

FEBRUARY, 1965

Ninety-Nine News





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THE NINETY - NINES, Inc.
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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

What's the score? Has your Section been weighed in the balance and found wanting?

At one of their first meetings our Charter Members realized that the organization they were creating could not continue without a definite tie between their national group and the individual member. Their solution was to divide the United States into geographical sections and to place a Governor at the head of each section.

The channel between the international officers and the individual members was, and still is, the direct responsibility of the Governors of the Sections. This is one of the most important responsibilities and probably one of the most difficult to accomplish.

The Governor and her section officers must cope with the details of or-

ganizing a large group of groups over a widespread area and must depend primarily on correspondence to stimulate and bring about the completion of their jobs.

Your Governor may often find herself between the proverbial rock and a hard spot when on the one hand she is responsible to the Executive Board for working with the various committees on the international level and responsible for ALL of her chapters and members on the local level. To accomplish her aims she is dependent on YOU the individual members.

On your Governor's shoulders rests the responsibility of the Spring and Fall Section Meetings. In most cases the Governor of the Section is not a member of the Chapter who will hostess the meeting, but the responsibility of the success or failure of the meeting is hers. Although the hostess chapter will appoint a committee for publicizing the section meeting the final responsibility of having the chapters represented and the members attending is that of the Governor and her Section Officers.

Even though a single chapter sponsors or is hostess to a particular event, the fact that the chapter is in a section automatically places a responsibility on the Governor of the Section to publicize it and help to see it through. The sponsoring chapter or the hostess chapter may be responsible for getting the notices of their event for "Coming Events" column in to the Editor of the Ninety-Nines News, but it is the Governor's responsibility to see that these notices are sent in ample time to assure a large attendance and ample participation.

Over a year ago a "Section News" column was started in the Ninety-Nine News to give the Governors an opportunity to publicize and report the activities of the Section Meetings. It is the Governor's privilege to use this column, not only for Section Meetings, but also to publicize other Special Events in order to have a better attendance. She may use this column to encourage the members and chapters of her section and acknowledge their special achievements and the work they are doing.

A Governor can dam up the channel

Coming Events

April 23, 24, 25, 1965

North Central Section Meeting,
Springfield, Missouri

April 23, 24, 25, 1965

Southwest Section Meeting,
Arizona Inn, Tucson, Arizona

April 30 - May 2, 1965

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

April 30 - May 2, 1965

Southeast Section Meeting,
Ashville, North Carolina

May 26, 27, 28, 1965

IAR. Impound Inspection May 24.
Awards Banquet May 29.

June 12, 1965

San Diego - Fallon Fun Race

July 3 - 7, 1965

AWTAR from El Cajon, Calif.,
to Chattanooga, Tennessee.

July 8, 9, 10, 1965

International Convention,
Chattanooga, Tennessee.

September 1965

Southwest Section Meeting,
Salt Lake City, Utah.

with lethargy and lack of interest and she can create bottlenecks in the channel with narrow thinking. Either of these will constrict the flow of ideas and accomplishments and cause her section to weaken, or, a Governor can maintain the channel, assure the continuous flow between the general membership and the international level and even act as a booster pump for increasing the flow. Because this exchange of ideas, this utilizing of committees, this increased activity will be reflected in the gains made by her section, she can strengthen the tie between the international level and the local level. BUT, she is dependent on YOU, the Individual member to accomplish the

goals that have been set. It is YOUR responsibility to support her and carry your share of the load to make these goals a reality.

In order to keep you advised of the accomplishments of your section on a comparative basis with other sections we are initiating a "Scoreboard", which we will use from time to time to show the comparative accomplishments of the sections.

Below is a sample scoreboard. We've had to use question marks until the Governors supply us with the actual figures from their sections, but in the next edition you will be able to tell the score How will you rate? What's the score?

