unfortunately, some licensed pilots have the misconception that lack of a head wind contributes to a stall.)

Airspeed is the only speed which holds any significance for an airplane. Once it is off the ground, an airplane feels nothing but its own speed through the air. It makes absolutely no dif-

ference what its speed happens to be in relation to the ground. The aircraft in flight feels no wind. It simply proceeds, operating with the same mechanical efficiency, upwind, downwind, cross wind, or in no wind at all. HOWEVER, turbulence, gusts, excessive degree of bank, or wind shears can lead to stalls even though airspeed is being maintained above stalling speed. In such condition it is wise to add a safe margin to normal climb-out or approach speeds.

IF IT IS NECESSARY TO CLEAR OBSTRUCTIONS IMMEDIATELY AFTER TAKEOFF, SHOULD YOU USE BEST ANGLE-OF-CLIMB SPEED OR BEST RATE-OF-CLIMB SPEED? Best angle-of-climb speed. The difference is this: the best angle-of-climb speed produces the greatest climb in a given distance; the best rate-of-climb speed produces the greatest climb in a given time. Distance, of course, is the determining factor for takeoff obstruction clearance.

DO ALL WIND REPORTS INDICATE A TRUE DIRECTION? NO. Wind direction as reported by a control tower is magnetic. All other wind directions (sequence reports, terminal forecasts, winds aloft, etc.) are true.

WHAT IS THE HEIGHT OF A CLOUD CEILING BASED ON? The height of the clouds above the ground, **not** the height above sea level (MSL). For example, Albuquerque, N. M., has an elevation of 5,352 feet above sea level. The ceiling is reported as a 3,000 foot overcast. Using 5,352 for your altimeter setting, your altimeter would indicate approximately 8,352 feet at the base of the clouds **when over the airport**, but your height above the ground would be 3,000 feet. (The 10,000 foot-plus mountains a few miles east of the city would probably extend up into the clouds since this ceiling report is based on an observation taken over the airport.)

WHICH IS THE MORE DENSE—MOIST AIR OR DRY AIR? **Dry air.** It is generally understood that high temperatures and high elevations result in a higher density altitude, but there seems to be a general impression that moist air has the reverse effect. The common misconception is that moist air is heavier than dry air. This is not true! A given parcel of air will hold more dry air particles than water vapor particles. The dry parcel is therefore **denser** and **heavier** than the moist parcel. Since both engine and aircraft



performance decrease with an increase in density altitude, remember that high relative humidities (small spreads between temperature and dew point), especially on hot summer days, will result in longer takeoff runs.

IS AN AIRCRAFT CRUISING VFR AT 5,000 FEET MSL ALWAYS GOVERNED BY THE VFR CRUISING ALTITUDE REQUIREMENTS (HEMISPHERICAL RULE)? **Not necessarily.** The rule pertains to aircraft operated in level cruising flight at 3,000 feet or more **above the surface**. The aircraft in this case might be operating above a surface elevation of 3,500 feet. The hemispherical rule would not apply.

#### **CONTROL ZONE VFR WEATHER MINIMUMS**

A pilot plans a VFR cross-country flight with his destination airport located in a control zone. The terminal forecast indicates that the ceiling and visibility will be decreasing above VFR minimums until his estimated time of arrival. Upon arrival, he enters the control zone, contacts the tower, and indicates that he desires to land. He is cleared to land by the tower.

We shall assume that one or more of the following conditions actually existed at the time he entered the control zone:

1. Flight or ground visibility was less than three miles but not less than one mile; and

2. Ceiling was **less than** 1,000 feet.

#### **Analysis**

1. **WAS THE PILOT LEGAL?** No! The fact that the control tower operator cleared him to land **does not mean** that he is legal. The tower controller is concerned with the safe, orderly, and expeditious movement of air traffic. He will refuse landing only on the basis of other traffic.

2. **WHY WAS THE PILOT NOT LEGAL?** FAR (Part 91.105) states in part, that no person may operate an aircraft under VFR within a control zone beneath the ceiling when the ceiling is less than 1,000 feet, or unless the flight visibility is at least three statute miles. It further states that no person may take off or land an aircraft, or enter the traffic patterns of an airport, under VFR, within a control zone unless ground visibility is at least three statute miles.

