

JANUARY, 1965

Ninety-Nine News





JANUARY, 1965

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

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

President's Column

Operation SCOPE is under way. S-C-O-P-E — Set Concrete Objectives, Pursue 'Em.

Operation SCOPE is an attempt to make every elected or appointed officer and every member down to the newest Ninety-Nine conscious of what we CAN do, if we will only try. The potential of Ninety-Nines has no bounds if we but recognize what can be attained and if each of us works to make it a reality. A job is well done only when we have set concrete objectives and given our best to attain them.

We have torn off the final page of the calendar for the year 1964. This went hand in hand with taking down the Christmas decorations, putting away the wrappings and ribbons, and checking for new addresses on our Christmas card list.

All of this marked the end of the Holiday season and the end of the year. It's time to reminisce over the happenings of the past year, and to commit ourselves for the year to come.

You have elected me to the highest office in the Ninety-Nines. My success in this office is dependent on each of you, for no person walks alone. Though I resolve to make the year 1965 full with the accomplishments that can bring Ninety-Nines recognition and acclaim, I do not walk alone. The accomplishments I seek to attain are dependent on each of you and your willingness to give of your time, your effort and your ability to do the job at hand.

Your particular position in the Ninety-Nines, whether you hold an international office, a section office, a chapter office or just the position of the newest member, can not be isolated. We all walk together as we work together, and the failure of any one of us to do her job causes each of the others to stumble, and makes the way more difficult.

Many of you have held an office in our organization since the beginning of our fiscal year in September. When we tore off the final page of the 1964 calendar, one fourth of your term of office was gone. What did you accomplish? Have you justified the faith of those who appointed or elected you to that office? Have you exerted the

time, the effort and the ability your office requires? Have you helped to get Operation SCOPE underway by dreaming of new ideas for your office and striving for ways to bring these ideas to fruition?

The office or position you hold can be affected by many things. Business and family problems may arise that take away the time and effort required by your office and leave you with only the desire and the ability to do a good job. Or you may find that with all the time and effort in the world, you still lack the ability to do the work that has been assigned to you. But whatever the reasons for lack of accomplishment, the lack must be faced, and faced with a certain determination to get the job to which you are committed done, and done well.

The realization of the dependence of others on you, and their need for your particular job to be done, underscores the necessity for you to take stock of your accomplishments to date. Only you can give an honest appraisal of your accomplishments, and if you find yourself lacking, only you can ask for the help you need to see your job through.

The scope of SCOPE is too great for any one Ninety-Nine to accomplish alone, yet the failure of any one Ninety-Nine to accomplish the job assigned to her can cause the failure of the entire operation. Set Concrete Objectives, Pursue 'Em.

Sincerely,

Ruth Deerman, President
Ninety-Nines, Inc.

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

**July 8, 9 and 10
at
Chattanooga, Tenn.**

Committee Reports

WHY AIR MARKING?

A WELCOME SIGN for air travelers — indicating civic pride in a community.

A BILLBOARD in the sky — a \$50, 3 year investment to capture the eye of ever increasing business flying overhead.

A USEFUL NAVIGATIONAL AID for VFR flying.

A BEACON OF HOPE for lost pilots — the IND ATC reports an average of 3 per day over the last year and all of these had 100 channel transceivers. What about the planes without this capability????

For many years we have had 99's on the Air Marking Staff in Washington and today we are proud of our Blanche Noyes, Chief of Air Marking, FAA, foremost proponent of this dynamic project. Let us organize and work together in every state for this cause.

As a start, we are asking each section to appoint an Air Marking Chairman and make monthly reports to us so that we can in turn share our progress with you in this column.

LET'S GO 99's!

Muriel Dykema, Chairman,
Air Marking Committee.

* * *

ATTENTION ALL MEMBERS AND SCRAPBOOK CHAIRMEN

Now that the holidays are behind us and a new year has begun, may we all start our tasks with renewed vigor—by that I mean — lets get the "Clippers" working.

There was good response after the last news letter and I do thank those of you who answered the call BUT I am sure there are more news clippings for the scrapbook. Never satisfied, that's me.

My 49½ has relegated the scrapbook and my "mess" to what he calls the Scrapbook room. Guess he got tired of the mess on the dining room table. Now that he has fixed us a room all to ourselves (the scrapbook and I) we need clippings. Don't leave it for someone else to send—if you see it clip it, and send it.

May the New Year bring happy flying and lots of clippings.

Charlotte Dodson,
Scrapbook Chairman,
9231 S. E. Tenino Ct.,
Portland, Oregon 97266

Letter Concerning Belle Hetzel

Dear Mrs. Deerman,

Thank you so much for sending Mrs. Crane the names of the Ninety-Nines who live in Germany. I don't know what use she made of them, but I am able to send you some good news. Belle's nephew, who is a doctor, has been in correspondence with the Berlin hospital. He arranged for her to be flown to Frankfurt and thence non-stop to New York, then to Salt Lake City where her folks will meet her and take her to Ogden, probably to a nursing home. Someone making the trip from Berlin was willing to give her the help she needs. She was to leave on the 15th (today). She was in the Berlin hospital since Nov. 10.

We are so happy for her that she will be home "for Christmas", and feel sure that her progress will be more rapid now since much of the tension will be relieved.

Her nephew is Dr. Clarence C. Hetzel, 385 24th St., Ogden, Utah.

Holiday Greetings and All Good Wishes.

Marian Morrissey.

NOTICE! NOTICE!

DEADLINE MARCH 1, 1965

Nominations for International Officers for the fiscal year 1965-1966 are now in order, and must be postmarked **not later than March 1, 1965.**

Submit one name for each office in compliance with the following:

1. Candidates must be an active member with current physical.
2. Candidate's written consent to serve if elected must accompany her nomination, or refer to known acceptance given to another chapter.
3. Candidate's aviation and Ninety-Nine history must accompany each nomination—not over 40 words.
4. Candidate for Nominating Committee must have been a Ninety-Nine for at least five years.
5. Candidates shall accept nomination for only one office.
6. Nominating Committee members are not eligible as candidates.

President Ruth Deerman is not eligible for renomination as President. Vice-President Alice Roberts is not eligible for renomination as V.P. Secre-

tary Betty McNabb is eligible for renomination as Secretary. Treasurer Elizabeth Sewell is not eligible for renomination as Treas. Nominating Committee: Submit one name from your section. Only one name from each section will appear on the ballot as candidate for the Nominating Committee.

Please submit one name for each office listed below, giving her chapter, section and address:

President	Secretary
Vice-President	Treasurer
Nominating Committee	

These names, together with the written consent and aviation and Ninety-Nines background, must be mailed to the Chairman, 2704 Milton Ave., Dallas 5, Texas, postmarked not later than March 1, 1965.

Internatl. Nominating
Committee
Martha Ann Reading,
Chairman
Louise Smith
Ruth Wagner
Elsie McBride
Minnie Boyd

From: Alice Roberts Vice President

So many of us wonder what our International Officers do, at least I did, that I thought you might be interested in some of our activities.

Your President, Ruth Deerman, asked me to represent the Ninety-Nines at the **THIRD CONGRESS OF AMERICAN WOMEN LEADERS**, which is an annual meeting of the Presidents or Vice Presidents of National and International organizations. The Ninety-Nines were one of thirty nine organizations invited to participate.

The goals of the Congress are; 1. To develop a more effective American professional and business life by cooperative understanding among all organizations with common interests. 2. To strive for increased participation in career guidance programs for young people. 3. To encourage the development of attitudes and acquisition of knowledge at all age levels so that the individual woman's growth and participation in career and community endeavors will increase effectively. 4. To develop greater understanding of the career woman of today and her relationship with her colleagues, both men and women.

The 1964-65 Theme was **THE RESPONSIBILITY OF FULL PARTNERSHIP**". Each delegate was given two minutes in which to tell about her own organization and then we all entered a round table discussion on the theme.

Several of the delegates stated that their groups had a Foundation or Scholarship and I was pleased to be able to tell them of our AE Scholarship.

Sidelights to the Congress were a trip through the White House and a wreath laying ceremony at the grave of John F. Kennedy.

While in Washington I had the opportunity of visiting with Virginia Thompson, immediate Past Governor of the Middle East Section.

My next stop was New York City where I was met at the airport by Doris Renninger, Governor of New York-New Jersey Section, and Ellie McCullough, Historian.

Had my first helicopter ride, thanks to Herb Fisher, Port of New York Authority. I have seen the Statue of Liberty from on board ship, but this was the first time I have hovered around her head. She is beautiful!!



Left to Right: Alice Roberts, Ninety-Nines International Vice President and Dorothy Ford, National President of The National Federation of Business and Professional Women's Clubs, sponsors of the third Congress of American Women Leaders which was held in Washington, D. C. October 22, 23, 24, 1964.

Was entertained at a dinner and business meeting at the Wings Club and was happy to see Lois Fairbank, Marian Lopez, Kay Hilbrandt, Louise Hyde, Jeanne Spielberg, Viola Gentry and Herb Fisher.

Next morning I had a visit and 'send-off' breakfast with Barbara Evans. I regret I didn't have more time to visit in that area.

Next stop . . . OKC and the Ninety-Nine Board Meeting. Had a couple of days to visit with some of the members of the OKC Chapter before our business started. Enjoyed seeing Mary Lester at lunch and being a guest in the home of Susie Sewell, your treasurer.

After a @☆☆\$%+%\$☆@ take-off on

a Commercial aircraft, whose name I will not divulge, I resolved to fly only my Bonanza. At least I know WHY it is @☆☆\$%+%\$☆@!!

All of you have **HAPPY HOLIDAYS** and I look forward to seeing you in Chattanooga next July.

ED NOTE: See "Notams" for announcement of fellowship grant offered by the business and professional women's foundation.

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

Notams

BUSINESS AND PROFESSIONAL WOMEN'S FOUNDATION Announces

1965-1966 Graduate Fellowships

from
The Lena Lake Forrest Fellowship Fund
of the
**National Federation of Business and Professional
Women's Clubs, Inc.**

REQUIREMENTS:

1. Proposed research of interest to business and professional women designed to contribute to the knowledge of the role of women in economic, political and/or social life.
2. Quarterly progress reports.
3. One copy of the unpublished research findings and three copies at date of issuance, if published.
4. Credit line in any published or unpublished report of the research findings.

ELIGIBILITY:

1. Citizen of the United States of America.
2. Doctoral candidate whose proposal for research has been approved by academic authorities in an accredited institution

OR

Person able to demonstrate that the proposed research will be conducted under standards of scholarship recognized at the doctoral level.

AMOUNT:

Fellowships range from \$500 to \$2,000 for one year.

APPLY TO:

BUSINESS AND PROFESSIONAL WOMEN'S FOUNDATION
2012 Massachusetts Avenue, N.W., Washington, D.C. 20036
Applications due not later than March 1, 1965
Awards announced by July 15, 1965

WASHINGTON, D.C. — Implementing the theme of "full partnership," Mrs. Dorothy Ford, president of the Business and Professional Women's Foundation, announces that applications are being accepted for the 1965-66 Graduate Fellowships from the Lena Lake Forrest Fellowship Fund, and men as well as women are urged to apply.

Individual fellowships range from \$500 to \$2,000 for one year. The research grants will be awarded to a person or persons whose proposed research at the Ph.D. level will be related to interests of business and professional women and designed to contribute to the knowledge of the role of women in economic, political and/or social life.

"As education is the very basis of our economic and cultural development, we feel that more women should be encouraged to work for advanced degrees," said Mrs. Ford. "In addition, we recognize that some men are involved in research projects that are related to interests of business and professional women, and we would like to encourage them in this important work. Therefore, in 1964, we opened applications to both men and women, and in fact, a man did receive the research grant for the year 1964-65," she said.

The number and amounts of the grants to be made this year will be determined by the Board of Trustees

of the Foundation based on an evaluation of the proposed research.

The fund was established in 1923 during the term of office of Lena Lake Forrest, second president of the National Federation of Business and Professional Women's Clubs, "for the purpose of promoting research in problems important to business and professional women and to encourage graduate study in fields of work where there is need to increase the activities of women."

Applicants must be citizens of the United States. They either must be doctoral candidates whose proposals for research have been accepted and approved by academic authorities in an accredited graduate institution or they must be able to demonstrate that the proposed research will be conducted under recognized doctoral level standards for scholarship.

Application forms and further information may be obtained from the Business and Professional Women's Foundation, 2012 Massachusetts Avenue, N.W., Washington, D.C. Applications must be submitted by March 1, 1965. Awards will be announced by July 15, 1965.

The Foundation, created in 1956 by the National Federation of BPW Clubs, is a tax exempt organization established to conduct surveys and research; to support educational training programs for women in business and the professions; to sponsor conferences and meetings, lectures and seminars and other forms of instruction, and to establish a Library and Research Center.

* * *

SOUTH CENTRAL SECTION MEETING

April 30, May 1 and 2

Lake Texoma Lodge, Kingston, Okla.

Bring the family. Fishing, golfing, boating, horseback riding, and visiting. No registration fee. Baby sitters available. Lighted 3,000-ft. airstrip. Bring your own tie-downs.

DOUBLE BED ROOM

One person \$8.50 Two persons \$10.50

TWIN BED ROOM

One person \$10.50 Two persons \$11.50

Make your plans now to attend this meeting. We have met here before and had a wonderful time. It will be a leisurely and beautiful setting for our meeting and for nurturing good friendships.

Martha Ann Reading
Spring SC Sectional Chm.

Our Charter Members

Dear Ruth,

It is fine being an honorary member of the 99's and thank you. I remember going over the idea of the 99's with Amelia Earhart before the first meeting and then the first meeting to choose officers when there were so few of us even I was given a title. I hope all the flying girls today are having as good and exciting times as we few had in those days.

Sincerely yours,
Candis Hall Hitzig
New address is
210 East 78 Street
New York, N.Y.

—o—

November 22, 1964

Dear Ruth,

I am delighted to receive your letter — and, of course, pleased about the Life Membership. It can start at once — and I think it is a really nice idea. Thank you all.

I believe both Bobbi Trout and Clema Grainger were charter members. They both are either in or near Palm Springs.

I haven't had an opportunity to see either of them in about 30 years, but we have talked over the phone and write letters once in a while.

There was Marty Bowman, who, I believe, was also among the charter group. I lost track of her years ago, much to my sorrow. It will be interesting to me to learn who all you do locate, and where they are. Of course, I really knew only the California girls, or I should say the far West ones.

I did enjoy meeting you at the spring sectional this year in Los Angeles, and I hope to see you again in the not too distant future. With all best wishes, and thank you again.

Sincerely,
Achsa B. P. Holfelder

—o—

28th Nov. 64
43 Essen-Ruttenscheid
Valentinenstr. 1.
Germany

Dear Ruth,

Thank you very much for your letters of 18th and 23rd of Nov. 64. I was very sorry that I could not attend the English "Thanksgiving Party." But Sheila Scott wrote me that she is flying to Holland and will try to see me Monday, the 30th, here in Essen.

Coming Events

April 23, 24, 25, 1965

Southwest Section Meeting. Tucson, Arizona.

April 30 - May 2, 1965

Southeast Section Meeting. Ashville, North Carolina.

April 30 - May 2, 1965

South Central Section Meeting. Lake Texhoma Lodge, Kingston, Okla.

May 26, 27, 28, 1965

IAR. Impound Inspection May 24. 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, 1965

Southwest Section Meeting. Salt Lake City, Utah.

I wrote her that I love to see her. I am only sorry I had to postpone my trip to Bavaria and so to Frankfurt/M to visit our German Aero Club, to speak all over about our idea regarding a women aviation club in Germany.

I hope I can make my trip now beginning of December and will write you then immediately.

I am sorry to hear that Belle Hetzel is so ill in Berlin. I write with the same mail to my relatives, I have in Berlin and some other friends to look after her and what they can do for her, to make her stay in the hospital easier.

That is just what we now plan to do, to help each other, when girl-flyers in abroad need some help in any way.

We will try it at first privately, but perhaps we can also interest also officially some people.

"They" talk always so much about

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

developing friendship between different countries—here they could show it, too!

Again my best wishes for happy holidays. Merry Christmas and a Happy New Year.

Fondly,
Thea Rasche

—o—

Early December

Dear Ruth,

I just heard the first news about Belle Hetzel. A friend phoned with the American Consulate and heard that the American Women Clubs are looking for her once in a week.

She is now in Room 194, Station 6. The telephone number is 665591. But she seems pretty ill, she even cannot phone.

There are always women clubs, glad to help in such an emergency case like this. But she is in very good hands, one told me. Also my others friends have looked after her, but I have not heard from them now.

Tomorrow I am leaving for a week to Cologne, but will be home again Christmas. Then I am leaving the beginning of January 1965 for Bavaria and Frankfurt/M and will speak then with the German Aero Club about all our plans.

Again Merry Christmas and a Happy New Year!

Fondly,
Thea Rasche

—o—

Dear Ruth,

I appreciate the Life Membership in the 99's. It has been a grand organization. I am happy to be allowed continued participation.

Sincerely,
Meta Rothholz

—o—

December 2, 1964

Dear Ruth,

Thank you for your most welcome letter of November 16th. The passage of your latest resolution shows that the warm feeling of flyers for each other has not passed with time. I am sure all the Charter Members appreciate this honor as much as I, and I do want to thank you and the organization for this act.

In the next notice or mail why not list the names of the Charter Members who are lost and then perhaps we can help get the addresses? As to my activities, they are somewhat varied.

Real estate is the prime factor tho, and I do have some choice parcels here in this wonderful desert for sale or lease. If I can be of help to anyone coming this way please tell them to call me, area code 714 328-1616 or 328-1113.

The weather is great here most of the time and most visitors love it. We are growing very fast.

Warmest regards,
Bobbi Trout

December 9, 1964

Dear Ruth,

Being made a Life Member of the Ninety-Nines is an honor which this Charter Member accepts with great pleasure. May I express my thanks to you and all the other members who so thoughtfully extended this invitation to become once again a member and to participate in your activities?

I am sorry to report that I have not flown a plane for many years, but am very proud that I learned to fly in 1929 in an OX-5 motored Swallow at Gloveer Field, Santa Monica, California. My instructor was Burdette Fuller, who, even then, was a grandfather and one of the very early airmen of the United States. My pilot's license number was Limited Commercial Pilot's Rating No. 9129; I'm sure they run into the thousands now.

When the 99's held their first meeting in Chicago—was it 1931?—Amelia Earhart, Marjorie Stinson and Louise Thaden were there, as I'm sure you know. I remember them as well, although I only met them. Amelia Earhart was quiet, self-possessed, had steely-grey eyes and lots of freckles. She seemed glad to sit back and let Louise Thaden run the show.

One thing more: how in the WORLD did you find me—not to say dig me up? I have been a rolling stone, having moved many times. My most recent move was only last month, from Ft. Worth back to Dallas.

Thank you again for my Lifetime Membership in the Ninety-Nines, which I shall cherish always.