SECTION SCOREBOARD

	N.E.	NY-NJ	M.E.	S.E.	N.C.	S.C.	N.W.	S.W.	Aus.	Brit.	Total
Members 9/1/64	?	?	?	?	?	?	?	?	?	?	
Members 12/31/64	?	?	?	?	?	?	?	?	?	?	
Chapters 9/1/64	?	?	?	?	?	?	?	?	?	?	
Chapters 12/31/64	?	?	?	?	?	?	?	?	?	?	
Members Attending Fall Sect.	?	?	?	?	?	?	?	?	?	?	
Chapters Represented Fall Sect.	?	?	?	?	?	?	?	?	?	?	

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

Our Charter Members

January 18, 1965

Dear Ruth,

I am indeed pleased that the Ninety-Nines have made it possible for me to become a Life Member. In my 35 years of continuous and active membership it has also been wonderful to have seen the development of this finest of aviation organizations from the original 99 to its present number, and to have marked its gradual growth from a social organization to one with varied interests and accomplishments in all phases of aviation. I shall continue to serve in any small capacity, knowing that stronger and younger members carry its direction well.

Melba Gorby Beard

Dear Ruth,

It is always difficult for me to say what is in my heart and I am sorry to be so slow in making the attempt. The Ninety-Nines have always been — for these many years — very dear to me, as to my Mother and Father who were so interested in Amelia's initial letter regarding organization and every fall the question has come, "Have you paid your Ninety-Nine dues? You must not let your membership lapse!" So you can imagine the excitement when your letter of September 17th announced the constitution change and the very special privilege of Life Membership for Charter Members. Since my dues had already gone in, it seemed best for me to continue my active membership for this year. My one regret is that Father could not know. He would have been as pleased and as proud of this honor which has come to his "little girl" as Mother is.

All I can say is that you "Juniors" will never know what a lovely thing you have done by your resolution, until you have held membership for thirty-five years!

My heartfelt thanks, and best wishes, and "Happy Landings" to all Ninety-Nines everywhere.

Eleanore Burnham Lay Ross

January 2, 1965

About Belle Hetzel
from Marian Morrissey

Dear Mrs. Deerman:

Belle's nephew said that when she arrived she was in better condition than he expected. She has been moved from a hospital to: Ogden Convalescent Center, 3430 Harrison Blvd. She is able to walk with the aid of a crutch, chair, etc. Her nephew, who is an eye, ear, nose and throat Doctor, says that there is permanent impairment of one eye and that she will probably not be able to drive again. That is going to be really hard for her to take. She wants to return to Omaha when able, and I shall send her new address at that time. She will probably be able to write a little on a typewriter before too long.

Cordially,
Marian Morrissey

EDITOR'S NOTE

Hope to have a complete accounting of all charter members in the March NewsLetter — So please forward any information, especially about any charter members listed "Whereabouts unknown" in the December issue.

KEEPING UP

A complete list of all FAA publications is now available in the pamphlet, **FAA PUBLICATIONS—November 1964**. Free copies of this pamphlet may be obtained by writing to the FAA, Publishing and Graphics Division, Attention: HQ-437, Washington, D. C., 20553.

Priced publications are available from the Superintendent of Documents, U. S. Government Printing Office (GPO), Washington, D. C. 20402. Items listed as "free" may be obtained from the FAA, Distribution Center, HQ-438, Washington, D. C., 20553.

One of the latest publications is:
Flight Instructors' Handbook,
AC 61-16, 1964; GPO, 60c.

LET'S CLOSE THE GAP BETWEEN THE SEXES!

AS OF NOVEMBER 25, 1964, THE ACTIVE MASTER TAPE IN THE FAA'S AEROMEDICAL CERTIFICATION DIVISION SHOWED A TOTAL OF 518,506 PEOPLE HOLDING MEDICAL CERTIFICATES. ONLY 20,012 OF THIS TOTAL WERE FEMALES. FURTHER BREAKDOWN REVEALED 69 FEMALES AND 33,616 MALES HELD 1st CLASS MEDICALS; 2,076 FEMALES AND 156,756 MALES HELD 2nd CLASS MEDICALS; 17,867 FEMALES AND 308,122 MALES HELD 3rd CLASS MEDICALS.