3. **WHAT ACTION SHOULD THE PILOT HAVE TAKEN TO BE LE-**

**GAL?** He should have remained clear of the control zone, called the control tower, and requested an air traffic control clearance to land. He should remember that such a clearance does not constitute authority for him to deviate from the **minimum safe altitudes** as given in FAR, Part 91.79.

4. **WHAT ACTION IS DICTATED BY GOOD OPERATING PRACTICES?** He should have used reasonable restraint in exercising the prerogative of VFR flight, especially in terminal areas. The weather minimums and distances from clouds are **minimums**. Giving oneself a greater margin in specific instances is just **good judgment**. Conducting a VFR operation in a control zone at weather minimums is not prohibited, but good judgment would dictate that pilots flying VFR keep out of the approach area.

#### **AN INVISIBLE HAZARD TO LIGHT AIRCRAFT**

The Civil Aeronautics Board listed the probable cause of a recent fatal light aircraft accident as structural failure of a light aircraft resulting from excessive airloads created by **wing-tip** vortices behind a large aircraft. The report also states: "The dangers of wake or vortex turbulence are still unknown to many pilots."

#### **Discussion of Wing-Tip Vortices**

1. **WHAT ARE WING-TIP VORTICES?** It is unfortunate that vortices are invisible. If you could see them, they would look like a pair of horizontal tornadoes stretching back from each wing-tip. These violent, compact, and fast-spinning air masses extend behind an aircraft for miles. Many pilots refer to this phenomenon as "prop wash" or "jet wash," but engineering studies have revealed this term a misnomer. The main source of this disturbance is not from the power plant; it is from the wing-tips.

2. **WHY ARE THEY DANGEROUS?** They are dangerous because all tests

to date indicate that **structural failure** in the air can occur in light aircraft upon penetration of the vortices behind larger transport aircraft. During takeoff or landing, care should be taken to **avoid vortex disturbance**. Loss of control could be the result at a critical time when control is of prime importance to safety. (See **PILOTS WEATHER HANDBOOK**, page 73).

3. **UNDER WHAT CONDITIONS ARE THEY MOST DANGEROUS?** There are many factors affecting the intensity of wing-tip vortex, but it is a safe and practical generalization that the bigger the ship the more violent **and long-lived** will be the vortex disturbance. The source of this insidious danger can be out of sight by the time you encounter the wake. For example, when a large jet aircraft climbs at approximately 420 mph, the peak turbulence is  $3\frac{1}{2}$  miles behind, and a relatively high degree of turbulence will exist for **7 miles**. The most severe turbulence, however, is left by a large aircraft when it is flying at slow operational speeds — immediately after takeoff or just before landing.

4. **WHAT ACTION CAN THE PILOT TAKE TO AVOID OR REDUCE THIS HAZARD?**

a. Avoid passing behind any large aircraft.

b. Avoid, when possible, places and altitudes frequented by large aircraft. Constantly monitor your radio for location of such aircraft.

c. If you pass behind a crossing aircraft in flight, change altitude and slow down (at half the speed the shock will be only one-fourth as great).

d. If you do get into a bad vortex in flight, your best procedure is to throttle back, "ride it out," and avoid "fighting the controls" since to do so may aggravate the condition.

e. When taking off or landing behind large aircraft, be on the alert for the first sign of turbulence; allow adequate spacing, maintain higher than normal speeds, use the windward side of the runway, and maintain a flight path to the windward of the preceding aircraft. (See **Flight Information Manual**, Vol. 14, Oct. 1962, page 54, item 6).

The above **HANGAR FLYING** items are taken in whole or in part (with permission) from Exam-O-Grams prepared by the FAA Operations Airman Examination Section. **HANGAR FLYING** will continue unless an overwhelming (99.8%) dissent is received.—Ed.