Most Sincerely,
Josephine Wood Wallingford

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

? Deadwood Chapter

JUANITA DOOGOOD

Dear Editor:

We know that it has never been the policy of the Ninety-Nine News to have a sort of Ann Landers type of column, but at the last meeting of the Deadwood chapter we had quite a discussion and I was elected to write you this letter. We hope you will print our problem, and we'll just die if somebody doesn't take the time to answer.

You remember several months ago we appointed Rita Boutit as our Publicity Chairman. She has done a wonderful job. She's made all sorts of contacts with the local papers and through them she has been able to get an awful lot of stories in the papers. Every time the chapter or one of our members does anything, there is a newspaper story. There are only fifteen members in our chapter and the stories have been going on for quite

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
Chattanooga, Tenn.**

a while so you can see that we are just before running out of news material for our local papers. Frankly I think I've had more publicity in the past few months than Liz Taylor had in her hey day.

Anyway, at the last meeting we were talking about it and I think some pretty good points were brought up. All we need is answers. It reminds me of the Chairman's Coffee in Cincinnati, "I've gotta problem", in fact, "I've gotta two problems".

In every one of the stories, we've been very careful to mention the Ninety-Nines, Inc., an International Organization of licensed Women Pilots, but I suppose the average person doesn't read very well because most people seem to think we are just a local group of women who have gotten together and formed a little club. They don't realize that we are only a very small part of a very large organization. We know that we don't want to ride a good horse to death, and that is just what

we are doing to do if we don't come up with something copy-wise besides the doings of our local members and the Deadwood Chapter, but the snag is, where do we get the information for other stories

We've been able to get a few things out of the Ninety-Nine News, but you will admit that the news is a little old by the time we get our copies. Now this certainly is no reflection on you, or on the Ninety-Nine News, because we know that supplying publicity chairmen with "copy" for the local newspapers is not the purpose of the Ninety-Nine News, but we wonder if maybe there is some source that we don't know about.

I remember at the International Convention that a lot of people made reports of things they had done during the year, and some of the things were very interesting. I have my roster and I can see who is the chairman of each of the committees, but wouldn't they think we were being sort of snoop if we wrote them a letter asking them what they were doing? And besides, if they weren't doing much, mightn't they be a little upset if we didn't use the material they sent us?

From the Ninety-Nine News we can see that a lot of the chapters are doing some very interesting things and we think what they are doing might provide us with "copy" for news stories, but so far it has been pretty difficult to get all the information because it all has to be done through correspondence and by the time we get all the details, the news is old, and the newspapers are not too interested.

We know that a lot of the more experienced Ninety-Nines are probably doing real exciting things or at least planning them, like when Betty Miller flew the Pacific and Joan Merriam flew the Amelia Earhart Route Around the World. Of course these would have been really super stories if we had known about them at the time, but how do we find out?

Maybe we are making too big a thing out of this, but I can remember a year ago that hardly anyone in town ever heard of the Deadwood Chapter of the Ninety-Nines and now practically every member is a celebrity. If we have been able to accomplish this with our local group, shouldn't we be doing something to publicize our International Organization?

Please . . . somebody . . . We've gotta problem!

Juanita Doogood.



Some of the founder members of our pending British Section at their "Thanksgiving Party" at the Royal Aero Club, London. Left to right: Diana Barnato Walker, Elizabeth Overbury, Betty Cones (secretary-treasurer), Gillian Cazalet, Sheila Scott (Governor), John Stonehouse (Parliamentary Secretary of Aviation), Yvonne Pope, Janet Ferguson (Vice Governor), Freydis Sharland and Claire Roberts.

Members-at-Large

OUR PENDING BRITISH SECTION

By Janet Ferguson

Our section launched itself in great style with our Thanksgiving Day Party at the Royal Aero Club. Over one hundred people were present (in fact our guest list numbered 99!), including some of the most prominent figures of aviation in Europe. The much-hallowed Grill Room was decorated in a 99 motif, with a display of 99's goodies brought back from America by our governor, Sheila Scott.

Sheila made the opening speech and then set in motion the introduction of British Section members, each member introducing the next one in turn. Only one of the eleven members was missing—Joan Hughes was unfortunately in Zurich.

There were four other speakers, all eminent aviation figures: Colonel Gough, chairman of the Royal Aero Club; Mr. John Stonehouse, parliamentary secretary to the Ministry of Aviation; Mr. Hubert Koemans, European secretary of IAOPA; and Mr. Allan Hulen, deputy assistant administrator of the FAA in London. Each of these gentlemen was enthusiastic about the formation of the British Section, wished us well, and promised support and help wherever possible.

A humorous not was injected by Ernie Cones, Betty's husband, when he introduced the 49½ers and performed the "initiation ceremony." This consisted of swearing to abide by the following rules:

1. Provide and maintain a suitable safe aircraft for your 99, or pay smil-

ingly and willingly all bills for her flying time.

2. Cheerfully accomplish all flight planning, navigation and weather checking **when** requested to do so, but never presume to carry out these tasks without authorization from your 99.

3. Avoid any expressions of disbelief when listening to your 99's flying stories.

4. Insist that all damage to wing tips, undercarriages or other appendages was due to material failure.

5. Always assure those within ear-shot that your 99's rough landings and staggering take-offs are due to gust conditions.

Apart from the party, there are two exciting news items this month. One is Sheila's achievement in the United States, where in just three weeks she obtained her commercial helicopter

rating, commercial seaplane rating and multi engine instrument rating, as well as completing the High Altitude Course in Oklahoma City and thus qualifying for jet flying. For these achievements Sheila was awarded the Amelia Earhart medal by the British Section, and Betty Cones presented it to her at the Thanksgiving Day Party.

The other exciting piece of news is that Yvonne Pope, who has been fighting to get an airline job for some months, has been accepted as a second officer (co-pilot) by an airline based at London (Gatwick) Airport. Yvonne leaves her job as air traffic controller in January and will be flying DC3's on "paper runs" and freight services to the Continent—mostly Germany. This is a tremendous breakthrough and means there are now two girls flying full-time for airlines—Gillian Cazalet is the other one.

In point of fact Gillian has taken leave from her company to take a course for the Airline Transport Pilot's License. Elizabeth Overbury is doing the same thing and has taken leave from Luton Flying Club. The ALTP involves an extremely stiff series of exams, and Gillian and Elizabeth will be working very hard for the next few months.

Betty and Ernie Cones recently spent a week-end in Paris instead of giving each other Christmas presents — this seems like a great idea. Meanwhile their plans are going ahead for building a house near Boscombe Down, where Ernie will be working.

I had an unexpected phone call from Dee Thurmond, who runs her own flight school in San Jose, California. Dee was on a lightning visit to England with one of her students (purpose: to buy a Land Rover), and it was great to see her again when she and Judy came out to Denham for dinner.

Finally, the section plans for 1965 include visits to two aircraft manufacturers, a tour 'round London Airport Control Tower, a women's air race, and host of other activities besides.

593 Park West
London, W.2.
England

Dear Ninety-Nines,

There is no way of expressing my gratitude to all of you whom I met, or received letters from during my recent visit to the States. Your hospitality and kindness is overwhelming, and something I could never repay.

I am very proud to be a member of such a wonderful group, and particularly glad that Ruth Deerman encouraged us to form a new section of our own in England. We all look forward to the magazine each month, and enjoy getting to know you through this, and look forward to meeting some of you in person one day.

It was great a pleasure meeting so many of you during your Executive Meeting in Oklahoma. There I did my helicopter rating with Dottie Young and the encouragement of Susie Sewell of Catlin's. Dottie has more patience than a saint. How I needed patience while conquering that stubborn Whirly Bird, but somehow Dottie and the Oklahomans made it fun.

Down in El Paso with Ruth Deerman I found the same great welcome, and kindness, and yet again with Gay Maher and the Whitesells at the Flying W Ranch Airport, New Jersey. You

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

must forgive me if I do not mention you all by name. There were so many of you who were hospitable to this British member. Please accept a big Thank You—dear Ninety-Nines.

With good wishes to you all,
Sincerely,
Sheila Scott

—o—

Estoril November 26, 1964

Dear Ruth,

I thank you very much for your kind letter of November 9th, and for the brochure about the 99's. Be sure that as soon as my article about the 99's is published, I will send it to you.

Today I am sending you two snapshots of me, one in the Aeroclub de Portugal oldest Tiger Moth and the other while sitting in the hangar, waiting for some opportunity to go for a flight and meanwhile knitting something for one of my children. In the background you can see perhaps one



Anneliese Mosch Fernandes Pinto.

of our Austers and you also can see our (the Airclub's) cat.

So far there aren't any news. I am still flying as much as I can, hoping now to finally become a "monitor" in our flying school in order to be able some day to achieve my instructor's rating.

I also received a very kind invitation to the Thanksgiving Day party which the newly formed British Section of the 99's were holding today at the Royal Aero Club in London, but I unfortunately was not able to go, as my finances are very low and the Portuguese Air Transports would not give me a free flight though the Portuguese Airclub applied for it. I hope for better days and then to be able to meet some of the British 99's! I'll also try to discover some way of going over to the States for the International Convention, but I'm not very hopeful . . .

As soon as I have any news, I'll write to you again. Thank you also for the Membership Directory I received some days ago.

Best always,
Anneliese Mosch
Fernandes Pinto

ED NOTE: Sorry, but cannot reproduce the color snapshot of you in the Tiger Moth.

—o—

LETTER FROM LINDY

No. 8

October, 1964

Itapemirim, Espirito Santo, Brasil — A water-line break in the Itapemirim tri-village community (Vila, Barra, Marataises) lasted four days, October 17-20. This meant no running water in houses.

There were three (reported) cases of typhoid fever at this time, and a hurried mass inoculation of school children and teachers by the public health service from Cachoeiro.

The water storage tank in the Soares'

house where I live held enough water to carry us through the emergency with frugal use.

The abundance of bamboo inspired the thought, or memory, of the Japanese garden rake that is familiar in the USA. The fan-shaped rake of split bamboo seems like a potential "industry" for some enterprising natives in this state. A detailed drawing was made by my "PCV Auxiliary" (parents), and a copy has been given to one fazenda where I've been a guest and where there is a great deal of bamboo.

It's spring . . . the windy season and the flea season. At least, the temperature is moderate. There are, also, flies.

Flea powder helps considerably, but the little varmits are absolutely inescapable.

To combat flies I searched throughout the city of Cachoeiro and finally found a store with fly swatters. I bought two.

"What's that for?" was directed at my hard-to-come-by swatter by a member of my family. Its purpose was explained and demonstrated with a short lecture on "flies transmit disease, therefore, etc." Aiding to illustrate my dislike for the creatures is mosquito netting supplied recently by our PCV headquarters in Vitoria.

Thumbtacked over my bedroom door and to a removable stick of wood for window covering, the mosquito netting has foiled the housefly, so far.

The fact that there's no ceiling enclosure hasn't reached the fly brain, yet. Thus, while the flies buzz around the rest of the house, my bedroom remains pleasantly free (knock on wood) of the beastie. This has not gone unnoticed by my family.

In fact, my room has sort of become a general sitty room, or reading room, at least. The 100-watt light globes (as opposed to the 40 and 25 elsewhere, and this is general) might have something to do with this.

(By the way, the price of a 100-watt bulb has gone from Cr.250 in April to CR.500 in August, and now, I'm told, it's Cr.850.)

In the "Lixo Bicho" (pronounced lee-shoe bee-shoe), or litter bug, line, a more or less constantly littered yard finally bugged this PCV to the point that direct action was taken.

After nearly three months of hints about keeping the yard free of trash because it's unhealthy (ie: dirty toilet paper+flies+open windows+uncovered

food . . .) and looks like a garbage dump, especially when the vultures argue over the tidbits thrown out the back door, I gave up being subtle.

Periodically, I had suggested the idea of a fuel drum incinerator. The suggestion had been listened to with apparent interest, but no action. The local gasoline purveyor provided the fuel drum, "latao," for Cr.4000. The local auto mechanic put in 20 holes and fashioned a neat lid with handle for another Cr.2000. It was his first experience (and mine) at making an incinerator. During this latter operation, performed streetside, curious onlookers asked, "What is it?" They were still curious after they were told what it was to be, but it seemed to be an interested curiosity.

The final result was given its trial burning, and, fortunately, everything that went into it went up in smoke. The "incinerator" proved a success . . . as far as functioning efficiently. There's still the education program that needs completion before the idea is also a success.

It takes energy to separate burnable from non-burnable trash. This is a real problem. Maybe a stick with a nail in the end . . .

The fund-raising projects to benefit the merchants of the Grupo Escolares in the Barra and Marataises are now two . . . the "Shell Game" and the "Card Game."

In Marataises the Shell Game is well underway with necklaces and objects d'art being produced by various persons. The Card Game is still in the experimental stage with the silk screen process.

After a couple of aborted attempts with locally purchased fabrics to use for the screen, the real item was received from my "PCV Auxiliary" and first results were good. Production details are still being worked out, but success appears evident.

The products of these two "games" will be for sale to summer tourists who will "throng to the seashore" starting in November.

My "lecture" on dental hygiene got

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

underway at the Barra Grupo Escolar. With seven posters telling about care of teeth through Ana e Joao, I gave my spiel to seven classes, then put the poster series in the entry hall of the school where they'll stay for two weeks. After that, I'll repeat the program at the other two G.E.'s.

Apparently, I have acquired another "home away from home," or maybe it's two. In Cachoeiro, the Correa home has been my hostelry on several occasions this month. In addition, I've made a second week-end visit to the Moraes' fazenda in Jeronimo Monteiro. These branches of the same family have been, and are, most hospitable. It's clear that I've been most fortunate in my contacts with families. My residence family, Penha and Tomix Soares, are as friendly, outgoing, warm as a family might be. And the same is true of my Vitoria family, the Lofegos.

Guess I'm just lucky.

Letter No. 5 was misplaced at the Putney office of the Experiment in International Living. We're sorry for this and have included it with letter No. 8.

No. 5

July, 1964

Itapemirim, Espirito Santo, Brasil — "If you have time to spare, go by air" isn't necessarily true in Brazil. The trip from Vitoria to Salvador, Bahia, was a pleasant three hours by air as opposed to an interesting but rugged 30-hour trip by train and bus.

Lynette Murdy, Carlina Chicarilli and I had planned to take the trip north together. Last minute changes in schedules resulted in a change of plans. Lynette and Carlina, in company of Pat Goodrich, Chris Came and Sandra Finn, took the long way, while I resorted to the airlines in order to arrive at Salvador about the same time as the others who departed a day earlier.

The flight-seeing route north provided a bird's eye view of Serra, Santa Cruz and Linhares, all PCV work sites. (Flight was via Varig in an up-dated C-46. I asked the steward for a map so I could follow our route. He produced a USAF Flight Chart (FC-253), 5th Edition, Air Information Current March 1950. Another USA item was the seat belt by Air Associates Inc.) Cost of the flight was 30,000 Cr. (at current unofficial exchange of 1200 to the dollar).

After one en route stop at Ilhia, I arrived at Salvador, the first city and

capital of Brazil, at noon Thursday. A scenic taxi ride along a Hawaii-appearing shoreline into the city cost 1200 Cr. per person with a full 5-passenger load.

Rendezvous at the Hotel Paraiso had been planned. The hotel was originally, apparently, a private residence of elegance. Situated on the steep hillside overlooking the bay, the hotel is in a convenient location between the upper and lower cities, as nature divides the city. The major inconvenience was a lack of bathrooms, only one community bathroom to each of the two floors (and no wash basins in the rooms). The rate was 5000 Cr. plus tourist tax of 500 Cr. per day per person, including all meals.

First to arrive, I advised the manager that I wanted a room for three persons and that a second room for three might be needed. After the usual "... well, I don't know, we're pretty full ..." routine, it was decided that they could squeeze the group in somewhere.

I had barely sat down to lunch when I heard a voice call "Lindy!" The ground expedition had arrived after a trip of "perfect" train-bus connections.

The week in Salvador started with a whirlwind tour of the city under the guidance of a young English instructor, Amado Duarte, who had presented himself to the group of PCV's at the hotel. Not a professional guide, his interest was to practice his English while showing off his city.

The city does not have the rumored 365 churches we'd heard of, but it has more than enough. Some are no longer in use. Others have been demolished and their functions consolidated with churches elsewhere. The Museum of Sacred Arts, a former church, deserved a much longer visit to really appreciate its exhibits.

The antique buildings with their faces to the wind for so many years had a mildewed look about them. They needed fresh make-up. Architecturally, they were interesting and picturesque.

It was dark before the group returned to the hotel in time for dinner. The subject of food had inspired Amado to invite the group to his apartment for a lunch of typical Bahian dishes. The date was made for Saturday.

The hotel's cuisine proved very good. It was remarkable for its similarity in content to the meals "back home" in Espirito Santo. The beans were brown instead of black, however, and the general consensus was that the flavor

of the brown bean was the preferred.

The Mercado Modelo was a major attraction for lembranca shopping. Located on the waterfront, the market covers an entire block. Fresh fish and other foods give it a distinctive aroma. The hotel's manager was seen shopping in the market, an indication that it is not strictly a tourist attraction.

Further down the waterfront line is another market, Agua de Meninas. Similar to the sprawling open markets of Mexico or the Flea Market near Paris, Agua de Meninas is a gigantic maze of shabby shops. Only Pat Goodrich "put in her thumb and pulled out a plumb," a handsome, rough hewn wood bowl with an approximate diameter of 30 inches and weight to match. Her return bus trip to Vitoria would be interesting.

Straight from Africa, the Capoeira dance depicts a struggle between two

Plan Now To Attend Next International Convention.

***July 8, 9 and 10
at
Chattanooga, Tenn.***

persons. As performed, it's a combination of ballet and judo to the monotonous rhythm of the single-string berimbau instrument, tambourine and vocal chant accompaniment.

A Sao Paulo family, also guests at the hotel, arranged for us to attend with them a performance of Capoeira dances. We departed the hotel in a Volkswagen Kimbi and wound a route through dark, narrow streets, up and down hill and finally had to get out on the last ascent that proved too much for the Kombi with 11 persons aboard.

When we reached what proved to be our destination we were in a neat sort of club house with the imposing name, Academia de Capoeira Bahiana, in a less than middle-class neighborhood. The academy's Mestre was found and he proceeded to round up some of his advanced students of the dance who also double on the musical (?) instruments.

The intricate teamwork dance patterns were performed in ordinary

street clothes on a tile floor, an invitation to accidents. Fortunately, there was none. The Mestre advised and criticized his students as they went through the dance. Then he performed with his "star" pupil. With heels flying at each other's heads, bodies twisted and writhed in a sinuous grace.

The entire younger generation of the neighborhood peered through the windows watching. They were the aficionados. After some two hours we left the dancers who were still going strong.

The Island of Ilaparica is not only the source of a mineral water of the same name, but also a popular resort for its beaches and general pleasant isolation. An hour's boat ride, departure was at 8 a.m. It proved advantageous to arrive nearly an hour early in order to claim seats. By the time the boat left the dock, it was standing room only.