(NINETY-NINES NUMBERED 2,047 ON NOVEMBER 19, 1964 — LEAVING A 90% POTENTIAL MEMBERSHIP INCREASE).

The original thought for the "KEEPING UP" Column was to be informed on new and proposed regulations, study materials for additional ratings or upgrading pilot certificates, or any data pertinent to being "aviation wise".

We have, however, come up with the following—which is pertinent to "Keeping Up" with fellow 99's:

HONOR ROLL (Chapters who have contributed to each issue of NewsLetter this fiscal year — August/September, October, December & January).

E. Pennsylvania	Houston
Florida	Oklahoma
Georgia	Tulsa
Tennessee	E. Washington
All - Ohio	Montana
Central Illinois	Bakersfield
Chicago Area	Fallon
Indiana	San Diego
Colorado	San Fernando
Cornhusker	Valley
(formerly	Utah
Mo. Valley)	

AND OUR NEW CHAPTER, LAS VEGAS VALLEY, (the two months since they received their charter.)

CHAPTERS WHO HAVE MISSED ONLY ONE ISSUE:

W. New York	Far West
Carolinas	South Dakota
Mississippi	Bay Cities
Cape Girardeau	El Cajon Valley
Area	Fresno
Gr. St. Louis	Long Beach
Iowa	Northern Arizona
Michigan	Orange County
Ozark	Phoenix
Wisconsin	Redwood Empire
El Paso	Sacramento
Shreveport	Valley

CHAPTERS WHO HAVE MISSED TWO ISSUES:

E. New England	Kansas
Gr. New York	Tip of Texas
Washington, D. C.	Alaska
Alabama	Eastern Idaho
Memphis	Idaho
Gr. Kansas City	Oregon
Abilene	Puget Sound
Albuquerque	W. Washington
Ft. Worth	Cochella Valley
High Sky	San Gabriel
(formerly	Valley
Midland)	Tucson

CHAPTERS WHO HAVE MISSED THREE ISSUES

Connecticut	San Joaquin
N. New England	Valley
Maryland	Santa Clara
Minnesota	Valley
Dallas	and the
Top of Texas	Australian
Los Angeles	Section

CHAPTERS NOT HEARD FROM:

Rockford Area	San Antonio
Arkansas	S. Oregon
Austin	Santa Barbara

Plan Now To Attend Next International Convention.

July 8, 9 and 10

at

Chattanooga, Tenn.

NOTAMS

SPECIAL NOTICE TO ALL GOVERNORS & CHAPTER CHAIRMEN:

Please deposit promptly the membership refund checks recently sent you. Many outstanding, previously issued, checks will be voided. All checks bearing a date more than one year old will be voided if not cashed by March 1, 1965.

Susie Sewell,
Intn'l. Treasurer

—O—

NEW APPROVED ITEMS FOR SALE

On December 26, 1964, the Las Vegas Valley Chapter received Executive Board approval for their "FIRST AIRPLANE RIDE" cards with 99 Compass Rose, to be given each time a 99 gives a "first flight" to anyone, 25 cards for \$1.00 pp. Also available, plain ones for non-99 pilots—same price. Order from Pris Alexander, Treasurer, Las Vegas Valley Chapter, 350 Rancho Road, Las Vegas, Nevada.

—O—

REMINDER: The St. Petersburg International Aviation Exposition (proceeds to promote Youth in Aviation, scholarships, etc.) March 27 - 29, 1965. Amateur and Professional events: pylon races, model airplane flights, sailplane aerobatics, sky-diving and women's events. General Chairman, Jim Stewart, Box 1731, St. Petersburg, Fla.