**Plan Now To Attend  
Next International  
Convention.  
July 8, 9 and 10  
at  
Chattanooga, Tenn.**



# 99 MEMBERSHIP LIST

October, 1964

## NEW

### MEMBERS-AT-LARGE

PINTO, Anneliese M. (Mrs. Henrique F.)  
Viv Nossa Senhora Do Amparo  
Galiza, Estoril, Portugal 261573  
POPE, Yvonne Elizabeth (Mrs. Eric J.)  
"Skyway"  
9 Lambs Crescent, Horsham  
Sussex, England  
Horsham 2033

### NEW ENGLAND SECTION

CARRICATO, Virginia M. (Mrs. R. H.)  
12 Live Oak Road Connecticut  
Norwalk, Conn. 847-4138  
SIMMONS, Sharon K. (Mrs. Eugene C.)  
Main St. Connecticut  
Woodbury, Conn. 263-3733

### NEW YORK - NEW JERSEY SECTION

SANTUCCI, Gloria L.  
911 Cornelia St. Western New York  
Utica, N. Y. 13502 RE 2-7918

### MIDDLE EAST SECTION

KLEIN, E. Ann (Mrs. William)  
Stone Gables Eastern Pennsylvania  
Elizabethtown, Pa. (717) 367-1381

### SOUTHEAST SECTION

RHODES, Barbara G. (Mrs. L. W.)  
Box 741 Carolinas  
Hartsville, S. C. 332-8618  
BISHOP, Edna H. (Mrs. James)  
333 Main St. Mississippi  
Hattiesburg, Miss. 523-0396  
Daniel, Sammie S. (Mrs. Jack D.)  
908 S. 21st Mississippi  
Hattiesburg, Miss. JU 3-0441

### NORTH CENTRAL SECTION

BUEHLER, E. Roberta (Mrs. Wayne)  
1906 Christmas Run All-Ohio  
Wooster, Ohio 261-2561  
FUNK, Jeanne H. (Mrs. Edward R.)  
1552 Gasche St. All-Ohio  
Wooster, Ohio 263-7466  
HUDGENS, Patricia H. (Mrs. John)  
537 Hollyhill Dr. All-Ohio  
Lexington, Ky. 277-3313  
WALSH, Mary M. (Mrs. Alphonsus F.)  
1713 Ridgewood Dr. Greater St. Louis  
Crestwood 26, Mo. WO 207035  
FRINKLE, Marilyn R.  
2435 W. Argyle St. Michigan  
Jackson, Mich. 783-3825  
PHILLIPS, Edith G. (Mrs. Robert)  
47740 North Shore Dr. Michigan  
Belleville, Mich. 48111 OX 7-7666

### SOUTH CENTRAL SECTION

RAMSEY, Joy C. (Mrs. Jack D.)  
2433 Windsor Rd. Abilene  
Abilene, Texas OW 2-0401  
NETTLEBLAD, Jane H. (Mrs. Gust H.)  
3500 Garrison Colorado  
Arvada, Colo. 424-2043  
STEPCHINSKI, Mary Jane (Mrs. Aloysius)  
7735 Fairgate Houston  
Houston 34, Texas MI 5-8671  
RIEDEL, Margaret G. (Mrs. Robert L.)  
Route 1 Kansas  
Kiowa, Kan. (316) 825-4413

### NORTHWEST SECTION

STAPP, Catherine J. (Mrs. R. W.)  
1234 Nevada Eastern Idaho  
Goddard, Idaho 934-4491  
CHURCH, Carlene  
P. O. Box 285 Idaho  
Boise, Idaho 344-8535

### SOUTHWEST SECTION

ALMAND, Barbara F. (Mrs. George A.)  
P. O. Box 82 El Cajon Valley  
2065 Meadowlark Lane  
San Marcos, Calif. 7 4-5946  
CRAIG, Juanita Jane (Mrs. Howard)  
937 E. Lincoln El Cajon Valley  
Escondido, Calif. 745-3998  
STEIN, Patsy Lee  
3727 Pershing Ave. El Cajon Valley  
San Diego 4, Calif. 298-0411  
FRY, Bettye Jean (Mrs. E. R.)  
11522 Riverside Dr. San Fernando Valley  
North Hollywood, Calif. PO 3-9442  
WOODWARD, Beverly R. (Mrs. Clinton A.)  
10813 Huston St. San Fernando Valley  
North Hollywood, Calif. TR 7-7435

RAINWATER, Virginia (Mrs. Clyde E.)  
17756 Vanowen St. San Fernando Valley  
Reseda, Calif. DI 8-8329  
STEINMETZ, Delores B. (Mrs. Wm. H.)  
150 Santa Ana Ave. Santa Barbara  
Santa Barbara, Calif. 93105 267-1615  
OAH, Donna M. (Mrs. R. W.)  
2440 East 6200 South Utah  
Salt Lake City, Utah CR 3-8303