A chance acquaintance with a family that was off for a day's outing was the PCV group's good fortune. Surprisingly, there wasn't a hot dog stand on the island. A few street vendors had fruit and bottled drinks, but nothing more sustaining. The family party had gone prepared with a large picnic lunch which they insisted on sharing. We finally gave in and accepted.

Someone suggested the possibility of returning to Vitoria by ship. Various inquiries were made, but shipping lists showed nothing going in the time allowed. However, one lead that was outside of regular channels was followed up. It was learned that a Norwegian freighter operating under lease to a Brazilian firm would be going to Rio and might be able to take passengers. Such a vague possibility eliminated Sandra, Chris and Pat, who had previous commitments. The rest of us remained flexible, hoping.

The luncheon date with Amado was quite a production. He hired a cook who knew the various Bahian dishes ... vatapa, caruru, efo, acaraje, galinha de xinxin and moqueca. Chicken, fish, beans, okra and rice were familiar ingredients. Missing was the "quente" aspect that had been advertised. Everyone had expected to take a Tum for dessert, but it wasn't necessary.

Entertainment followed lunch. The host, who has studied singing, has a circle of musical friends. First to arrive was a sort of Brazilian Italian tenor, Jorge, who sang well enough, but seemed to be more concerned about

his volume, as if he wanted to prove that he could reach the remotest corner of La Scala or someplace. Unfortunately, the apartment wasn't built to such proportions, and it was anticipated momentarily that the plaster would fall from the ceiling. But there was no such exciting result.

Jorge's performance ended, and he left at the time Joao arrived. A sparkling-eyed former local TV performer, Joao, who teaches English regularly, was a ballad singer and guitarist. A Fullbright Scholarship recipient, he will go to the USA the end of August for approximately nine months of intensive English study at university level.

One of the distinctions of the Hotel Paraiso is a nightclub on the lower floor of the building. That's the only connection the two have to each other. Club Clok offers comfortable seats to enjoy the lovely view of the bay along with some reasonably good "live" music after 10 p.m.

Another night's outing was courtesy —another one—of Amado who arranged to take us to the popular Lagoa Abaete where the "water is black and the sands snow white." With musical accompaniment of an expert guitarist, a 19-year-old singer of popular ballads, and Joao (again), the night was filled with music to the pleasure of romantic couples at the lakeshore and the PCV's.

My trip checked again on the boat trip to Rio and found that it could be done . . . in 52 hours. Passages were paid for (15,246 Cr. each), and the trio checked out of the hotel and onto the ship. Handsome quarters and an endless supply of hot water in the private bathrooms of the two staterooms the trio occupied provided the ultimate in our vacation denouement (sp?).

The uncertain time of departure caused the ship's captain to comment that he always doubled the length of time he's told the ship will be in a Brazilian port. For instance, in Salvador he had been told four days. He figured eight, and it was really nine. He added that it takes them three to four months to accomplish in Brazil what it takes one month to do in Europe. The ship operates from both continents for its Brazilian lessor.

A tasty change in diet added added to the pleasure of the voyage which was on a relatively calm sea.

Even the final lap back to work sites from Rio by bus didn't diminish the excitement of the unexpected travel

Air Meets Column



FUN — Frances Dias Gustavson and Mary Little of the Fallon Chapter tuning (?) up the Pratt - Whitney for the San Diego - Fallon Fun Race. The race is a project of the San Diego - Fallon Chapters June 12, 1965. Ruby Keavney of the San Diego Chapter is chairman of the start. Fran Gustavson is chairman of the terminus. A "gag" shot but it is FUN.

experience that ended in the middle of Rio's harbor and necessitated our departure from the ship down a free-swinging gang plank to a waiting small boat while the crew waved furious farewells.

Miscellany . . . The Shell Game test sales run proved reasonably successful during July increasing the Marataises Merenda Fund by 5000 Cr. The summer sales (at the end of the year) should be even more rewarding . . . Most popular song in Brazil is Doce e Amargura (Sweet 'n Bitter), the theme from Mondo Cane . . . First failure of the

postal system for me personally is failure to deliver two packages of two sweaters from home, mailed via air more than a month ago. I won't give up hope, yet . . . Next month, back to school.

Ale logo.

—o—

Dear Ruth,

Christmas Greetings and best wishes for the New Year. I am sending you and through you to all 99's. Soon I hope to write more about my activities.

Sincerely,
Lucie Wymans

All - Women Transcontinental Air Race

POWDER PUFF DERBY*

Watch for a message soon from Lorraine C. McCarty, Ways and Means Chairman, who will be contacting you for your financial support of the 1936 Powder Puff Derby! Lorraine, a Michigan Ninety-Nine, is a noted professional artist, has flown in two recent AWTARS as co-pilot, and was co-pilot with Pat Arnold when she won the 1964 IAR. Lorraine met with several members of the AWTAR Board when she was in New York recently on a business trip with 49½er Howard and is full of enthusiastic ideas! Your checks should be made out to **All - Women Transcontinental Air Race, Inc.**, and sent to Lorraine C. McCarty, 1112 Pinehurst Avenue, Royal Oak, Michigan 48073.

The 1966 Race will start from Seattle

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

under the sponsorship of that go, go, GO Western Washington Chapter and the Seattle Chamber of Commerce — who already have the pot boiling merrily! Bids for the terminus of the 1936 Race are still open.

Two new members were elected to the AWTAR Board at the December meeting, Marion Lopez and Pat Wilson. Both of these girls have flown the Race, have worked on the starts and/or Terminus in various capacities, and have been of great assistance to the Board in numerous ways for a long time. The Board feels most fortunate to have them now working in the overall planning and operation of the Race.

Reminder: Information kits containing the Handicaps, Rules and Regulations, application forms, etc., for the 1935 Powder Puff Derby will be ready in February! Send 50c with your request to AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey.
* Registered Trade Mark.



Jeanne Harley, Page Shamburger, Burnett Spencer and Sara Shonk at Carolinas Chapter meeting, December 6, 1964.



CAROLINAS CHAPTER

By Louise M. Smith

Hurricane "Isobell" danced, flirted and played up the Atlantic Coast, and said, "No, siree, no Ninety-Nine meeting at Kitty Hawk," so we met with Page Shamburger at Pinehurst, S. C.

We decided to take a membership in the Aero Space Education Council, with Bebe Ragaz, our representative. Estelle Bradshaw reported that after a long year's work, Southern Pines, N. C., is now air-marked, downtown, near the railroad, the first in the vicinity. Tentative plans were made for the Spring Southeastern meeting. The Carolinas Chapter will be hostess, and it will be in Asheville, N. C., April 30 - May 2.

On November 9, the Treasure Hunt started from Fort Lauderdale, Fla., flying to West End, Andros, Eleuthera and ending in Nassau. Good flying and great fun! Many Ninety-Nines took part; from the Carolinas, Page Shamburger, Emily Kelley and Louise Smith; from N.Y.-N.J., Selma Cronan; from

New England, Barbara Riggs and Gerry Gardiner; from Florida, Marian Davis; from All-Ohio, Marion Betzler; from Kentucky, Judy Short, Whirley Girl.

By Page Shamburger

Louise and Herman Smith hosted the December 6 Carolinas Chapter meeting at their cabin, Perriwinkle, near High Point. The well-attended meeting of 18 Ninety-Nines and 49½ers welcomed member Sara Shonk, now back in Washington after a two year stint of duty with the State Department in Russia. The chapter is pleased to have, as a new member, Amy Morris, whose husband is stationed at Shaw Air Force Base, S. C.

The Smiths served a wonderful barbecue lunch, following the business meeting. Major activities will keep the chapter busy for the next several months, and they include the Southeast Sectional meeting with Betty McNabb's father, Col. Wood, who saw the Wright Brothers fly, will speak on Friday evening, April 30. Frank Kingston Smith is the banquet speaker, May 1. Also, several members will participate in the IAR Stop at the Greensboro-High Point Airport, May 26 and 27.

Next meeting is scheduled for the second weekend in January.



At the end of treasure hunt in Nassau, Bahamas. Stan and Emily Kelley, Herman and Louise Smith.

FLORIDA CHAPTER

By J. Wagner

On Novembre 22, Cecile Adler, Virginia Britt, Miriam Davis, Ann Ross, Lee Winfield and Jan Wagner flew to St. Petersburg (accompanied by three 49½ers) and met with five ambitious sparkling new prospective members for 99's. The necessary action has been taken for approval of a new chapter on the west coast of Florida and I understand that three more applications have been sent to the membership chairman; so, before you know it, there will be a brand new chapter ready to do big things.

Virginia Britt just returned from Oklahoma City, where she attended the FAA Women's Advisory Committee meeting along with 30 other members. No doubt, she will make a report at our next regular meeting. By the way, just was informed that Virginia just recently earned her multi-engine rating and she certainly deserved it. Happy Landings!

Our December meeting was a social meeting, held jointly with the Florida Women Pilot's Association. This meeting was at the home of Vera Bratz on Sunday, Dec. 13, in the form of a covered dish social. We had 41 members and guests in attendance; incidentally, Hans Grounoff was an honored guest and so very interesting to converse with. Miriam Davis, Connie Stafford and Vera Bratz were in

charge of all the arrangements and must say that they did a splendid job. A wonderful evening was had by all.

This Florida Chapter is really growing — have two more prospective new members, Mrs. Connie Ammons of Fort Lauderdale and Mrs. Charlotte Grant of Miami. Will even have to change our name, since there will be more than one chapter in Florida very shortly now — and who knows, there may even be more chapters pop up somewhere in the state of Florida, as it is a fairly large state, you know. Once these Florida gals get started, there just won't be any stopping them at all.

GEORGIA CHAPTER

By Betty W. McNabb

Alas and alack, the Georgia reporter let the December deadline escape unheralded. No alibis. Was just waiting for the meeting and it got weathered out twice, and . . .

Since the last meeting, Ruth and Jim Miller have flown their twin Bonanza to Jamaica to visit Jim's family; Frances Peacock fell off a ladder and broke her arm (flying's safer); Betty McNabb flew Ti-Moun out to Oklahoma City for Executive Board meeting; Fred and Virginia Kleeb are flying again after long illnesses for both of them, Fred has in fact made an almost miraculous recovery from a critical illness. Carolyn

Kennedy, Betty McNabb and student pilot Evelyn Freeman were hostesses at the Rockwell-Standard fly-in for their new Aero Commander plant ground-breaking in Albany; Carol and Bill Lowery Travel-Aired to the Bahamas, Carol is checking out in Musketeer II; Albany 99's enjoyed Bob and Gene Nora Jesson on Musketeer Day.

Frances, Jean Voyles, Carolyn, and Betty attended the FAA-Weather Bureau Flight Safety and Weather Seminar in Atlanta; our non-resident member, Dene Hadden of Panama City, Fla., took her multi-engine flight check one afternoon and had a charter to Atlanta the next day in the Apache!

Your reporter flew her dad, Frank B. Wood, who saw the Wright Brothers fly in 1903, to Kitty Hawk for a CBS interview, landed at the first flight strip with Page Shamburger along side in her Bonanza; Ti-Moun got weathered in at Wilmington, N. C., we were sent down to the Blockade Runner Motor Hotel at Wrightsville Beach and really recommend it for a 99 meeting — it's fabulous.

Happy New Year, everybody, late, but sincere!

TENNESSEE CHAPTER

Valerie Grant

The Tennessee Chapter of the 99's meet in Chattanooga at Morrison's Cafeteria, November 20, 1964, at 12:30. Attending were Dot Jones, Irene Flewelly, Sarah Duke, Dot Patten and Valerie Grant. This was a replacement of the meeting cancelled by a University of Tennessee football game; heavy traffic and bad weather.

Discussion was terminus, terminus, terminus, with the exception of a vote of the chapter nominating Valerie Grant as the candidate from the Tennessee Chapter for the Amelia Earhart Memorial Scholarship.

Our next meeting is planned for January 8 at Loret Villa Yacht Club which will include our husbands, dinner and the meeting.

On January 16 we have a joint meeting with the Memphis Chapter of the 99's in Nashville at 12:30 BNA time.

Our schedule is going to be crammed between now and the terminus—HELP, HELP, HELP!

The Tennessee Chapter wants to start to acquaint you with your terminus and convention city with the following poem that describes it so well. Chattanooga is a wonderful vacation spot for your family and we hope it will suit your summer vacation plans

to be here with us in July, 1965. We are looking forward to seeing you.

Dot Patten,
Tennessee Chapter
Chairman

Copyright

By Ray Charles Kasper

Majestic Stands The City

of Chattanooga, encircled by mountains, dripping with history.

Living water flows through her as the Tennessee wends its way silently, smiling its quiet memories.

What could you tell, mighty river of the solid forts which stood, the echoing cannon that roared across the valley?

What could you tell of the Cherokee canoes skimming o'er you, resting on your banks. The

Chickamauga Tepees standing where now tall buildings stand?

Whisper mighty caves . . . tell your mysteries, breathe your cool breath . . . for Majestic stands the city in your hands.

Hear . . . Oh hear . . . for this is a city of millions of lights where once camp-fires burned.

Here is a city alive in its present,
respectful of its past
Remembering its birth!

City of acceptance of your religion or mine. City of freedom, as the breeze flows from the mountains. There are faults and frailties . . . but it is not this a human city?

Did not great men live and die here? Was not history spelled in blood here? Were there not clapboard houses erected with human hands as even now

Ribbons of concrete wend their way outward and inward made with human hands and the progress of men's minds?

Ribbons of concrete wending outward to the mountains . . . upward to Signal Mountain dotted with homes . . . speak . . . speak mountain what of your history

Here again the commanding voices, the sound of halting footsteps, the divisions of desperate men

Cry out Missionary Ridge . . .

Remember your battles

Let your monuments stand proud
praising the fallen . . .
the brave . . .

the deliberate in battle

Proudly voice yourself . . . jutting
Lookout Mountain, what have you seen
Of the armies of men, the blue and gray

 marching
 crawling
 running

in the valley below fighting their cause.
Banners rising, banners falling.

What do you now see? A valley transformed to a living city of peace and beauty, General Grant may I hear your voice, see your fingers move among the maps and documents . . . hear the sound of the scratch of your pen; cry out your orders for the great battle! General Longstreet, stand firm again, hold your head high, cry out your commands

Carpet of green covering the blood of the 34,000 fallen at Chickamauga may I walk upon you and weep?

Listen . . . listen in the quiet of the evening . . . after the setting of the

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

**July 8, 9 and 10
at
Chattanooga, Tenn.**

sun . . . do you hear the crack of gunfire, the clashing of swords . . . the sound of horses hooves?

Listen . . . listen . . . do you hear the moans, the curses, the prayers, the cheers . . . from the battle of the clouds?

The pipes of industry point skyward,
Dynamo of the nation!

Parks and memorials are a part of her
Orchid City!

The arts flourish as the dogwood,
City of Culture!

Her people daily count their blessings,
for Majestic stands the city of Chattanooga in her beauty.

The song of the Whippoorwill echoes everywhere

The memory of steamboats traverse the river,

OH GLORIFY YOURSELF . . . his-

toric John Brown's Taven, Sing out Moccasin Bend, Let me now walk the trails where the pioneers walked, camp where the Indian villages stood, fish in your lakes and rivers, your mountain streams. Let me now gaze in wonder upon your dams and reservoirs. Let me now breathe your pure mountain air, stand amazed at your progress, laugh with your people, become a part of your life . . .

Let me watch your seasons, the summer turn to the richness of fall, your fall die into a whitened winter . . . of splendor and beauty . . . Let me see the transition, the budding of the trees, the sprouting of the flowers, the brightness of the Dogwood . . . Majestic stands the city as I look down from the mountain top . . . Majestic are the mountains as I look up from the lake . . . I am surrounded by beauty . . . no matter how I turn, where I look . . . I cannot escape your breathlessness . . . FOR Majestic stands the city of Chattanooga . . . progressive, peaceful, happy . . . Stand tall . . . Stand tall . . . for I am proud of you as you should be proud of yourself.

Written at Loret Resort Villa on the inspiring shores of Lake Chickamauga at Chattanooga, Tennessee, spring, 1964.

Ray Charles Kasper



ALL-OHIO CHAPTER

By Edy Maxim

Inclement WX certainly was not a deterrent to the attendance of the chapter Christmas party on December 13 in Cleveland. John and Edy Maxim's home was literally bulging at the seams on this festive occasion. No meeting—strictly hangar talk, lunch and gift exchange. The proposed airlift with two fly-in 99's in Sundorph's Hughes 300 'copter to the Maxim's backyard was called off, unfortunately, because of weather. We did have one aircraft fly in. In the Aero Commander: Myron Collier, Pat Rogers, and Doc and Jean Bonar of Mansfield. Pat and Jean stipulated they would take a rain-check on the helicopter flite. Many thanks to Joan Hrubec, Ruth Love, Helen Sammon and our gal from the

district FFA office, Marguerite O'Roark, who hosted our guys and gals with John and Edy.

Attending: Janice Kuechenmeister, Connie Jones, Cliff Crabs, guest Dr. Thomas, guest Marguerite O'Roark, guests Alice and George Slaman, guests Bette and Bill Warner, Bobbie and Wayne Buehler, Joann and Roy Stype, Pat Rogers, Lois and J. C. Schmidt, Jean and Doc Bonar, Rosalie Bracht, Autrie Lehr, Marilyn Collette, Virginia Schumacher, Helen and Jim Sammon, Mary Scheafer, Ruth Love, Flo and Doc Bond, Joan Hrubec. Guests: Tess Plummer, Norm Woolley, Joe Valen, Myron W. Collier, Sally and Doc Ebling, Mary and Philip Wenclaw. Ginnie and Al Bessette, recently transferred from Chicago, were welcomed to Ohio.

Our best wishes and much happiness to Bev Mather and Bob Long of Columbus, who, as of Friday, Dec. 11, are "Mr. and Mrs." Bob does much of that "up in the air" time flying Ohio's Governor Rhodes hither and thar in the state's DC3.

Ruth and Merrill Love recently returned from a beautiful flite through the Bahamas.

Marion and Charles Betzler have really enjoyed the Bahama Treasure Hunt Flites, having attended again this year. We expect to catch up on the details of this popular event when next we see Marion.

News from Ione Shelton has it that there is now a 182 in the family. Ione and Lloyd are enjoying, tremendously, the transition from the 175 to the 182. Air Guard, too, has presented interesting trips for Ione. Her summer drill—two weeks in August—took her to Newfoundland. In November, via KC97, Guard duties took her to Bermuda. Ground transportation was equally exciting—a motor bike. What a delightful means of going shopping in Hamilton on her off-duty time.

Of the many awards Connie Jones has been accumulating, the one presented her by the Skylarks (flying club) was a fun one. This is a light-hearted "award" in "tribute to her bad disposition." After impressing everyone with her "mean temper on a bad day", she has been jokingly checking in on the radio as "the witch, requesting permission to land". A small broom, complete with cardboard instruments was presented. Rumor has it, after Connie has put in a few more hours, she will be eligible for a bigger broom.