Members-at-Large

OUR PENDING BRITIST SECTION By Janet Ferguson

May we first of all put right a couple of omissions. In our first report in the December issue, Gillian Cazalet's name was omitted but her "history" was credited to Elizabeth Overbury, whose own history was missing. In addition, the report was sent in just before Claire Roberts had joined the group and I neglected to mention her in the next report. All most confusing, but this should put matters right:

Gillian Cazalet: British Commercial, Instrument rating, and engineering degree. Has flown as captain on de Havilland Rapide on pleasure flying and charter flights. Presently employed as co-pilot on DC3 and captain on Apache, on charter and freight services.

Elizabeth Overbury: British Commercial, Instrument and Instructor ratings. Was married to Hunting Aircraft test pilot who was killed while testing

Jet Provost. Has flown for Women's restored veteran aircraft — a de Havilland Dragon — which Claire flies for pleasure flights, parachute dropping, etc.

We are very pleased and grateful that the British Section has been given the opportunity of submitting a candidate for the 1965 Amelia Earhart Scholarship. We're in the midst of the selection process right now and it's most exciting.

For the last month the Press, Radio and Television have been going all out on the news of Yvonne Pope's appointment as co-pilot for Morton Air Services. Stories have appeared in every national newspaper, most of them accompanied by a picture; she has appeared on television and radio programmes; and she has also been filmed for CBS and interviewed for various American magazines and newspapers. The news has had the most amazing impact — unprecedented in fact — and Yvonne hasn't had a moment's peace! By the time this appears in print, however, she will be well established in her new job and, we hope, thoroughly enjoying it.

Claire Roberts is still managing to keep her de Havilland Dragon flying through the winter — mostly on parachute-dropping sorties. The aircraft is kept busy throughout the summer on pleasure - flying, parachute dropping and flying displays, but this is inevitably seasonal and it is sometimes a Junior Air Corps and been pleasure and instructing for many years. Presently instructing with Luton Flying Club and making occasional commercial flights as co-pilot in de Havilland Dove.

Claire Roberts: British Commercial. Has many years flying behind her, including a spell in the Volunteer Reserve of the Women's Air Force. Together with 49½er Chris, she has owned various interesting aircraft and flown all over the British Isles and Europe. They now operate Chrisair Aviation Services with a beautifully struggle for her and 49½er Chris to keep it going in the winter. We admire their enterprise and courage in accepting the financial risks of this type of operation.

Plans are going apace for our all-women air race, to be held in conjunction with the National Air Races in June. It will take the form of a short cross-country — 100 miles — which will be safer for the less experienced pilots

than a pylon race, and yet not too expensive for the impecunious! There will be a "British Section Ninety Nines Trophy", together with prize money, and as this will be the first women's air race to be held on a national scale it should be an exciting occasion.

Our only meeting since the Thanksgiving Day party was a business meeting at Diana Barnato Walker's flat before Christmas, but we have a number of interesting activities lined up over the next few months — so more on these next time.

Sheila Scott has now told us the full story of her installation, with others, as one of the "new balloon mates who have truly flown by balloon", a ceremony which was held in Holland at the end of November. She writes:

"Several countries were represented by their leading balloonists, including the United States by James Nields. This was also prize giving day for various races and competitions during the previous year, and I was delighted when Nina Boesman of Holland was presented with the "Trophée du Ballon Libre" as I had had the honour of being her co-pilot on that race. (It incidentally had landed us in an extremely smelly ditch upside down in Germany, though apparently it had been worth it). James Nields took the third prize for his American commander Francis Shields (President of the American Balloon Club).