## REINSTATEMENTS

### SOUTHEAST SECTION

SCOTT, Thelma R. (Mrs. Marshall P.)  
3416 Hawthorne Rd. Carolinas  
Rocky Mount, N. C. 442-8769

### NORTH CENTRAL SECTION

JENKINS, Jeanette J.  
340 Third St. NW All-Ohio  
New Philadelphia, Ohio 55271

### SOUTH CENTRAL SECTION

CURRIE, Hettie A. (Mrs. Robert R.)  
1493 N. Garfield High Sky  
Midland, Texas MU 4-6976  
NEEDHAM, Elaine C.  
5230 Ayers Tip-of-Texas  
Corpus Christi, Texas TE 5-7010

### NORTHWEST SECTION

TEUFEL, Margaret S. (Mrs. John)  
1170 E. Taulatin Valley Hwy. Oregon  
Hillsboro, Ore. MI 8-1021

### SOUTHWEST SECTION

FOGINS, Gladys E. (Mrs. Tom)  
332 E. Grinnell Dr. San Fernando Valley  
Burbank, Calif. 91501 848-1189

## November, 1964

## NEW

### MEMBERS-AT-LARGE

CAZALET, Gillian Mary  
Killowen, New Ross, Co. Wexford  
Irish Republic Campile 5  
OVERBURY, Elizabeth May  
Bircham, Old Hill Wood  
NR. Whipsnade, Bedfordshire  
England Whipsnade 363  
SANDERS, Beryl D.  
The Dobbins, 87, High St.  
Hungerford, Berks  
England Hungerford 289  
WALKER, Diana Barnato  
River House, Tite Street, S.W. 3  
London, England Flayman 9041

### SOUTHEAST SECTION

SAVAGE, Hilda F. (Mrs. Doyle C.)  
3080 Walnut Grove Rd. Memphis  
Memphis, Tenn. 324-9538  
KOESTLER, Betty S. (Mrs. Robert)  
Route 3, Box 246 Mississippi  
Greenville, Miss. 2-2324  
ANDERSON, Mary M. (Mrs. Kenneth B.)  
2903 Westmoreland Dr. Tennessee  
Nashville, Tenn. 297-8903

### NORTH CENTRAL SECTION

BRUSSEAU, Barbara Jean (Mrs. John M.)  
438 W. Wilmut St. Central Illinois  
Chillicothe, Ill. 274-4550  
SALOMONE, Esther E. (Mrs. Ernest)  
458 N. Main Central Illinois  
Canton, Ill. 647-0972  
RONEY, Eleanor L. (Mrs. Andrew)  
3116 Victoria Dr. Iowa  
Des Moines, Iowa 50310 255-1262  
ENGLEMAN, Ann G. (Mrs. Delmar)  
14084 Hobart Michigan  
Warren, Mich. PR 6-7754  
McMILLAN, Mary Ellen (Mrs. Cavour)  
Route 5, Box 53 Minnesota  
Wayzata, Minn. 473-6673  
MAYO, Ellen Maria (Mrs. Robert L.)  
882 Petunia Lane Wisconsin  
Beliot, Wisc. EM 5-6896

### NORTHWEST SECTION

KRAGER, Blanche Jeanette (Mrs. Wm. R.)  
1302 - 44th Ave. Alaska  
Anchorage, Alaska 99513 FA 2-1299  
HOYLE, Juanita G. (Mrs. C. Barton)  
1023 E. 43rd Eastern Washington  
Spokane, Wash. 99203 MA 4-0439  
PRICE, Rose Marie (Mrs. Thomas J.)  
1830 S.E. Blvd. Eastern Washington  
Spokane, Wash. KE 5-5075  
YATES, Cherie P. (Mrs. Robert)  
2410 Nob Hill Blvd. Eastern Washington  
Yakima, Wash. GL 2-2161

MISNER, Dorothy J. (Mrs. Leroy R.)  
1 09 Howell Ave. South Dakota  
Worldand, Wyo. 347-4800  
WEAVER, Margaret A. (Mrs. Dale L.)  
1504 Culbertson South Dakota  
Worldand, Wyo. 347-2551