Chicago Area Chapter Ninety - Nines at the Goodfellow Charity Luncheon, Sheraton Hotel, Chicago. Louise Kokesh, Pres.; Virginia Coffeen, recording secretary; Suzette Deutsch, treasurer, and Sue Roscoe, corresponding secretary.

CAPE GIRARDEAU AREA CHAPTER By Alice Godwin

A dinner party was held in November to celebrate our chapter's second birthday. Everyone came to my house for a "happy hour" and then we had dinner at the Purple Crackle Club. Marge Hall gave all our 49½ers their cards and they promptly filed them with their other valuables, credit cards, et cetera.

Marge Hall invited us to her beautifully Christmas decorated home for a delicious luncheon in December. Audrey Blaich, our new member from Poplar Bluff, attended; she had formerly belonged to the Memphis Chapter, but Cape is much closer for her. We are delighted to have her join our chapter.

Nell Rice, from Kennett, Mo., flew up in her little "Little Jewel". She and her husband just returned from a vacation trip to St. Petersburg, Fla. They have also purchased a 1931 trimotor Stinson, only one of its kind.

Lois Feigenbaum and family flew to Phoenix recently to attend her grandparent's 60th wedding anniversary celebration. They also visited in San Diego. She has flown many trips for her husband; their Apache doesn't get much rest.

In November I was asked to be one of the judges for the Mid-Western

Inter-Collegiate Air Meet here, of which our Flying Indians from Cape State College are members. This younger generation are real enthusiasts. After watching them for several hours, I decided I certainly needed practice on my power off and power on landings. My son was one of the entries for Cape State and took the power on spot landing award. He hit the first dead center and was four feet short on the second.

Joan, our oldest daughter, was 16 Saturday and celebrated her birthday by soloing a 1953 Cessna 170—the one I soloed in 1955. We just happened to get it back on a trade-in two weeks ago. She also soloed a Cessna 150 and 172. I know you can tell John and I are just beaming, so I'll say no more.

Mary Elders and Audrey Blaich have made up very proud. Mary wasn't at our last meeting but when I get all details I'll let you know.

CHICAGO AREA CHAPTER By Doris Mullen

Hello from the wintery Chicago Area. Last week balmy temperatures and fog and this morning temperatures dropping to zero. Now we will have fun with those cold starts! Ugh!

The Chicago Area 99's were represented at the 18th Goodfellow Charity Luncheon at the Sheraton Hotel in

Chicago. Those attending were Virginia Coffeen, Irene Gabriel, Doris Mullen, Mary Shumway (prospective member), Louise Kokesh, Tracy Pilurs and Norma Frier. The 99's were awarded the Goodfellows award in 1962 for their large gift contribution to needy children.

On December 12 the Christmas party was aptly handled by our affable past-president, Irene Gabriel. Just fun and gaiety with a gift exchange and that ubiquitous hangar talk.

When George and Virginia Coffeen flew their club Cessna to Padre Island they stopped in Fort Smith, Texas, and were thrilled by the Air Force Thunderbird performance.

Marge Raglin is taking leave of absence from Crystal Lake High School and is spending this year teaching military personnel high school students (Schweinfurt American School). Her address is Schweinfurt American School, APO 36, New York, N. Y.

Gad-about Norma Frier went to Mexico City to do Christmas shopping with three other American Airline pilots' wives. Norma and Art also spent eight days in the Hawaiian Islands sight-seeing.

I'm happy to report a brand new 99'er, Mrs. I. O. (Bobby) Johannsen. She has the distinction of having received her private license in a multi-engine plane. She also has her instrument rating. The Johannsens use their Aztec in business and Bobby makes some of the trips. Last summer she and her husband toured Europe in the Aztec and flew back across the Atlantic via the Azores.

Congratulations are in order for Tracy Pilurs and her new instrument rating. Of course you all know she's flying the sweet little Smith miniplane that she built.

CENTRAL ILLINOIS CHAPTER **By Betty Common**

Mother Nature welcomed the month of December with blizzard conditions which covered the whole Central Illinois area. It looked for a time that our meeting, which was scheduled for the 5th, might have to be cancelled. However, after a month of planning and reserving for the event, we decided to see it through. To my delight, we had a wonderful group of 38 present, and I feel it was a tremendous success.

A social hour was held at the home of B. Common, where we welcomed our members and a number of guests,

from whom we hope to recruit some new 99's. At the completion of the session, we drove to the Country Club of Peoria where we had dinner, and a very entertaining program.

Our special guests for the occasion were Deedo and Herm Heise. Despite the very bad road conditions, it was a perfect day for their flight from Milwaukee, and we are all so appreciative that they made the trip. We thoroughly enjoyed their film program, and welcomed the opportunity to become better acquainted.

With everyone rushing about to prepare for the holidays, as well as the prevailing bad weather, there is very little flying activity to report.

We haven't as yet set a date, or place for our first meeting in the spring. We hope by then to have some new members, and many hours of fun flying.

GREATER KANSAS CITY CHAPTER **By Katie Wright Letcher**

Greetings! This is a very belated wish from everyone in the Kansas City

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

Chapter to all others for a very nice Christmas and a great flying New Year.

Our November meeting was crowded! Eighteen people! One spanking new member, Joan Reindle, was there with her husband, Jim, who we hope is a prospective 49½'er. We had a productive meeting. It was voted to raise the fine on negligent pin-wearers to 50 cents and also planned the first "fly-out" in a long while.

The "fly-out" was a success. Those flying to Rosecrans in St. Joseph for an ATC public discussion meeting were: Sara Gorelick, Elaine Morris, Marjorie Farrell, Joan and Jim Reindle, Ruth and Sheldon Stafford and son, Aleah and Bud Combs.

Our December Christmas party meeting was held at the Trail House in

Kansas City on a very snowy night. Our 49½'ers were all presented their cards and we had three new members in attendance. They are: Joy Morrison, Olathe, Kan.; Ester Baker, Excelsior Springs, Mo., and Dorothy Stratton, Excelsior Springs, Mo. That brings our total to four new members this year. Go! Go! Go!

We were shown a film on the program "To Tell the Truth" on which Mary Ann Noah, the Powder Puff Derby winner appeared last summer. It was very entertaining, enlightening, and we got to see the commercials, too!

INDIANA CHAPTER **By Betty Kaye-Smith**

Indiana 99's enjoyed their annual Christmas party at the home of Mid and Don Cassidy, who, we are happy to report, is out of his cast, after an accident at Cincinnati some time ago. Although he flies the Queen Air everywhere, Mid enjoys going along to carry the hot water bottle for his "aching back".

Delia Sanders and Helen Grahn, along with their 49½'ers were among those enjoying Indianapolis' Aero Club trip to Florida. Billie Anderson and 49½'er Carl had a unique trip to the Kentucky-Georgia football game at Auburn — they saw nary a cloud in the sky the whole trip.

Christmas season saw Ethel and Rusty Knuth jetting to San Francisco for a visit with son, Ronald and family, at Sonoma County Airport, Santa Rosa, Calif. And Agnes and Bob Gallatin and Elliott and Betty Kaye-Smith flying Apache 3157P to San Antonio where they boarded the Aztec Eagle for Mexico City (lazy man's—and woman's way).

Verda Brittingham and Gloria Richards, enthusiastic members in the Central Indiana Soaring Society, report that the club has added a 1-26 sailplane to their equipment.

It wasn't until the following month that Indiana 99's were able to really compare notes on the aftermath of their November meeting. Weather arrived in northern Indiana ahead of schedule on the meeting afternoon. Although Chairman Margaret Petty did manage to get directly home to Muncie from Auburn, at last report, Ethel Knuth and Billie Smith landed in Decatur (twice) and arrived in Indianapolis via Greyhound; Delia and Harry Sanders landed in Hartford City where he stayed from Sunday until

Tuesday rather than go back for the plane, while she, with the help of the operator, was able to drive to Indianapolis; Betty Nicholas landed at Huntington and managed to ride to Indianapolis with a kind drive; Jill McCormick, Verda Brittingham and Katie Sage landed in Fort Wayne (where Elliott and Betty Kaye-Smith turned up, too, having gotten within three or four miles of their home base, Warsaw, and turning back) and then continued on to Lafayette where Verda picked up her car and drove Katie to Indianapolis. Note: Katie's plane was still in Fort Wayne, but she did get it later.

WISCONSIN CHAPTER

By Marie Mitzenheim

A merry Christmas party was given by Vicki Marshall at her home. After cocktails and a buffet, gifts were exchanged as we were able to call Bingo.

Our men friends were asked to raise their left hands during the hilarious induction into the 49½er Club. After they had "I do'ed" to a number of promises (all in our favor, of course), a representation of 49½ers membership cards was made. The men got together and came up with the thought that they should be 198'ers and read a very humorous list of Thou Shalt Nots.

Mrs. Mayo has mailed in her application for membership so we are happy to welcome her into the chapter; and can hardly wait to welcome and induct her husband as a new 49½er.

Toney, our vice chairman, became our chairman as Deedo Heise has been so busy with the AE work.

IOWA CHAPTER

By Mary Lou Ballensky

Well, now! Old Man Weather has finally decided to cooperate. After cancelling out so many of our meetings last winter, it was certainly a pleasure to have our Christmas party turn out to be a beautiful, sun-bright winter day!

Irene Griffith, Bernice Malloy, Helen-jane Webster, and Bernice Wilson co-hosted our meeting in the Cloud Room at the Des Moines Municipal Airport. First, came the wonderful Cloud Room smorgasbord, then, our annual dollar gift exchange.

The Rev. Donald Koontz of Indianola was then introduced as our afternoon speaker. Representing the Aero-Space Education Counsel of Iowa, he gave us an excellent talk on their aims



Wisconsin Christmas party at Vicki Marshall's. Enjoying a joke are Ehren Fath, Marie Mitzenheim, Dora Fritzke and 49½ers Harold Bannister and Larry Mitzenheim. Photographer Dr. Anne Roethke.



"Left" hands raised during Chairman Toney's reading of hilarious oath to 49½ers Dr. Heise and Doug Fath during Wisconsin Chapter Christmas party. Photographer Dr. Anne Roethke.

and activities here in Iowa, including an invitation to the 99'ers to attend their board meetings and give our support to their general program.

In the absence of our chairman, Tina Healy (home, tending her sick little one), Bea Jobe conducted a short, informal meeting. Again, we discussed the impending fate of our many Flight Service Stations and express our hope of many letters going out to our Congressmen to ward off the legislation necessary for the "hatchet-job". We would certainly welcome suggestions from other 99's, individually and collectively, as to how we can effectively influence Congress and the FAA to keep these stations operating in their present form for the safety of all general aviation pilots.

To end on a happy note, Bernice Malloy showed us a huge map of the United States with pins appropriately placed, representing the chapters who have bought our flight bags. A most impressive display, I must say! Now, come on, gals! Buy up! And put your chapter on the map!

A postscript: I sat next to Helen Flaherty and she said to tell everyone "I have been doing nothing." Further quizzing revealed she has actually been working like the proverbial dog, but flying activities have temporarily been squeezed out! Move over, Helen! The activities of four young children seem to perpetually keep me in the same state, "bird-wise"; but the enthusiasm is never dulled, so a new day is bound to dawn!



ABILENE CHAPTER By Mel Hall

The Abilene 99's got out and flew to the Dallas Naval Air Station at Grand Prairie December 1 and had a grand time touring the facilities of Ling-Temco-Vought. We were briefed on the A7a light attack fighter and the new XC 142A vertical takeoff and land troop carrier, both in the flight test stage. We had the opportunity to have lunch and converse with the test pilots of the two aircraft and to say the least everyone enjoyed every minute of it.

We all join in thanking Audrey An-

ders for the November program since it was through her efforts the tour was made possible. Those attending the tour were Audrey Anders, Joy Ramsey, Gloria Puckett, Patty Taliaferro, 49½'er and two sons, Mary Cree, Marilyn Schulz and Mel Hall.

We must report the results of our final project for the year. It was a garage sale held at the home of Mrs. Bill Cree on November 20 and 21. Such a garage sale! Champagne yet! Anyway, it was very successful in many ways, it has been a long time since our closets, attics and storage rooms looked so neat and clean. It was fun and we also made money, our bank account hasn't looked this good in many a moon. Needless to say, we had a lot of items and junk left over and so contributions were made to Boy's Ranch, Goodfellows and the Salvation Army. The money derived from this little effort will really help in financ-

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

ing the work with the Girl Scouts in the air-marking program next year.

Well, girls, this isn't very much newsworthy news, but at last you have heard from us, and hope to have more next time.

Keep flying!

ALBUQUERQUE CHAPTER By Georgia Tillery

The Albuquerque gals have been doing a lot of flying this month, in one way or another. Margaret and Gene Perez flew their plane to California and then commercial to Hawaii to celebrate their anniversary (whee, what fun!). Donna and Irby Downey flew to Colorado to see the beautiful fall scenery; Randa and Jack Sutherland flew to Lake Mead to get in that last bit of water skiing before it gets too cold, also some boating and fishing; Marie and Nugget Crossette have

been flying around arranging for a most beautiful wedding for their only daughter; and Georgia and Garland Tillery made a flying trip to the hospital and came home with a big baby boy.

The chapter met for their regular meeting in the home of Shirley Kay on October 3. Quila Moeller was a guest and reported her lessons are coming along. We hope to have her as a member soon. The next meeting will be in the home of Shirley Morris (you girls in the TAR will remember Dr. Morris who took care of those broken teeth). This will be the Christmas dinner and party!

COLORADO CHAPTER

By Janie Oesch

Jolly ole Saint Nickolas came early to Colorado. December the 5th found the spirit of Christmas, and just plain spirits, displaying itself at the Academy Officers' Club where a total of 54, including 99's, 49½'ers, our favorite weatherman, Bowman, plus spouse, and special guests, enjoyed dinner and much "hangar flying". Some one in Denver did some forecasting (NOT BOWMAN) and came up with the possibility that just maybe it might snow that evening causing slick roads, also impaired visibility was expected, so a bus was hired and most members left the driving to the bus driver. Two who didn't were Alice and Dale Robertson who drove down from Boulder. Coming the farthest were the Wenholtzes who flew in from California. I must have traveled the least distance but Muriel and Wally Leland were a close second. Many thanks to our party chairman, Pauline Meighen, and the Academy Officers' Club for a job well done.

Francie Warner is instructing for Kensair at Jeffco Airport near Broomfield, in SEL and MEL as well as instrument. She gets up at 0530 to fly since that's the only hour one of her students can fly. A gold star to that instructor!

On Marion Tankersly and Mary Frenzel's trip to Alaska, one important item has been overlooked. That is the fact that Marion is a licensed A and P and maintains her own 1947 Stinson "Snowflake" which they flew the 6700 miles.

We are all glad to see that Mary Robb and Verna Christopher have once again added their names to our chapter roster in the 1964-65 membership directory. And congratulations to Grace

Longbrook for getting her renewal in on time. Jan Vawter, Jane Nettleblad and Ann McKinster joined our roster this year also.

FOR SALE: a permanent name badge an inch and a half in diameter with 99, your chapter, your name, all printed under plastic so it won't rub off, with a safety clasp pin on the back. All this for \$1.00. There is also a 49½ badge to match. These badges have been approved by our International Executive Committee but not in time to get into the for sale section of the membership directory. Send your orders and checks to Patricia C. Luther, 383 Corona Street, Denver, Colo.

That's 30 for now but you'll be hearing from me next month.

EL PASO CHAPTER

By Bonnie Link

I'm happy to announce (if someone hasn't beaten me to it) along with all her other activities and ratings, Ruth Deerman has recently acquired a 'copter rating. Isn't that something?

We have two applicants for the Amelia Earhart Scholarship award. We are rooting for them all the way. Polly Pearce and La Verne McCauley.

Our November meeting was held in the home of Ruth Deerman where we viewed a most informative and interesting film on the camp for crippled children at Kerrville, Texas. As you recall this chapter is instrumental in obtaining planes and also participating in flying them to the camp every summer. We like this for our civic project.

Our new pilot and "soon to be" member is Mary Olmstead. Congratulations, Mary!

More congrats are in order for one of our 99's, Jane Brown, who recently took time out for a very worthy cause, a new baby boy!

There is one Catherine Magruder who isn't daunted by this Christmas rush. She took "Baby" (Skymaster) and guests Polly Preece, Margie Evans and Lee Danderridge to Tucson for breakfast, lunch and almost dinner. They inspected and loved the new Tucson International facilities, where they ate breakfast. Then rented a car and drove out to the Arizona-Sonora Desert Museum, made the rounds and returned. Had a real nice day.

Catherine has also made recent flying trips to a Lordsburgh, N. M., ranch, eating breakfast and visiting friends. (I make her sound like all she does is eat).

We have two prospects who are

seriously contemplating the '65 AW-TAR. La Verne McCauley and Wandra Emerson. Wouldn't we be proud?

Elizabeth Netcher has moved and is transferring to the Washington, D. C. Chapter.

Juanita Burdick and 49½'er, Tex, have been making many trips to their cabin in Colorado where Juanita shot a deer and Tex shot an elk. Now they are trailing the pheasant.

We certainly want to wish Margaret Halloran who is sporting casts on both feet a "better walking soon"!

Mary Fran Seidl, Ruth Fleisher and Ruby Tatman are charter members of a newly formed group called the IFR Pilots Club, whose objective is to work together and help one another maintain a proficient IFR rating. They are planning a flight to the Albuquerque Control Center, in a unit of six or eight planes soon.

And last, but not least from the El Paso Chapter "Have a real good New Year"!

HOUSTON CHAPTER

By Louise Bickford

Here it is almost Christmas again and I'm not ready for it, as usual. Every year I promise myself I will get better organized next year, but each time it is the same. One consolation, I know a number of others who have the same problem.

The weather hasn't been too conducive to flying; however, a few have managed to get in the air.

Mary Jane Stepchinski checked out in a J3 Cub and Aeronca a couple of weeks ago.

Mary Able has recently acquired an airplane — a Cessna 195. She has made one cross-country to Dallas so far, and is now having new radios installed. When that is completed, she probably won't spend much time on the ground.

Mary and George Coale flew to the Bahamas Flying Treasure Hunt last month. Will report more on that trip next time.

Marilyn and Chuck Stoneberg are leaving for Florida right after Christmas.

Our big social event of the year took place December 1, at the Shamrock Hotel — our annual Christmas dance. I'm sorry I cannot report on it first hand as I was out of town. By all reports it was the nicest dance we have had. The entertainment and door prizes were outstanding. Mary Jane won an hour of Link time.

My husband, son and I just re-

turned from a vacation to Boise, Idaho, where we spent Thanksgiving with my folks. Unfortunately, we had to drive the 2,000 miles. We were going to fly, then at the last minute we had to go by car because of the storms.

While in Boise I had a most enjoyable lunch and visit at the airport with some of the Idaho Chapter 99's, arranged by Helen Higby. Those attending besides Helen were Claire Justad, Fran Brown and Fern Lake.

After we recover from the holidays, our chairman, Mary Able, has a busy airmarking schedule lined up for us in January. The 9th we are to mark Houston Northwest, followed by Weiser Airport and Humphrey Airport in Baytown.

Hope everyone had a most enjoyable holiday season.

OKLAHOMA CHAPTER

By Nema Masonhall

Mary Cornelson and 49½'er, Edsel, Broneta and Velma took the IFF Caribbean Cruise, all reported a wonderful time and should have some very interesting things to tell us. After the cruise, Velma and Broneta ferried back a couple of Cherokees for Catlin Aviation Co. to OKC. Dottie Young, a member of the Women's Advisory Committee on Aviation, as is Jerrie Cobb, entertained the other gal members one evening during their four-day meet in OKC. Jane and Rogers Abbott flew down to NO on their way to South America to visit their son. Those 99's attending the OFF Christmas dinner at the Fairview Country Club were: Carol Waddell, Mary Cornelson, Velma Woodward, Arlene Walkup, Broneta Evans and Nema Masonhall. The 99 Christmas party held at the Sutter Ranch, west of Woodward, included the Clyde Evans, the Hoyt Walkups, the Edsel Cornelsons, Velma Woodward, Jo Petrophy and friend, the Howard Thomasons, H. Van Zandt and the hosts, the Fred Waddells. This party is always a ball, such a shame so many of us had to miss it. Marcia, Mary Francis' daughter, the US's first Olympic kayak medal winner, was in Washington, D. C., where she and the rest of the medalists were to have lunch in the White House with President and Mrs. Johnson.

One of Dottie's recent chopper students was 49½'er Art Pfister of Aspen, Colo. Betty is Whirley-Girl No. 52. She and Art are the first husband and wife to get their helicopter ratings through Dottie. Donna Myers and 49½'er, John,

of Denver spent Thanksgiving with the Youngs and Donna went to Enid with Dottie in the chopper Thanksgiving Day to deliver one of the many Santas that have exchanged reindeer for Catlin's whirly-bird again this holiday season. On November 24 the FAA took official recognition of Dottie's extensive experience as a helicopter instructor and designated her as a helicopter examiner. To our knowledge, she is the first woman in the U. S. to be so designated.

MISSOURI VALLEY CHAPTER

By Jan Heins

November 1 found 10 members, two 49ers and two guests at Kearney Airport under perfect flying conditions (except for a "slight" westerly wind, right, Bernie?) for our monthly 99 meeting.

After accepting the very descriptive minutes written and read by Lois Durham the meeting continued with the following business: It was decided that four members go to Valentine to visit with Zelda Turnquist, one of the four winners of the essay contest. However, when it was time to go, the plane was in the "hospital" with a rough mag and so the trip has not been made as of yet.

Bernie Bauer and Edna Cummings plan to apply for the AE Scholarship Fund.

A charm bracelet with an appropriate charm to be added will be the "trophy" to be passed around within our chapter for making certain achievements. We saw two interesting films following the meeting.

I was lucky enough to get a ride in a glider before leaving for home. That was quite a thrill!

The evening of December 5 will find us in Lincoln at the Holiday Inn for our annual Christmas party — with a fly-away breakfast Sunday morning at Municipal Airport.

SHREVEPORT CHAPTER

By Sarah Henley

On Saturday, Oct. 24, Martha and Ray Christy hosted a hangar warming party in their new hangar at Downton Airport. This was a real fun time. The hangar was very colorfully and cleverly decorated. Incidentally, Martha and Ray did the construction themselves. Is there anything these two can't do?

Our October meeting was held at the home of Dottie Ports. This meeting was devoted to sorting and tagging

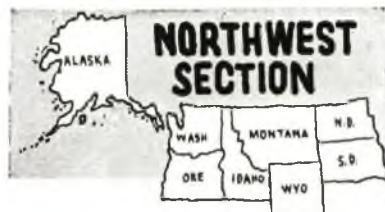
items to be sold at our annual rummage sale which was held the following Saturday with great success. This has become a traditional fund raising project for our group and we have been pleased with the results. (Clean closets for one thing.)

November found our group at Jere Saur's pouring over our ground school studies once again. We had as our guest at this meeting Jenny McWilliams, a newcomer to Shreveport who holds a private pilot's rating and is presently working on her commercial ticket. Dottie Ports was missed at this meeting. She and 49½er Bud were on their annual deer hunt. An account of this trip should prove extremely interesting.

On December 3 we were the guests of the local Civil Air Patrol unit. We enjoyed an educational film, then Jean Carroll, of mistress of ceremonies for

Annahlees lovely home for our Christmas party. Agnes has been voted No. 1 turkey cooker by acclamation and anyone hankering for that title will have to fight a duel with the rest of us.

By press time everyone will have broken all their New Year's resolutions, right down the line, and comfortably resumed their old pace. But then there's Ground Hog and Valentine Day just around the corner. Sound like an exciting year ahead. Let's all go fly someplace.



EASTERN WASHINGTON CHAPTER

By Helen R. Crum

After luncheon at the County Club in Spokane December 9 we went to Ginny Harper's home for our business meeting. Our two new members, Juanita Hoyle and Bobbie Price of Spokane, were there and were presented with their pins and membership cards by Chairman Barbara Thisted. Beverly McCall of White Swan was accepted as the newest member. Cherie Yates of Yakima, who joined at the preceding meeting, was unable to come. Peggy Adams of Spokane was a guest pilot. Marie Reynnells and Terrie Becker had to drive. Lygie Hagan, Millie Shinn and Ginny, along with Kathleen Hitchcock, who brought Ethel Wikstrom, Helen Crum and Beverly in the Baron, made up the group.

Marie, Millie and Minnie Boyd were appointed as a nominating committee for international officers. Our chapter will contact other Washington chapters in an effort to meet and discuss state aviation matters with the new governor. Because of the candy sale our treasury is in good shape even though the executive committee voted to give the secretary \$20 for necessary expenses.

Although no one could fly to the overnight meeting in Pasco, November 14, everyone reported a good time. Present were Jean Carbon, Helen Dewey, Gini Richardson, Lygie, Marie, Terrie, Minnie, Ginny, Cherie Yates and Chairman Barbara.

It was decided to offer our services for "Operation Airlift" in Yakima which is conducted every spring by

Plan Now To Attend Next International Convention.

July 8, 9 and 10
at
Chattanooga, Tenn.

the occasion, presented a most enjoyable talk on the history of the Ninety-Nines, and the Shreveport Chapter in particular. An open discussion followed with contributions from various members on our recent grand school studies and other phases of our activities.

Our 1964 activities will close on a festive note with a dinner party on December 18, with 49½ers present, at the home of Helen and Whitey Hewitt.

This year's activities for the Shreveport Chapter have been very gratifying — crammed full of flying, fun and fellowship.

TULSA CHAPTER

By Jean Engler

We have washed down that last piece of left-over Thanksgiving turkey and have now plunged fearlessly into Christmas shopping.

We did take a break and gather at

Yakima Valley pilots for the benefit of the Retarded Children's Association, and also to assist if needed with the Aviation Education Workshop in Ellenberg in June.

Millie has been selected to be our Amelia Earhart Scholarship candidate. Recently she has been elected to the executive board of the Conger Aviation Education Foundation in Spokane.

Ginny will be co-hostess with Mary Jane Appling, a prospective member from Spokane, on a weekly television program where aviation subjects of local interest will be discussed. Ginny has now finished instrument ground school and is ready for the exam.

Gini Richardson has returned from her second meeting of the 32 member FAA Women's Advisory Committee on Aviation held in Oklahoma City.

Bonnie Henson flew their new Cherokee from Florida in 17 hours. Now she is off for Manzanillo where her husband will spend two weeks taking underwater movies.

During January there will be a split meeting with those in and near Spokane getting together, while Yakima members do the same. There is no rift—just probable bad weather for flying distances.

FAR WEST CHAPTER

By Barbara LaRue

Our December meeting was held at Elene Duncan's beautiful home on Dungeness Bay. It was one of those days we were to fly, but after a false start by your reporter, we ended up driving to our alternate. Margaret Layton came from Port Townsend, Mary and Jerry Kochanek and myself from Port Angeles.

In November, Margaret did get to fly to Bellingham to meet with Lynne Mahlberg and prospective member JoAnn Burkhart. Carole Phillips Morris and her mother flew in from Canada for that meeting. We wish to extend our best wishes to Carole in her recent marriage. May they have many happy hours of flying together.

Jerry Kochanek recently soloed Mary's Vagabond, and is in the process of building up time. Congratulations, Jerry! We hope for some decent weather in the future for cross country's to help her along.

Everyone is in the midst of preparations for the holidays. The Duncan family will be leaving December 18 for a two week vacation in Hawaii. The LaRue family will leave Christmas Day for Disneyland on a ten day vacation.

As a final note, a correction of an earlier report, the Mahlbergs are flying a CESSNA 180 on floats. My apologies to the Mahlbergs and the Cessna Corporation.

MONTANA CHAPTER

By Betty Nunn

Eleven members and two guests attended the meeting held in Great Falls on December 5. Weather had been miserable all week, but cleared just in time for our meeting. Our most heartfelt sympathy is extended to our Chairman, Elsie Johnson, who was called from the meeting by the sudden death of her 49½, Bob.

Business accomplished was the appointment of a committee to work on a race course for our own race to be held this summer. We are all urged to write to the Administrator of the Federal Aviation Agency urging retention of all existing facilities now in Montana, plus installation of addition facilities in vast high line areas—mainly Havre. This is something that has long been needed.

We have two new ratings: Mary Stevenson, Missoula, got her instructor's rating and Sharel Bitz got her commercial rating. Congratulations to you hard working gals.

Beverly Ledbetter reports a Comanche trip to Denver, Colo., the first part of November, with some IFR weather encountered. Also she and family flew to her folks for Thanksgiving in Grand Forks, N. D., via a Cessna 182.

Mary Jo Janey, State Supervisor of Aviation Education, Helena, was the chaperone for the two delegates from Montana to the 1964 Flight Seminar for Youth at the special aviation program for youth at the Federal Aviation Agency Aeronautical Center in Oklahoma City on December 16-17. Joyce Gretzen of Cut Bank and Victor J. Kiesling Jr. of Helena, both seniors and class leaders, were chosen from eight semi-finalists in statewide competition. She said all eight were such outstanding young people that she wished we could have all met and talked with them.

OREGON CHAPTER

By Linda Alvord

Our September meeting at Mahlon-Sweet (Eugene) couldn't have been nicer; good weather, a brand spanking new air terminal restaurant-lounge and a swingin' group of 99's looking forward to meeting incoming officers and to express gratitude to the out-going



Exchange of the "gavel" . . . Jean Abbott, Oregon's 1965 chairman; Evelyn Rackeff, outgoing chairman

officers. All officers were presented with lovely corsages. Margaret Teufel presented a bouquet of lovely "Teufel" roses to Evelyn Rackeff, outgoing chairman, and Jean Abbott, incoming chairman for 1964-65. We thank our hostesses, Kay Wojcik and Florence Groesbeck for their work in setting up our luncheon.

We have two transfers from our chapter, Joanne Nelson to the Idaho Chapter and Capt. Margaret McFarlin to the Eastern New England Chapter. Our Australian member has transferred to the Michigan Chapter, and Judith Doig is now a resident of Windsor, Ontario, Canada. Visit us soon girls.

Congratulations are in order for Evelyn Rackeff (instrument rating) and Nancy Edwards (M.E.L.). How about that! Charlotte Dodson is in charge of the new International Scrapbook.

Latest chatter on spot landings—Joan Buermann proved herself a real space ace and won a Dickinson gift package by scoring only 25 feet off target during the spot landing contest at Aurora, Oregon. Winnings from the contest were donated to the 1966 AWTAR race fund. This was a time when it proved to be a paying loss, as penalty for each pilot was a penny a foot off the designated "spot". Other donated "penalties" came from Bonnie Bradford, Barbara Daufel, Jo Neil Harris, Marcella Othus, and Bobby Hayes. Ann Brown had a try at it too, and her 49½'er soon participated. All scores were within a 100 foot margin.

The October meeting found us located on (or above) 44° 55'N—123° 00'W. (Now that you have the vital statistics, need I say more?) Our guest speaker, Bob Dunn, of the State Board

of Aeronautics, spoke on the proposed four cents per gallon gas tax for general aviation. He stated that airlines pay landing fees and personal property tax. The increased income from the tax would go toward furthering the airport construction program, air-marking and building up the film library for educating the public on flying. The 99's are invited to attend the next SBA board meeting on November 6.

Jean Abbott reported that Chairman Byers-Jones regrets she will be unable to be Newsletter Chairman. Linda Alvord is the new chairman. Rita Ginn was appointed to the nominating committee replacing Nicky Tom.

We are entitled to three candidates for the Amelia Earhart Scholarship this year. Viola Walkup, P. O. Box 5, Creswell, Oregon, would like anyone interested to contact her as soon as possible.

Donations for the 1966 Powder Puff Derby have been turned in, and we are enthusiastically looking forward to these future plans. A motion was made and carried, instructing the secretary to send a vote of confidence to the AWTAR Board.

HAPPY NEWS OF THE MONTH—
Lillian Oringdolph was married to Marion Billings on November 11. Congratulations from us all, Lillian.

PERSONALITY OF THE MONTH—
The gal who jumped in her plane and took off after a Mooney that had no gas cap and was really losing gas!

NINETY-NINES IN THE NEWS—
Lillian Lewis recently joined the Civil Air Patrol, and is currently being checked out in a L16B. She has been assigned the duties of Safety Officer and is responsible for seeing that Cadets as well as seniors learn and obey safety in and around aircraft. Evelyn Rackleff and Dori Lohr spent three days in Eugene during the Oregon Medical Convention held in October. The Piper exhibit booth, sponsored by Hillsboro Aviation, found Evelyn and Dori giving complimentary rides to M.D.'s and their wives; many for the first ride. "Happy but numb" was the reaction of Jo Ellingson upon passing her commercial flight check. Jeanette Good of Lebanon is flying her father's SIA Cadet. She is anxiously marking up time toward a commercial rating. Virginia "Gilly" Gilliland is working on her helicopter rating; in fact spent her vacation doing just that and touring Oregon with the Bonanza. Reports some very interesting experiences . . .

but more of this next time. Joan Shapria tells us about an aerobatic course in a fleet, at Pearson Airpark. A.S.E.S. rating obtained this month; also flew in Minnesota and Florida in September en route to home state, Minnesota. Charlotte Dodson has been gluing and pasting like mad on the International Scrapbook. She is bugging everyone for clippings. Joan and Don Bueerman just returned from a convention in Chicago — poor weather forced them to leave their bird in the hangar while United did the flying. Joan says she was delighted with the Dickenson jellies and syrup won in the 99e's spot landing contest at Aurora. This was a real surprise since her plane was a borrowed one — must have been the cowboy boots that did it!

NOVEMBER MEETING AT TROUTDALE — An AFB surgeon stationed at Portland gives the cause and effect of high altitude flying. Althea Adams re-

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

ports on the Aero-Space program. Wright Brothers Day observed by the 99's. (December 17.)

Lebanon Airport was our rendezvous for a brief meeting at potluck luncheon. Chairman Byers-Jones made the news by landing on the — chairman, must you make your debut on the highway? Gifts were exchanged, along with holiday greetings and what's new, impromptu. Guests attending were: Dorothy Shaw, Grants Pass; Bernadine Benning, chairman of the Southern Oregon Chapter, and Mary Hutton, Hillsboro.

NEW MEMBERS: Just one, Lorraine Gabel; may we welcome you as a fellow 99'er.

NINETY-NINES IN THE NEWS—
Bonnie Bradford reports she is grounded — one major coming up! Viola Walkup says, "Flying a little, but not enough." Jean Shaw took a short trip

to Texas in October. Chairman B.-Jones announces, first time I've landed on the highway, it's great fun, if you don't try to take off. Marcy Wolfard was weathered in at Pacific City (as usual) and finally returned home via Albany at 600 feet. Marcella Othus is attending her junior year in college, major interest, education. Joanne Nelson spent Thanksgiving in Calgary, Canada, visiting relatives, via commercial airlines. Joanne tells us the Canadian Rockies are beautiful.

RATINGS — Bobby Hayes, congratulations on your commercial.

ANNOUNCEMENTS — Margaret Teufel has been appointed as Sectional Chairman for the Scholarship award. Requirements are 200 pilot-in-command hours. You must work in aviation or a related field. You must agree to keep rating acquired from the scholarship for two years. Viola Walkup will receive applications with these requirements. Marcella Othus is chairman of the Petticoat Derby. Serving with her is Joan Buermann and Gretchen Fraser.

Yours truly reports that members and friends wishing to hear Joan Merriam tell of her round-the-world trip can reserve tickets now by calling 292-2611, ext. 209, or MI 8-2896. Joan will be appearing in Portland the latter part of January.

SOUTH DAKOTA CHAPTER By Mabel Anesi

The members present at the November meeting in Belle Fourche were very few, and limited to those within short driving distance; the weather was AWFUL. The business meeting was conducted by Maxanna Carlson, our chairman, at the home of Wanda Busfield, at the airport. Wanda and her 49½'er, Richard, are the "on the spot" operators of Bus Field. Maxanna and Wanda were hostesses for lunch at the Tri State Cafe.

Those who drove from Rapid City were Jean Tough, Dorothy Lee, Joann Thomas, and Lennette Macy. Two guests from Belle Fourche were Kay Williams and Mary Black. There was discussion of several important issues, and a questionnaire was mailed to each member for approval or comment, since there was not a quorum present. Our secretary, Kay Vogel, is really kept busy; she is also sending copies of the minutes of each meeting to all members; this is really most appreciated; we know we're not forgotten, though weather has us grounded.

We're very pleased to add two new names to our roster of members: Dorothy Misner and Margaret Weaver from Worland, Wyo. Georgia Fike and Mabel Anesi are starting to check on air-marking in Wyoming for a report at the January meeting.

Audrey Baird achieved her commercial license in October, and announced the arrive of a brand new baby daughter, Ellen, the 20th of November. She's sure to be a 99 when she grows up, with so many hours of flying time to her credit already!

A Christmas party is planned for Rapid City December 19, with 49½ers invited. Our next regular meeting will be January 16, with a tour of Ellsworth Air Force Base on the program.



BAKERSFIELD CHAPTER

By Rhoda Thompson

Nine members and four prospective members gathered at the home of Edna Long in Delano for our Christmas party. Edna and her roommate, Mary Roup, had prepared a lovely Christmas dinner for the chapter members, preceded by a champagne cocktail party. Present were Bertha Haycock, Florence Moody, Achsa Holfelder, Joanne Murphy, Laurine Witmer, Alice Pemberton, Priscilla Spencer, Edna Long and Rhoda Thompson, with guests Maxine Turner, Gaye Mulhofer, Barbara Jamison, Estell Novak and Mary Roup. The evening was spent in getting acquainted with the guests and prospective members and renewing friendships with members not seen for some time.