### SOUTHWEST SECTION

HISLE, Judith Ann (Mrs. Wm. H.)  
Getchell Mine Fallon  
Golconda, Nev. Tele. No. 1  
HOHN, Hazel Marjorie (Mrs. Werner)  
605 Jeanell Dr. Fallon  
Carson City, Nev. GR 2-3900  
ALEXANDER, Priscilla J. (Mrs. F. H.)  
350 Rancho Rd. Las Vegas Valley  
Las Vegas, Nev.  
DALY, Juanita (Mrs. Marcus)  
1200 Rancho Circle Las Vegas Valley  
Las Vegas, Nev. 878-9655  
LARSON, Lois Ann (Mrs. Harold A.)  
2112 Jaymie Way Las Vegas Valley  
Las Vegas, Nev. 382-3323  
OPAT, Mary Dawn  
816 Fifth Street Las Vegas Valley  
Boulder City, Nev. 293-1449  
LEACH, Donna Lee (Mrs. Bud)  
3806 Dixon Place San Diego  
San Diego 7, Calif. AC 2-9713  
HERRIN, Billie Eleanor (Mrs. E. L.)  
1305 E. Locust Ave. Santa Barbara  
Lompoc, Calif. RE 6-1142  
BLOOD, Nancy Weeks  
1135 Harrison No. 8 Santa Clara Valley  
Santa Clara, Calif.  
HUNTER, Claire (Mrs. Wm. W.)  
976 Lincoln Court Santa Clara Valley  
San Jose, Calif. 266-7147  
POPPELWELL, Suanne E. (Mrs. R. L.)  
4 Laurel Ct. Santa Clara Valley  
Belmont, Calif. 591-7205

## REINSTATEMENTS

### MEMBERS-AT-LARGE

KIM, Kyung O.  
40-457 3 Ka Yongsan-Ku  
Hangang-Ro  
Seoul, Korea 4-0987  
SHARLAND, Freydis Mary (Mrs. Tim)  
Tyler's Field, Loosley Row  
NR Aylesbury, Bucks  
England Princes Risboro 247

### NEW YORK - NEW JERSEY SECTION

MOORE, Lorraine P. (Mrs. George E.)  
3 Lehn Springs Dr. Western New York  
Williamsville 21, N. Y. NF 2-6872

### MIDDLE EAST SECTION

HARWOOD, Lucy Rose (Mrs. Robert K.)  
3107C Walnut St. Washington, D. C.  
Dover, Del. 734-2005

### NORTH CENTRAL SECTION

MILLER, Thelma K. (Mrs. Paul R.)  
3 Central Blvd. All-Ohio  
Norwalk, Ohio 668-2665  
SINCORA, Loretta B.  
4031 South Oak Ave. Chicago Area  
Brookfield, Ill. HU 5-8829  
ASHBY, Marly Ann  
1537 1/2 Army Post Rd. Iowa  
Des Moines, Iowa 285-2034  
CRANE, Margaret Ann  
12323 Torrey Road Michigan  
Fenton, Mich. MA 9-9296  
WERTENBERGER, Muriel R. (Mrs. J. W.)  
11860 Riverside Dr. Michigan  
Plymouth, Mich. (313) 453 2128

### SOUTH CENTRAL SECTION

SLAPE, Frances O. (Mrs. Dewey J.)  
Route 2, Box 183 El Paso  
Deming, N. M. 546-32 1

### NORTHWEST SECTION

WOOD, Verna J.  
(Mrs. Henry J.) Montana  
Gildford, Mont. 376-2161  
SHAW, D. Jean (Mrs. H. F.)  
935 E. Park St. Southern Oregon  
Grants Pass, Oregon 476-3507

### SOUTHWEST SECTION

HENNING, Patricia D. (Mrs. Howard)  
110 No. Taylor St. Fallon  
Fallon, Nev. 423-3242  
ROSS, Margaret Ann (Mrs. Robert E.)  
4738 Hindewald Rd. Long Beach  
Torrance, Calif. FR 5-1971  
RIEDEL, Virginia Fay  
3563 South 7th East Utah  
Salt Lake City, Utah (801) HU 7-7278

*The Ninety-Nines, Inc.*  
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

International Headquarters — P. O. Box 99 — Oklahoma City, Oklahoma

U. S. POSTAGE  
**12c PAID**  
Oklahoma City, Okla.  
Permit No. 929

**RETURN REQUESTED**