Estelle Novak, with her brand new private ticket, says she thinks she should win an award for being the best equipped pilot. She bought three computers before she found one she could understand. If she does as most of us have and leaves them locked up in an airplane on a hot day, she will need them all. She flies her own Cherokee.

Maxine Turner from Taft is a new private pilot also, flying a Tri-Pacer. She really fell in love with flying, made her first solo one month after her first lesson.

Barbara Jamison from Porterville, got her license two weeks ago in her Tri-Pacer. Her husband, an M.D., re-

ceived his license in June, so we chalk up one more flying family.

We hope all three of these new pilots will join our chapter, and we'll be rooting for Gaye Mulhofer, a student who was also a guest. Gaye hasn't soloed yet, but is getting near. She's so short she has a hard time reaching the rudders on the Colt, much to her amusement.

The old flu bug had June Edwards down so she missed the party, and Marianne Laxague, lucky gal, was on a quickie trip to Mexico. From Friday until Monday evening, she flew to Mazatlan, Puerto Vallarta, Guadalajara, back to Mazatlan, Guaymus and home. In Puerto Vallarta and Guadalajara they watched the processions in honor of Our Lady of Guadalupe. In Guadalajara, the procession was so large, they estimated 60 to 70 thousand people paraded.

With tail winds going and head winds returning, Florence Moody found it took four hours to fly to Burns, Ore., and twice as long to return home in Pemberton Flying Service's Cessna 205. Florence really liked that ship, most of her experience being in Piper aircraft. The weather was cooperative all the way.

Lucky for Joanne Murphy that it was a cold morning when she and her family took off for Los Angeles Bay in Jaja, Calif., last weekend. They had called the day before and Senor Diaz stated the weather to be warm and balmy, so they packed shorts and bathing suits. But the morning was cold, so they wore warm slacks and jackets to leave, and wore them all weekend! Yellowtail fishing was good, Joanne caught a couple and some other thing she hasn't yet identified. Her husband caught a 50 pound yellowtail, which he took home, and then gave it all away before Joanne had a chance to say she had never tasted yellowtail, and would really like to.

Christmas will be but a memory when this appears in your newsletter, but we wish you a happy one nonetheless. And let one of your New Year's resolutions be to call us when you stop in Bakersfield. We'd love to visit with you.

BAY CITIES CHAPTER

By Mary Fields

Our November meeting was held at the home of Ethel Shaffer in San Francisco. Members attending were Ruth Rueckert, Mary Messersmith, Eleanor Wilson, Hialeah Rielich, Rita Hart,

Ruth Jacquot, Hazel Miles, Juanda Bigelow, Gladys Cobb, Miriam Brugh and Mary Fields.

Hi and her family flew to Carson City for the chartering of the New Las Vegas Chapter. Juanda and Carl flew to Fallon the same weekend and included flights to the Cline's strip, Lake Tahoe, Carson City and some experiences in rounding up some wild horses via the airplane.

The following weekend the Fields went to Fallon, and after being royally entertained by Gus and Fran, they took off for Hayward, got as far as Reno, and had to take the bus back. Their Swift rested for one full week; then they bussed back and picked it up. Two weeks later they were in Santa Barbara looking over the botanical gardens and the old mission.

Ruth Jacquot tells me that Monterey, on October 14 was a beautiful flight. She and Barbara Graber flew from Buchanan Field to Sacramento and from there six ladies flew to Florence Breen's twin Beech to Monterey. There were quite a few Ladybugs in attendance as well as other 99's from other than the Sacto Chapter, including Gladys, Hi, and Nancy Lynam in Gladys's Cherokee. They all enjoyed lunch and chatter at the Country Club.

Ruth Rueckert traveled to San Simeon to look over the Hearst Castle on top of the hill overlooking the ocean, and overlooking—a beautiful runway—a mile long, in perfect shape, and UN-USED! (Sob).

Hi flew to California Valley to attend a meeting of the Executive Committee of CCAA. (She's secretary this year.) It got dark before the meeting ended and there are no runway lightes, so-o-o with smudge pots burning and headlights beaming Hi took off! "Kinda exciting!" she said.

So far two of our members are planning to fly the AWTAR '65. Caroline Schutte and Dee Southard in Caroline's plane. Caroline is also working on her seaplane rating in Sausalito.

The annual Kitty Hawk dinner-dance on December 11 was attended by several 99's from our chapter including Ruth and Fred Rueckert, Mary and Rafael Fields, Hank and Caroline Schutt, Hi and Harry Rielich, Nancy and Don Lyman, Gladys and Ray Cobb, and Mary Messersmith and Ed Swan. Hi didn't know how to do the twist when the evening started, but she does now!

On Friday, the 18th, was held our

annual Christmas party at the home of Margaret and John Gerhardt in San Francisco. Attending were Deby Byram, Caroline and Hank Schutte, Carol Baney and Bill, Hi and Harry, Rita and Al Hart, Ruth and Fred Rueckert, Ray and Gladys Cobb, Elly Jones, Mary Fields, Mary Messersmith, Miriam Brugh, Nancy and Don Lyman, Col. and Mrs. Boyes, Marian and Herb Barnick, Ruth and Lyl Jacquot, Ena Ayers, Geri Mickelson, Helen and Don Kelton, Maxine and Ed Carlson. Gifts were picked from under the tree in numerical order. The gals took the ones marked "Her" and the men "Him". After each gift was opened it could be exchanged for any gift chosen before it. Then after all were opened three minutes were given for exchanges all around, the highest number over the lower. Wow! It was fun! We ate, drank, sang carols, and talked and at long last wished evreyone "Merry Christmas and a Happy New Year". See you in '65!

FALLON CHAPTER **By Joyce Beail**

Our last meeting was held in Winnemucca, Nev., at the Sonoma Inn, with our new member, Judith Hisle as hostess, since Dee Baer and family moved to Reno. Mary Little, Fran Gustavson and Joyce Beail flew over from Fallon and Ora Destree and family flew in from Carson City. Pat Henning, our secretary, missed the meeting as she flew to Eureka on business.

We are happy to announce another brand new member has joined our fold, Dorothy Stauff of Reno, who flies a 172. Welcome, Dorothy!

Esther Phipps and husband of Sacramento Valley Chapter literally dropped in out of the blue, as they were flying over our little airport, we talked them into coming down to visit for a few minutes. They had been out "joy riding".

Mary Little had some passengers up the other day for their "firsts". There is nothing quite like a first ride.

Joyce Beail has been working like mad to get the "tail feathers" covered on their T-Craft, so she can get back in the air. She finally accomplished the feat and after her check out ride she commented on it being a "bit different" than their Stinson.

Doris Eacret of Reno uses her little 140 Cessna extensively, in conjunction with their Avis Rent a Car business. She flies people to pick up their rented cars.

Mary Barr of Susanville is busy giving dual in her Apache.

Ora Destree is still busy looking for lady type pilots.

Hazel Hahn missed our last meeting in Winnemucca as she was off on a trip.

Bertha Cline is still getting settled in her new home in Shurz.

Don't forget to reserve the weekend of June 12 for the SAN DIEGO-FALLON FUN RACE.

FRESNO CHAPTER **By Voline Dodgson**

There has been very little flying this month by the Fresno 99's — our Valley has ushered in the annual "ground fog" or "tule fog". Most of us have been limited to hangar flying.

Sharon and Fred Wofford, with all their ratings, aren't bothered by our "soupy" weather — they are still flying charters. Sharon recently checked out

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

in a Luscombe so she can help Fred track down parts for the plane he's planning to race.

Helen Smith, who recently received her basic ground instructor rating, has a class already started. Helen is a very busy gal — where she finds this zest and time amazes us.

Eleanor Matthews is in Reedley Hospital with a very serious lung condition. She is such a wonderful girl—we have all been hoping for a miracle.

The last of November, Kathy McNamara, our newest 99, flew her husband, Ken, who is president of Fresno's Sheriff's Air Squadron, and guests, Mr. and Mrs. Bud Miller, to Las Vegas for a weekend with the Sheriff's Squadron. Stan and Barbara Faller and guests, Cal and Betty MacPherson, flew over for the event also. From all reports they had a marvelous time.

Our Christmas party was held December 12 at the Hi-Life Restaurant.

Dorothy Kent was chairman of the party and arranged a delicious dinner. Present were Carol Bugay, Louciel Freeman, Dorothy Kent, Helen and Joe Smith, Marie and Duaine Kemple, Betty and Cal MacPherson, Claudell and David Faller, Sharon and Fred Wofford, Diana and Walter Lorenz and son, Barbara and Paul France, Joan and Richard Maxwell, Mr. and Mrs. Tuck, and Voline and Paul Dodgson.

We are hopeful of better weather and more flying news next month—'til then — SEASON'S GREETINGS TO ALL OF YOU!

LAS VEGAS VALLEY CHAPTER **By Gerry Whitton**

**A VERY HAPPY FLYING YEAR
TO ALL OF YOU FROM ALL OF US.**

Our first project as a chapter was to visit the geriatrics group at Southern Nevada Memorial Hospital on Christmas Eve day and present them with a large basket of fresh fruits. Many of these "oldsters" have been there for years and have nothing to look forward to during the holiday season. While we do have our wings — we feel sure from the expressions on their faces that we must have looked like "angels"! We plan to make this annual event.

In the near future if you see a group of girls in navy blue with the 99 patch on their left shoulder you'll know we're from Las Vegas. Our new "costumes" are Christmas presents to ourselves.

Haxe you ever heard of a "coco" pilot? Our chairman, Fran Johnson, originated the expression. Think it over and we will clue you in next month.

Speaking of Fran, she and husband, Tom, flew to Deming, N. M., for the Thanksgiving holiday to visit Fran's sister, Loraine Lutonsky and her family. Being a true 99, with roster in hand, Fran called Frances Slape, an El Paso 99 living in Deming, and before husbands Tom and Luddy could say Geronimo they were all headed for El Paso to visit Ruth Deerman and Win Griffin. Understand they had a wonderful day with gracious Ruth and the El Paso tram ride is reportedly "out of this world".

We bet Havasu City, Ariz., (Site 6 to most of us) looked with wonder at the "coco" pilots when a Cessna 180 with Pilot Fran Johnson and co-pilot Pris Alexander arrived — along with Dottie LeMay in her Cessna 182 with guests Maxine and Harry Bell. By inviation, the group had a wonderful day of sight-seeing, boating and luncheon at the Inn.

For the rest of us: Juanita Daly—quick trip to Santa Monica in her 310. She had two “coco” pilots.

Lois Larson still heads the American Association of University Women in the Las Vegas area. She sure knows how to handle them — but can't get them off the ground!

Dawn Opat — working hard on her commercial instructor's rating. Will be home from Elmhurst College in Illinois for the holidays.

Flo Murphy — on Cloud 9 for her big Bank of Nevada ground-breaking ceremonies. She's the leasing agent. Who needs an airplane?

Gerry Whitton — getting her sports car racer ready for next year's events.

We will let you hear from us next year!

LAST FLIGHT

ELSIE L. SMITH

Member

Southwest Section

Los Angeles

Chapter

November 21, 1965

NORTHERN ARIZONA CHAPTER

By Marilyn Bills

Our October meeting was one of those a “little more interesting sessions” because our husbands and male guests were invited. Our program consisted of hearing from a couple of authorities on an important issue concerning the taxing of airplanes that was to appear on our November ballot.

Then on November 20 the Northern Arizona 99's were honored by a visit from Shirley Marshall of the Tucson 99's. Shirley, who is International Chairman for the Aerospace Education Council, talked to us about the start of their Tucson 99's. She then explained the Aerospace Education program and showed us how we can take part in this worthwhile plan. She also stressed the promotion of 99's in aviation—namely always being properly dressed when having an connection with the planes . . . that means no shorts around the airports, LADIES.

The HIGH FLIER AWARD was inaugurated by our neophyte group to be given annually to the member flying the most number of hours. Dot Ward will be presented with our first award at our December meeting. Dot managed well over 80 hours for the year.

Our 14 members are happy at the prospect of a new member — Carolyn Shoemaker received her license recently at the Flagstaff Airport.

ORANGE COUNTY CHAPTER

By Thon Abbott

Our December meeting wasn't a meeting at all! Chris Hoffman and Mary Jo Staub arranged an absolutely wonderful Christmas party at The Branding Iron Restaurant. This year we had members, potential members, and husbands only — it was a resounding success. We heartily recommend this method for getting acquainted and re-acquainted with one another.

Had it not been for the party, we might never have heard about the exciting trip Emilie Smyth and her 49½er, Dick, took in their Bonanza—with all five children! For Thanksgiving they flew to Acapulco, the long way via Guadalajara and Mexico City. While sight-seeing outside Mexico City, they (each and every one in the family) climbed each and every one of the pyramids. It sounds too strenuous for your reporter, but Emilie says their 3½ year old, Dawn, as well as all the other children ran up and down the pyramids several times each, while Mom and Dad made the grade only once each. Not too long ago they took all five younguns and flew to La Paz, then on to the southern tip of Baja to relax in the Mexico sun. When they sit around in the evening saying, “Wouldn't it be fun to . . .” it's the most productive daydreaming I've ever heard of.

Chairman Madine Parsel told a most hilarious story of a long weekend ski trip to Bishop that had everything go wrong a Hollywood script writer could have dreamed up. Some of the highlights (lowlights?) were when they locked the keys in the trunk of the car—and the rescue mission performed by a good friend who had to get the extra set of keys from the Parsel home in Newport Beach by finding the key to the house under the old tennis shoe by the side door which led to an additional maze of instructions to follow before finding the keys (whew)! then he had to fly said keys to the Parsels in Bishop. There followed some horror story about

what happened to the dinner Madine cooked when she had her first experience with trying to boil water at high altitude. Spaghetti can be downright gummy and disagreeable when cooked in lukewarm water. The end result was that she brought their five children home in the auto while the fellows flew. Personally, I think she lost control of the situation after about the tenth catastrophe and around dinner time.

Although we were disappointed that Joyce Lyon and 49½er, Lou, were unable to join in the fun 'n festivities, we did hear they had a thoroughly enjoyable vacation recently in Estero Beach, Baja California, Mexico. This is a few miles south of Ensenada. It was clean, luxurious enough, and exceptionally reasonable. In fact, they were so vociferous in their praises that we figure they either bought an interest in the place or are setting up a new Chamber of Commerce there. At any rate, some of us are planning to check it out soon.

We are very pleased with ourselves to find that we have a growing number of very interesting and personable prospective members. Four of these fine gals with their husbands, joined us at the aforementioned Christmas party — Ann Cantillon and Ned, Ginny Chandler and Bud, Mara Culp and Dick, and Margot Smith and Harry. Just incidentally, Ann and Mara have every intention of racing in the 1965 Derby as do four of our present members.

And how about a story with a touch of stardust? A few days ago Tig Pen-nock (who works as an instructor here at Orange County Airport) was asked to stay late. When she inquired as to the reason, she said in reply, “ME—fly WHO to Santa Monica?” She had been asked to fly Ernie Gann on a charter to Santa Monica. “Well,” says Tig, “I couldn't stay, but I sure could be back by 4:30, and so it was that I flew that marvelous pilot and author of ‘Fate is the Hunter,’ ‘High and the Mighty,’ ‘Island in the Sky’ and many more to Santa Monica.” Says our gal, “He is completely delightful and exactly as one would imagine him upon reading his books—what fun to find someone with that much flying time who still looks from a plane at a sunset and city lights as if he were seeing them for the first time. Someone who still says, ‘If I never had to come down, I wouldn't.’” In the middle of this magical moment Tig told him, “I

haven't been so thrilled since Frank Sinatra stepped on my glove when I was 13!" With Mr. Gann was his lovely and charming daughter, Polly, and the next day Tig had the distinct pleasure of giving Polly her first flying lesson. She is a wonderful person, but unfortunately does not live here so it won't be possible to continue the instruction. Polly's middle name is Wing—which simply captivated Tig.

Is it legal for the Newsletter reporter to sneak in the fact that she has a shiny new commercial license now? So now does anyone have an extra Powder Puff Derby sponsor?

Last month I mentioned our "Mexico Project" — so lest you think I forgot, I mention it again. Many plans being formulated, excitement beginning to grow — no news yet, but home in to this same column next month and read another (?) chapter (?).

PHOENIX CHAPTER

By Vee Shawyer

Patrick Eric Lambert (potential 49½er) missed his ETA somewhat, but checked in on December 1, 1964, weighing 6 pounds, 6½ ounces with a total of 137½ hours flying time to his credit upon his arrival. For those of you who do not know, his mother, Patricia Lambert, is our Southwest Section governor. Pat, husband Eric, and Patrick are doing fine!

Two of our 99's — Bev Periman and Gretchen Yingling — have passed their commercial written examination. Congratulations, girls!

Melba Beard has been elected third vice president of the famous OX5 organization. Also, because of being a charter member of 99's, Melba has accepted life membership status. This will in no way slow down Melba's participation in our 99's activities. It only means she is going to let someone else take the responsibility of holding office in the group. How proud we newer members should be of such wonderful women as Melba and Ruth Reinhold for their leadership and support.

Betty Burritt (who with her husband owns the Tranquilla Flying School—and who has a flight instructors rating as well as a ground instructors rating) said she had been keeping her nose on the grind stone (literally) teaching ground school and that she might even have to be checked out again to fly. Says her last big flight was from Deer Valley to Carefree (about 20 miles)! With the beautiful flying weather we

have been having that is a SAD STATE OF AFFAIRS!

Our chairman, Trudy Murphy, is decking the halls for our big Christmas party on December 19. As usual, we look forward to having a good time.

Gretchen Yingling just called with the most interesting news about our January 17 (Sunday) membership luncheon called "Fashions for Flying". Even the title sounds interesting. New fashions for airplanes will be shown—with the very latest models being shown for Beech, Cessna, Mooney, Piper (notice they are listed alphabetically, girls — so no comments) and we are also to be favored with a model of the new airplane called the Maule. New fashions to FLY-IN will be shown through the courtesy of The Designers Shops, Fifth Avenue, Scottsdale. Invitations have been sent to the entire Southwest Section. Tickets are \$2.75 (which include lunch, gratuity, and

Plan Now To Attend Next International Convention.

**July 8, 9 and 10
at
Chattanooga, Tenn.**

transportation from Carefree Airport to Carefree Inn). Fabulous door prizes will be given away. Reservations and check should be mailed to Gretchen Yingling, 6641 North 30th Lane, Phoenix, Ariz. 85017 . . . by January 10, 1965. Doesn't this sound exciting to you? Come, join us and bring your 49½er along, he might get an idea for a belated Christmas gift!

June Kaiser has this to say: Famous last words for Salley (her daughter) on her XC flight to Tucson — "Whatever you do, don't land at Davis Monthan" — and she did! Why mothers, flying mothers with flying daughters, get grey hair!

MERRY CHRISTMAS — HAPPY NEW YEAR — and to all a good FLIGHT!

SAN DIEGO CHAPTER

By Ruth Ebey

The newest interest of Betty Lam-

bert, her husband, Art, and three boys is aqualunging.

Recent travelers include Thelma Bishop who flew to Mulege in Baja California in her Skylane and peripatetic Gertie Lockwood who is in Hawaii for the holidays. Gertie Plans to go with Marian Jepsen and Terry and Al Vasques to New Orleans in March for Mardi Gras; then she and Marian will continue east to do a preliminary route survey for the 1965 AWTAAR.

Several of our members and their 49½ers a few weeks ago spent an evening hearing about and clambering all over Convair's Charger plane designed for short-field take-off.

Thelma Bishop was again hostess to the chapter for our annual Christmas party to which the El Cajon Valley Chapter and prospective members were also invited. Thelma provided hors d'oeuvres and liquid refreshments, while the girls outdid themselves culinarily (as always) with potluck dishes. Dottie Daub won the door prize, which was a lovely necklace and earrings donated by Mrs. Smith of the Luau Restaurant in La Jolla. June Hickox, who as program chairman was in charge of party arrangements, came up with a couple of hilarious games: one was a variation of Twenty Questions; the other was similar to Musical Chairs, except that everyone remained seated in a circle but tossed around a couple of laundry bags filled with costumes and period clothing — whenever the music stopped whoever got caught holding the bag reached in and pulled out a garment and hurriedly put it on. Too bad no one had brought a movie camera! Some weird and wonderful combinations resulted. Last, but not least, Thelma's friend, Aggie Auld, for whom "Lovely Hula Hands" was written, entertained us with Hawaiian songs and hula dances.

Marian Jepsen, pilot, and Ruby Keaveny, co-pilot, won the efficiency cross-country race — one of the events of the San Diego Junior Chamber of Commerce-sponsored air games held in mid-December — estimating elapsed time within 13 seconds and gas consumption within one-tenth of a gallon.

And a Happy Flying New Year to all!

SAN FERNANDO VALLEY CHAPTER By Trixie-Ann Schubert

Christmas hangar dance, our annual big fund raising affair, netted a pretty penny and filled Skyway's big heated hangar with dancing, drinking, eating, fraternizing fliers and friends. Even

with the big heaters it got a bit chilly for spaghetti-strap cocktail dresses and we're contemplating a switch of the Christmas hangar dance to a summer month. Christmas comes but twice a year. Hangar party chairman Libby Svenson was roundly applauded for her efforts.

The Palm Springs fly-in, an alternate from Yucca Valley which lay hidden under a freak off-season snow storm, brought Mary Kemper, Lola and Ed Ricci, Jan Hardin, Mary Johnson, Loreli Cangiani, Florence Dittmar, Sally Edwards, Lois Mauer, and Trixie-Ann Schubert winging in for lunch at the Riviera. Gene Cowles, from the press, was Mary guest. Mary has planned a January 23-24 Skyways fly-away to Las Vegas. Free antique aircraft show at Skyways, Van Nuys, January 30.

Lois Miles ran into instrument malfunction on an IFR flight to Sacramento. Marilyn Arnold checked out in a Comanche 250 and is now writing our chapter Aux Tank, with news about members to members. Mary Johnson flew to Hesperia and took some helicopter instruction with Lauretta Foy. The latter, by the way, is now Mrs. Jack Thornburg but, professionally, will keep the name Foy. Wedding bells last October. Liz Crowley is working on her instrument rating and Liz Cuadra took a tour of Edwards AFB, soloed in a sail plane, after taking the transition course for sail planes. Flew to Tehachapi.

Monica Martin took her family flying westward, landed on the desert bed. Jeanne Day took her 60 years-plus mother-in-law for her first ride and was non-plussed when the passenger told friends, "Jeanne is a good flier. We didn't loop the loop at all."

Marge Morong, prospective, soloed cross country to Santa Barbara. And Virginia Wood and Peggy Dick, both student pilots joined us. Soon we'll be swelling the chapter ranks again.

Jeannette Gorham flew cross country, Beverly Woodward won the \$25 door prize at our own hangar party. Ellen Heiman checked out in Cessna 205 and 206 and attends instrument ground school. Ardie Trenholm, now flying the KGIL Valley Skywatch Cessna, checked out in the 206, flew twin Bonanza, and attends instrument ground school. Sally Edwards is in that ground school also. Lola Ricci flew to Guamas, Mexico.

Virginia Rainwater took a friend with

her son on an airtour, was assured that her flying was smooth when the young boy fell asleep. Bette Fry, who has taken over the southern California distributorship for Jeanine and Pete Ceccio's airport information manual, has been flying locally. Ellen Trindle, redecorating her home — still. Jan Hardin flew to Bakersfield and to Desert Air for the Lockheed fly-in. Florence Dittmar checked out in a 210, ferried a 150 from Wichita and consequently missed the hangar dance. She was having complications with a frozen airspeed indicator and frozen left brake. Betty Malone flew locally, busy helping with hangar party. Trixie, taking prospective pilots on her favorite run to Ventura County Airport near the ocean for lunch and back again.

Audrey Schutte, busy with instructing for Kappair in their new, improved quarters at Van Nuys Airport.

A final sad note. We were all deeply grieved at the death, November 21, of our beloved Elsie Smith (49½er Norm is a bona fide member of our chapter). All who knew her, and who in aviation didn't, loved this gentle and genial petite Elsie.

Some of us were surprised to see Norm at the hangar dance less than two weeks after the funeral. He said, "Elsie's last request to me was, 'Our whole life has been aviation. If I can't make it to the SFV hangar dance at Christmas, promise me you will go'."

TUCSON CHAPTER

By Maggie Schock

Well, we have been plunged, tumbled, involved (I am avoiding the word "trapped") into another project. It began innocently enough, they keep telling us, with a request by Pat Nolan and Shirley Marshall for display space at one of the department stores to commemorate Wright Brothers Day, December 17. Was the answer a simple "yes"? Or even "no"? Of course not. We, or actually "they" which of course means "we", the whole chapter, end up with several thousand feet of display space at the El Con Mall, a static display of civilian aircraft, military aircraft, an OX-5 engine as well as a beautifully labeled cut-away of a Lycoming engine and a contest sponsored in the schools for projects, displays, posters and models for grades 1 thru 12. Prizes were donated of instruction time and orientation flights by local operators and aviation books from the El Con Merchants Association and the Arizona Department of Aeronautics as

well as the Tucson Airport Authority. Of course prizes demand judges, a presentation banquet and speaker. All this just after penny-a-pound and right before Christmas! If any chapter would like to have a couple of 99's to stir them up a bit we will donate two.

It was a most worthwhile endeavor, though. Our goal is to interest youth in aviation and this project brought us in direct contact with the students and will get many of them actually into the air — not a few for the first time. We divided the contest into four divisions: grades 1-3; 4-6; junior high; high school. The four top winners in high school will be selected for the instruction periods and 20 second place winners in the various divisions for 20 minute orientation rides. The rest will receive books — and beautiful ones they were, too. Our International President, Ruth Deerman, and husband, Charlie, will be with us for the presentation dinner this evening as well as Allen Lockheed of Lockheed Aircraft, now retired and living in Tucson. Our speaker will be Col. James of Davis Monthan Air Base. Interesting news from the dinner as well as the winners names will be reported next month as this must be mailed today to meet the deadline.

This seems to be Pat and Shirley's month to be in the news. Pat and Truly Nolan returned the first of December from an exciting trip to Tahiti. While there they flew with Ed Raff in his Comanche all thru the Society Islands. This was quite a treat as he is the only American allowed to fly in this area.

Shirley and Art Marshall are still talking about being stranded for several hours in the Gulf of California with waves over four feet high when their chartered fishing boat ran out of gas. Bet they "pre-flight" the next one personally.

Virginia Edwards has been flying Flight Nurse with Hudgins Aircraft these past several months. It's a dream set-up. She is paid as an RN and gets to fly, too. She also checked out in the Comanche a few weeks ago. Maybe more news of new commercial licenses next month. Hope so.

Read, discuss, and send the FAA your comments, pro or con, on proposed rule makings or administrative policy changes. Remember — it's your blue sky and freedom to fly that may be affected.

LAST FLIGHT

EUNICE NAYLOR

Member

Southwest Section

Utah Chapter

December 5, 1964

UTAH CHAPTER

By L. Christopherson

Deep winter snows have arrived—cold northwest winds and below freezing weather! Even the valley floor is now covered with snow.

Because of our blustery weather not too much activity, flying-wise, has taken place.

December 4 we held our annual Christmas dinner-dance at the Townhouse in Salt Lake City. Marjorie Mackey, Lyle Beckstrand, Loretta Gabrielson and Alberta Nicholson were co-hostesses. The tables were beautifully decorated with Christmas and Yuletide greetings. The cocktail hour and dinner was enjoyed by the following members, their husbands or escorts in addition to the hostesses mentioned above: Maxine Nielson, Nancy Reuling, Jane Andreason, Virginia Reidel, Louise Morrison, Bonnie York, Lucile Christopherson and Sally Wells. Also in attendance was a former member, Nicky Harding of American Fork.

It is possible that some members of the Ninety-Nine organization will receive a card from a friend we shall not see again for some time. On some of the Christmas cards, in her own handwriting, will be these words: "I have always treasured your friendship and the fun we have had together." The cards were signed by Eunice Naylor during her stay in the hospital after Thanksgiving. However, these same cards have been mailed out by Eunice's sister, Rosella Jorgansen, for Eunice quietly passed away in a Salt Lake hospital on Saturday, Dec. 5. He going leaves a deep vacancy in the Utah Chapter for she was a charter member and one who carried on during the "lean" years of organization. She helped to establish this widely scattered unit until at present we had 21 members. Eunice gave actively of herself to the Civil Air Patrol, of which she was an officer, to the Aero-Space Edu-

cation program with her lectures to high schools, civic organizations and clubs and as a member of the President's Special Committee for the furtherance of aviation throughout the nation. Her co-workers will miss her loyalty, her sense of perception of work that needed completion and her friendship.

Eunice's passing was so sudden and unexpected that perhaps this verse will express how she felt about each of you:

"Don't let the tears fall when I wave
my goodbye,
Just let the love that I feel for each
one,
Be rekindled within and let each re-
affirm
To do her best in the place she has
won."



EASTERN NEW ENGLAND CHAPTER

By Isabel A. Blodgett

In September we had a fine gathering at the Fall Sectional meeting at Twin Mountain, New Hampshire. The weatherman blessed us with a glorious week-end and everyone had a wonderful time. Highlight of this event was the presentation of the annual award for "New England's pilot of the Year" to Shirley Mahn, of Whitefield, N.H.

Our October meeting was held at the Lincoln Arms in Lincoln, Rhode Island. We were supposed to fly into North Central Airport and have a spot landing contest as we arrived, but this time the weather did not shine, and we arrived by car in a typical New England downpour. There were about ten members and guests present. Gene Bieliki of North Central Airport showed a fine film on soaring. Addie Hood was appointed to take care of any Amelia Earhart Scholarship Applications—so gals "don't hesitate"—anyone in the Eastern New England Chapter who is interested in furthering her flying abilities please contact Addie immediately for application blanks—address is 137 Pinecrest Drive, Pawtucket, R.I.

The November meeting was held at the Worcester Airport, and although we had gusts to 30 knots there were four planes that braved the winds. About 18 members and guests assembled in the private dining room. Two

planes came up from Connecticut, and we were happy to have members of the new Connecticut Chapter with us. After the meeting a film was shown (courtesy of Piper and Wiggins Airways), "Wings to Bahar," which everyone seemed to enjoy.

On December 4th we had our evening Christmas party at the Millstone Restaurant in North Attleboro, Mass. Despite a heavy ice and sleet storm in various sections of the area, sixteen members and guests showed up. Six other members and 49½ers did not even attempt the trip—the storm had left them without heat, power, or telephone for about 12 hours. For those who came our party chairman, Frankie Sutton, and her helpers, Addie Hood and Phyllis Wells, provided a wonderful evening. There were table favors of jewelry for men and women alike, and a very beautiful centerpiece of red carnations and white chrysanthemums with tiny red Christmas tree balls on pipe cleaner stems, one of them topped by a small gold airplane. Our speaker was Norman Lecomte, who showed us a delightful film on skiing in Switzerland. To our surprise, two of our members appeared in the movie—Frankie Sutton and Lois Wartman. They had been on one of the ski tours conducted by Norman. Many of the party ran into icy roads and sleet on the way home, displaying excellent ground pilotage on an evening famous for accidents, tie-ups, and abandoned cars.



GREATER NEW YORK CHAPTER

By Charlotte M. McCollum

Our Christmas "Come as You Would Like To Be" party, held at Julie vom Saal's residence in Yonkers, was a resounding success with 36 members and guests braving the foggy night. Your reporter, her husband and two guests were unfortunately fog-bound in the North Jersey hills and didn't make it. Roy Ryder, guest of Kay Hilbrandt, won the costume prize. Roy is a test pilot for Bendix Corp. Julie's attic, filled with all sorts of lovely vintage costumes, came in handy for those who arrived as themselves.

Lois Fairbanks is delivering to Bellevue Hospital the gifts brought to the

party for the hospitalized children who must spend Christmas there.

Kam Voss accompanied her 49½er to the Airline Pilot's Convention in Miami, and appreciated so much the royal treatment given her by the Miami 99's. Special thanks goes to Violet Gentry, who squired Kam to many interesting places and events. While in Miami, Kam made contact with Fleur Scheer, a former N.Y. Chapter member, and is pleased to report that Fleur and her husband Joseph are in excellent health, and would love to hear from some of their old cohorts in this area. Her address is 900 West Avenue, Apt. 1107, Miami Beach.

Barbara and Tom Brotherton enjoyed a November trip to Florida in their Cherokee in spite of rather marginal weather at times. (They were only weathered in a few days.) And Ruth Bliss, who flies for Ramapo Valley, has conquered both LaGuardia and Kennedy Airports with passengers and freight. As most of us from this area hold those two airports in great awe, we are really impressed!

And last but not least, your reporter and her 49½er (Jim) are expecting pre-Christmas delivery on a Comanche 260, complete with all sorts of odds and ends. Bill Whitesell, down at the Flying W Ranch in Medford, did a very adept, but very gentlemanly sales job, and has promised me he can check me out without too much pain. Time will tell.

WESTERN NEW YORK CHAPTER

By Jean Mutchler

Rochester faithful Helen Moore, Rose Taggart and Joan Prehn were rewarded with a night "close to home" as the Buffalo 99's journeyed east to them. The couple IFR-like patches stopped no one from reaching the very pleasant gathering. Among those present were Terri Pirrung, Doris Culp, Lori Moore, Naomi Meeker, Joanne Kohler, Shirley Butts, Ethel Fedders, and Ruth Mort. Thanks to the recent newspaper publicity Ethel Fedders received some phone calls and was able to invite three prospective members, Margaret Vanness, Janet Seymour and Donna Joss to meet with us. Everyone enjoyed the tour of the Rochester tower; "we" brought in an airliner on approach control radar while watching the other "blips" and becoming more appreciative of FAA facilities and staff capabilities. Tower controlmen, as we had always suspected, are very nice people,

cordial, willing and able to explain the functions of their equipment, patient, and aware of the pilot's feelings in a given situation. It's grand to have them on "our side." Their hospitality included capping the evening with a movie just for us—with the moral well taken: keep your eye on the instruments.



EASTERN PENNSYLVANIA CHAPTER

By Caroline Bregler

The Loft of the Flying W Ranch was the site, and Carol Fox the hostess of the November meeting of the Eastern Penna. Chapter. Chairman Peggy Borek announced it was to be a business meeting and a business meeting it was! Plans were made for the various events scheduled for 1965.

Beth Sturtevant of the "Air Age Education Committee" had a display of literature that is available and the way it can be used. Also on display were the chapter scrapbooks which are now in the hands of Rachel Hopkinson. Approximately 30 members and 20 guests were present and Ethel Maw was welcomed as a new member.

Peggy Borek used her very special talent and presented each committee a symbol of their new duty in the chapter. To Beth Sturtevant, "Air Age Education," a candle lamp representing the lamp of learning; to Jerry Roberts, "Air Markings," a miniature paint brush; to Alma Loveledge, "Amelia Earhart," a diploma representing a scholarship; to Hazel Bartolet, "Flying Activities," a pair of gold paper wings; to Barbara Farquharson, "Membership," a pamphlet explaining the 99's for future members; to Rachel Hopkinson, "Scrapbook," a bottle of glue; and to Caroline Bregler, "Reporter," a clay nose representing a nose for news.

From the sad news department came the announcement that Alice Hammond was moving to Chicago where her husband has been transferred.

Recently Bertie Peterson and her husband George flew to the west coast in their Bonanza. They were forced to leave their plane in Dallas and continue to the coast via a commercial plane due to a rough engine. Bertie and George picked up their plane on their way east and continued on to

Jackson Hole, Wyoming, where they did some hunting and fishing. They no sooner arrived home when they were off to the Bahamas where they joined a group of fellow flyers to go Treasure Hunting. Bertie said they had so much fun flying and sightseeing they didn't get a chance to look for treasure.

I owe a big thank you to Peggy Borek for sending me the following information because I missed the Christmas party, as I was enjoying the sunshine and warm weather of San Juan, Puerto Rico.

The Christmas party was held at the Anchorage, East River Drive, Philadelphia, on December 12. Many fun games were played, such as Creative Balloon Arts (ironically, first prize was won by balloonist Connie Wolf); Get Acquainted Bingo; and Pin the Nose on Santa Claus. There was also dancing where balloons were tied on the dancers' ankles, and the object of the game was to get through the dance with the balloon intact, but I understand this was a bit difficult due to the fact that some person had a holly branch and was tickling the balloons.

Some of the girls made a Pinata filled with candy from a weather balloon, paste and some gold spray paint and a croquet mallet was used as the bat. What I can't understand is why some of the big strong men could not break the Pinata while petit Irma Domash was the hero by gently tapping it for the goodies inside.

Beth Sturtevant made home-made popcorn balls which disappeared at a rapid speed. Jerry Roberts won the Christmas tree that was completely decorated with home-made ornaments.

The guests and members had a very gay and joyous get together and I am sorry to say I missed it. Many, many thanks go to Irene Wirtschafter, the Elsa Maxwell of the Eastern Penna. Chapter of 99's, who was the hostess for the evening.

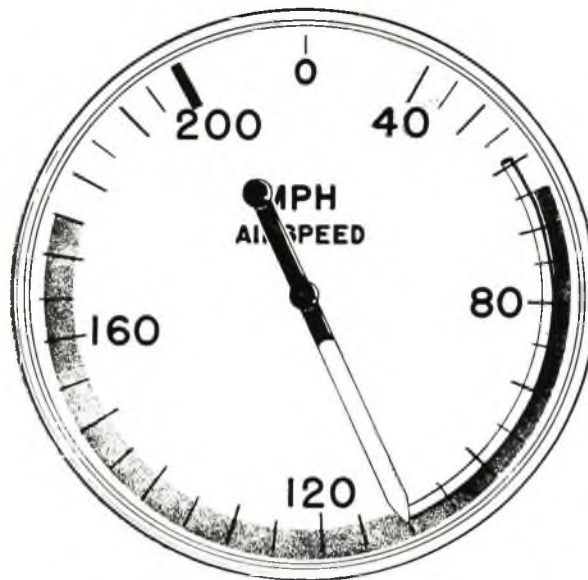
In appreciation of the work Irene Wirtschafter has done with the Langhorne Wing Scouts, she was presented a set of wings by this group. Also many thanks to the Langhorne Wing Scouts for the beautiful decorations they made for our Christmas party.

Congratulations are in order for Judy and Bob Hopkins on the arrival of their 24½, Robert, jr. They have two girls, so lots of future flyers are expected.

To ALL, may the new year bring many hours of happiness and safe flying.

HANGAR FLYING

Airspeed Indicator Markings



The above airspeed indicator depicts the airspeed limitation markings of a late model civilian airplane. HOW MANY of the airspeed questions below can you answer by studying the airspeed indicator pictured above?

1. WHAT IS THE FLAP OPERATING RANGE?
2. WHAT IS THE POWER-OFF STALLING SPEED WITH THE WING FLAPS AND LANDING GEAR IN THE LANDING POSITION?
3. WHAT IS THE MAXIMUM FLAPS EXTENDED SPEED?
4. WHAT IS THE NORMAL OPERATING RANGE?
5. WHAT IS THE POWER-OFF STALLING SPEED "CLEAN" (GEAR AND FLAPS RETRACTED)?
6. WHAT IS THE MAXIMUM STRUCTURAL CRUISING SPEED?
7. WHAT IS THE CAUTION RANGE?
8. WHAT IS THE NEVER EXCEED SPEED?

Airplane manufacturers after 1945 and certificated under the provisions of CAR 3 (12,500 lbs. or less) are required to have the standard system of airspeed indicator markings as described here. In the interest of safety, it is important for you as a pilot to recognize and understand these airspeed limitation markings. And too, this information will come in handy if you are planning to take a written examination for a pilot's certificate; current FAA written examinations contain questions on this subject.

Starting with the **lower speeds** and working up, we have:

Airspeeds
(See Illustrations)

1. FLAP OPERATING RANGE (the white arc) 59 to 110 mph
2. POWER - OFF STALLING SPEED WITH WING FLAPS AND LANDING GEAR IN POSITION (the lower limit of white arc) .. 59 mph
3. MAXIMUM FLAPS EXTENDED SPEED (the upper limit of the white arc). This is the highest airspeed at which you can put down full flaps. If flaps are operated at higher speeds, severe strain or structural failure may result 110 mph
4. THE NORMAL OPERATING RANGE (the green arc) 65 to 175 mph
5. POWER - OFF STALLING SPEED "CLEAN"—WING FLAPS AND LANDING GEAR RETRACTED (the lower limit of the green arc) 65 mph
6. MAXIMUM STRUCTURAL CRUISING SPEED (the upper limit of the green arc). This is the maximum speed for normal operation. 175 mph
7. CAUTION RANGE (the yellow arc). You should avoid this area unless you are in smooth air. 175 to 200 mph

8. NEVER EXCEED SPEED (the radial red line). This is the maximum speed at which the airplane can be operated in smooth air. No pilot should ever exceed this speed intentionally. 200 mph

There are other airspeed limitations **not marked on the airspeed indicator** which you should know. They are generally found on placards in view of the pilot or in the Airplane Flight Manual. One of these speeds, a very important one, is the MANEUVERING SPEED. This is your "rough air" speed and the maximum speed for abrupt maneuvers. If during flight you should encounter turbulence, you should reduce your airspeed to maneuvering speed in order to reduce the stress upon the airplane structure.

"V" SPEEDS

- V_{so} Landing configuration stall at gross weight, power off.
- V_{sl} Cruise configuration stall at gross weight, power off.
- V_f Maximum speed with flaps fully extended.
- V_{no} Maximum speed for normal operation, 30 ft. per sec. sharp edge gusts. (Maximum structural cruise.)
- V_{ne} Never exceed speed, 15 ft. per sec. sharp edge gusts.
- V_{mc} Minimum control speed (single engine), takeoff power on good engine, critical engine windmilling, gear up, gross weight at aft C. G. limit and flaps at takeoff setting.
- V_p Maneuvering speed (aircraft will stall before exceeding design load factor.)
- V_y Best rate of climb speed (two engine).
- V_{yse} Best rate of climb speed (single engine).
- V_x Best angle of climb speed (two engine).
- V_{xse} Best angle of climb speed (single engine).
- V_{ge} Maximum speed gear extended.

KNOW YOUR AIRSPEED LIMITATIONS — THIS KNOWLEDGE MAY SAVE YOUR LIFE CEILING & VISIBILITY

An analysis of common mistakes on written examinations indicates that many applicants are improperly interpreting the ceilings and visibilities reported on hourly weather reports (sequence reports). How about **YOU**? Do you really know what a ceiling is—what visibility is—and how both are reported???

A. CEILING:

1. Is defined as the "lowest layer of clouds or obscuring phenomena aloft that is reported as 'broken' (.6 to .9 coverage), or 'overcast' (more than .9 coverage) and not classified as 'thin'; or the height ascribed to **surface-based** obscuring phenomena not classified as 'partial.'" This simply means that—

- a. Cloud coverage reported as broken or overcast constitutes a ceiling **except** when a minus sign precedes the cloud layer symbol. When this occurs, that particular layer **does not** constitute a ceiling.
- b. If the sky is partially obscured it **does not** constitute a ceiling and no height will be given for this partial obscuration.
- c. Scattered clouds **do not** constitute a ceiling.

2. For practical purposes, ceiling is the lowest height above the surface at which the total cloudiness between that level and the surface (as seen by a ground observer) covers more than half the sky.
3. Ceiling may be classified in several ways. This classification is shown by a letter which precedes the ceiling height. Some of the more important of these letters are:

M—measured; E—estimated; A—aircraft; W—indefinite; B—balloon

If one of these letter symbols **does not** precede the cloud symbol or if **thin** broken or overcast clouds, or a partial obscuration exists, **there is no ceiling**.

B. CLOUDS:

1. In sequence reports the heights of cloud-base levels are given in **feet above the ground, not above sea level**.
2. The figure for the height of the cloud base above the surface **precedes each sky coverage symbol**.
3. The last two digits of the cloud height are omitted; i.e., 1 means 100 feet, 14 means 1400 feet, and 140 means 14,000 feet.
4. Clouds are reported in ascending order of height **whether or not they constitute a ceiling**.
5. Surface-based total obscurations (phenomena other than clouds such as fog, precipitation, dust, smoke, or haze) are not reported as clouds since this would be misleading but they are reported with a height value.

C. VISIBILITY:

1. Visibility is the greatest distance on the earth's surface at which prominent objects can be **seen and identified**. This distance is not always the same in all directions. Therefore, the value for **prevailing visibility** (which is a ground visibility only) is based on surface observations and is stated in the hourly sequence reports. Prevailing visibility is always reported in **statute miles** and is the greatest **surface** visibility attained or surpassed throughout at least one-half of the horizon circle, **but not necessarily continuous or for all of the horizon circle**. All pilots should clearly understand that sequence report visibility may be much greater than either air-to-air, or slant range visibility, particularly when low ceilings and/or obscurations prevail.

2. Fractional values for visibility such as $1\frac{1}{4}$, $1\frac{1}{2}$, $2\frac{1}{2}$, etc., appear as 11/4, 11/2, 21/2, on the hourly sequence report because the teletype machines do not have fractions.
3. It is not always possible to look at the visibility as reported in the main body of the teletype report and obtain complete information concerning surface visibility at the station because:
 - a. If, in some direction from the station, there is a significant **variation** from the prevailing visibility, this variation will be found only in the **remarks section**.
4. Weather occurring at the time of observation is also reported through use of letter symbols. These symbols **follow** the visibility as reported in statute miles. Some of the more common of these symbols are:
R—Rain; S—Snow; T—Thunderstorm; Rw—Rain Showers; A—Hail; E—Sleet
5. Except the thunderstorm, hail, and ice crystals, the intensity of weather is shown by:
 - a. A plus sign (+) **following** the symbol to indicate "heavy".
 - b. A minus sign (—) **following** the symbol to indicate "light".
 - c. A double minus (— —) following the symbol to indicate "very light".
 - d. The **absence** of any sign indicates the intensity is "moderate".

WHY SHOULD A PILOT BE EXTREMELY CAREFUL IN INTERPRETING CEILING VALUES, PARTICULARLY IN MOUNTAINOUS AREAS? If she (or he) does not, she may "booby trap" herself into expecting an adequate ceiling when it **does not exist!** You **must always relate surface elevation at the reporting station to terrain elevation along your flight route.** Always be aware that there are wide enroute variations from the reported ceilings (and visibility) even if there is no significant change in terrain elevation.

FLYING INTO UNFAVORABLE WEATHER

How many times have you overheard or perhaps made similar statements yourself—"Let's go, we don't need weather, we'll make it okay." All too often a departing pilot merely glances at or completely ignores weather reports and forecasts because of a biased opinion that "weathermen never hit it right anyway." True, ceiling and visibility reports are sometimes estimated and a forecast is for conditions **likely** to occur; but if you don't utilize this information, your flight may be full of unhappy surprises. **Accident investigation statistics continue to reveal "flight into unfavorable weather" as the chief cause of VFR fatal accidents.** Results of FAA written examinations confirm that many pilots lack an adequate understanding of weather information.

WHY DO PILOTS FLY INTO UNFAVORABLE WEATHER?

1. GO-ITUS—"I gotta get there . . .", "I don't have time to wait." This is a condition that usually con-

verts **HOT PILOTS** into **COLD BODIES**, and is a most difficult "disease" to cure. This attitude can be controlled only through sound reasoning and judgment by the individual.

2. **MISINTERPRETATION OF FORECASTS AND REPORTS**—"It looks like VFR . . .", "Aw, it's good enough." Applicant performance on FAA written examinations indicate that the problem lies not in **reading** the data, but in knowing just what it **means** in terms of expected weather conditions.
3. **FAILURE TO KEEP ABREAST OF WEATHER CHANGES**—Weather conditions do change, and the best way to keep informed enroute is to listen to in-flight advisories and scheduled broadcasts 15 and 45 minutes past each hour.
4. **IGNORING IN-FLIGHT WEATHER SIGNS**—"It's just a little shower . . .", "Just a few puffs of clouds." Rarely does weather suddenly go bad with no warning. Signs of deteriorating weather should be learned and observed by the VFR pilot.

ARE YOU "WEATHER WISE" OR OTHERWISE?

DOES A STATION REPORT OF VFR CEILING MEAN ENROUTE VFR? **NO**, the ceiling reported is the height above the reporting point only. It must also be related to the surrounding and enroute terrain to determine if adequate VFR separation can be maintained between stations. (See Ceiling & Visibility above.) Additionally, unreported conditions between stations may be lower than those reported at the stations.

IS REPORTED VISIBILITY THE SAME AS VISIBILITY ALOFT? **NO**, the reported visibility is the visibility at the surface only. Conditions aloft may restrict flight visibility more or less than that reported. (See Ceiling & Visibility above.) Cockpit visibility in precipitation is further reduced by rain, drizzle, or snow spreading over the windshield. Forward visibility in a light snowfall may be zero due to the relative horizontal movement of the snow. Sunlight reflections off haze or dust aloft reduces the visibility considerably.

WHAT CAN BE LEARNED FROM TEMPERATURE REPORTS? High temperatures reduce takeoff and landing performance. Low temperatures reflect the approximate freezing level and the areas of possible icing in precipitation. Sudden temperature changes reveal the relative position of a front and its associated weather.

WHAT IS THE SIGNIFICANCE OF DEWPOINT? Specifically, a dew point value relatively close (2 degrees to 5 degrees) to the air temperature is indicative of the probability of fog, low clouds, or precipitation.

WHY SHOULD THE REPORTED WIND DATA BE NOTED? The velocity and direction of the surface wind should be related to the runway at the point of intended landing to determine the degree of cross wind. Wind data also reflects the degree of turbulence to expect. A sudden shift in direction often reveals the position of frontal weather relative to a station.

OF WHAT VALUE IS THE ALTIMETER SETTING?

Correct cruising altitudes and adequate vertical clearance are dependent on the application of altimeter settings. A rapid and continual drop in pressure (altimeter setting) forewarns of approaching inclement weather.

WHAT IS A PIREP AND WHERE IS IT FOUND? A PIREP is a report of weather conditions at flight altitude, particularly between stations, **seen by the pilot** instead of the ground observer. Reports are often broadcast, and a pilot report summary is disseminated hourly to stations by teletype. Cloud base and top reports are found in the Remarks section of sequence reports.

ARE YOU GETTING THE REAL PICTURE FROM FORECASTS AND REPORTS? Only when the above are considered in analyzing forecasts and reports will you have the full story.

WHAT ARE SOME OF THE WEATHER SIGNPOSTS AND THEIR WARNINGS?

Blowing Dust — turbulence, poor visibility at low levels, particularly into the sun.

Low Layer of Haze — possible fog or stratus cloud in early morning or late evening; poor visibility, particularly into the sun.

Light Puffs of Clouds at Low Levels — probable fog or stratus cloud, particularly in early morning or late evening.

Ragged Cloud Base — turbulence, erratic visibility, possible precipitation.

Bulbous Cloud Base — turbulence, possible precipitation, conducive to TORNADOES.

Roll-Type Clouds — DANGEROUS turbulence, dust and poor visibility, hazardous landing conditions, subsequent precipitation.

Line of Heavy Dark Clouds — SEVERE turbulence, dust and poor visibility, hazardous landing conditions, precipitation, hail.

Opening in Wall of Dark Clouds (SUCKER HOLE) — DANGEROUS turbulence, possible precipitation and poor visibility as the hole is entered.

Gradual Lowering and Thickening of the Ceiling — Inadequate terrain clearance, possible widespread precipitation, and fog.

Near Freezing Temperature — poor visibility in precipitation with ice forming on the windshield as well as the aircraft structure.

THE 180-DEGREE TURN IS AVIATION'S BEST SAFETY DEVICE — **IF USED PRIOR TO BEING ENVELOPED BY ADVERSE WEATHER.** DON'T BE A "PUSHER" IN THE HOPE THAT THE WEATHER WILL GET BETTER!

Again, the above HANGAR FLYING items are taken in whole or in part from Exam-O-Grams prepared by the FAA Operations Airman Examination Section, with the hope that "additional knowledge is a valuable thing."

99 MEMBERSHIP LIST

NEW December, 1964

NEW YORK - NEW JERSEY SECTION

JOSS, Donna McIvar (Mrs. Wm. W.) ,
320 Campus Drive Western New York
Buffalo 26, N. Y. IF 9-0276

MIDDLE EAST SECTION

MAW, Ethel W. (Mrs. Wallace H.)
33 Minquill Dr. Eastern Pennsylvania
Newark, Del. 368-4323

SOUTHEAST SECTION

PIZITZ, Nan Carole (Mrs. Richard)
3025 North Woodridge Rd. Alabama
Birmingham, Ala. 879-6257

LACY, Lois Maclay (Mrs. George C.)
1585 Dodson Dr. S.W. Georgia
Atlanta, Ga. 30311 344-8719

FIELDS, Elizabeth P. (Mrs. William C.)
202 South 3rd St. Mississippi
Rolling Fork, Miss. 873-4048

NORTH CENTRAL SECTION

BAKER, Esther Louise
1206 Kearney Rd. Greater Kansas City
Excelsior Springs, Mo. ME 7-3775

MORRISON, Joy Ellen
Box 58 Greater Kansas City
Spring Hill, Kan. 686-3701

REINDL, Mary Joan (Mrs. Joseph W.)
518 Olive Greater Kansas City
Leavenworth, Kan. 66048 MU 2-8892

SOUTH CENTRAL SECTION

JONES, Lynn G.
6705 West 29th Ave. Colorado
Denver, Colo. 238-3590

OLMSTEAD, Mary W. (Mrs. Noel C.)
8726 Marble Dr. El Paso
El Paso, Texas 751-1314

NORTHWEST SECTION

JEX, Diane Stephens (Mrs. Glen)
Box 31 Eastern Idaho
Blackfoot, Idaho 785-2451

ENGLEMAN, Marie M. (Mrs. A. A.)
Box 24 South Dakota
Worland, Wyo. 347-4190

SOUTHWEST SECTION

STAUFF, Dorothy Frances (Mrs. Carroll C.)
4570 Alder Dr. Fallon
Reno, Nev. 322-7602

McNAMARA, Kathryn Mae (Mrs. Kenneth)
3450 E. Weldon Fresno
Fresno, Calif. 266-5138

BLAIR, Mary Francis
704 8th Street Los Angeles
Hermosa Beach, Calif. FR 6-1550

CULP, Mara K. (Mrs. Richard J.)
P. O. Box 425
900 Sea Lane, No. 9 Orange County
Corona del Mar, Calif. (714) 675-3417

STORM, Susan L. (Mrs. Joe)
712 W. 10th St. Phoenix
Tempe, Ariz. 85281 967-7793

LAIL, Mary I. (Mrs. Harold A.)
1243 Castlemont Santa Clara Valley
San Jose, Calif. CH 8-3619

MORSE, Patricia Ann (Mrs. James R.)
531 N. Chantilly Dr. Tucson
Tucson, Ariz. 298-5218

REINSTATEMENTS

MEMBER-AT-LARGE

POMEROY, Mary
Nisbet Plantation
Nevis Island
British West Indies

NORTH CENTRAL SECTION

VICKROY, Sylvia B. (Mrs. Dewey)
6710 East 16th Terrace Greater Kansas City
Kansas City, Mo. CH 1-2916

SOUTH CENTRAL SECTION

McCAULEY, LaVerne (Mrs. Fred L.)
P. O. Box 47 El Paso
Cliff, N. M.

ALLISON, Janet B.
217 W. Leona St. San Antonio
Uvalde, Texas

NORTHWEST SECTION

VANDERCREEK, Selma
Box 952 Eastern Idaho
Blackfoot, Idaho 785-2889

JANEY, Mary Jo (Mrs. Jay)
615 Power St. Montana
Helena, Mont. 442-9124

SOUTHWEST SECTION

EDWARDS, June B.
3100 Durrwood St. Bakersfield
Bakersfield, Calif.

SHANFIELD, Myrna V.
2632 Silverwood Dr. Long Beach
Los Alamitos, Calif. GE 1-6698

The Ninety-Nines, Inc.
INTERNATIONAL ORGANIZATION OF WOMEN PILOTS

International Headquarters — P. O. Box 99 — Oklahoma City, Oklahoma

U. S. POSTAGE
8c PAID
Oklahoma City, Okla.
Permit No. 929

RETURN REQUESTED