Then some of us were ushered out and made to don surplices like choir boys, before facing the public and the inquisitors. We were made to sit in a row, each one of us guarded by a young strong air cadet, and there was no hope of escape from the ominous looking bags of sand suspended above our heads. The audience were sadistically delighted, and rubbed their hands in gleeful anticipation of our discomfiture. The clerk of the court angrily banged his staff from time to time and the jury glared at us. The British author and eminent balloonist, Antony Smith, was a stern-faced judge in flowing black robes, and he questioned us carefully on the rites and experiences of ballooning. Woe betide anyone who didn't think carefully as their enraged Commanders were listening for any tactless remarks (such as muddy ditches!) Whenever anyone made a mistake he was made to pay a penalty and soon the platform was covered with upside down people paying the most outrageous forfeits. As our answers became

more agitated we found we would be showered with uncomfortable tickly sand. Finally we grew wiser and tried to improve, as it was infinitely better to look stupid in the dunce's cap awarded for a correct answer (a dirty old sand bag, if you please!) We all finished up looking like clowns and only then were we rewarded with bumper bottles of champagne, but it was with pride I brought my certificate and presents home.

At the moment there are plans going ahead for an international balloon race for twelve balloons from various countries in the middle of May, to be held in England. Perhaps we shall see Francis Shields and Jim Nields again over here, though it's to be hoped that their new balloon will not blow away unaccompanied across the frontiers of another country, as happened to them in Germany last summer!"

—0—

Dear Ruth,

Thank you for your recorded message of welcome to the British Section of the Ninety-Nines which Shelia played at our last business meeting. It was so nice to have you welcoming us personally.

Please forgive the way this letter is written, but I am working in the Control Tower at Gatwick in the early hours inbetween talking to the occasional aeroplane! This seems to be the only opportunity for catching up on my correspondence at the moment.

Our Thanksgiving Day party went off very well indeed and was greatly enjoyed by all who attended. We are very lucky to have Shelia as our Chairman and Betty as Secretary.

The more I learn about the Ninety-Nines, the more honored I am to belong to it and would like to thank you again for your kind and generous interest.

I know you will be pleased to hear that I have just been accepted as a Second Officer by one of the Airlines based at Gatwick, Morton Air Services. I will be flying freight on Dakotas and hope to graduate to passenger flying on Daks, Herons and Doves.

I look forward so much to meeting you, in what I hope will be the not far distant future. Now that we are so close to Christmas, I would like to wish you every happiness on the 25th and in 1965.

Yours sincerely,
Yvonne Pope

LETTER FROM LINDY

FELIZ NATAL E

PROSPERO ANO NOVO

Itapemirim, Espirito Santo, Brasil — Christmas is practically here and the holiday atmosphere has already arrived.

High school classes formally ended the middle of the month while students supposedly study for finals. December 5 is the day for both Bob's and my English finals. Since Bob has been travelling on a site-surveying mission this month, I've been substituting for his ginasio English class as well as his extra - curricular English class which meets twice a week in the Vila.

Without the Jeep, I've had to rely on the local bus transportation which is indifferent at best. On occasion I've walked to the Vila. This takes a half-hour at an easy pace. When the bus fails to appear for the Marataises trip, I fail to appear there. It's a greater distance . . . from my home in the Barra, that is.

A long weekend holiday started this month. (Beginning to sound familiar?) I was invited by the Correa family of Cachoeiro to go to Carangola in Minas Gerais to visit relatives there and en route.

Friday we went to Guacui where we spent the night with relatives. I also had an opportunity to visit PCV's Barbara and Bill Sloane, our July bride and groom.

The rain came, and Saturday we proceeded to the state line community of Divisa in gloom and mud. We RON'd with more hospitable relatives and Sunday, in spite of continued rain, departed for Carangola.

Along the way we passed through mica country. We saw a number of mines. And in brief patches of sunshine the mica sparkled brilliantly and blindingly. I was reminded suddenly, in an ugly comparison, of broken bottles and beer cans reflecting the hot sun of California's Mojave Desert. The mica comes in big pieces, and I was seeing only the small size, I was told.

We arrived at Carangola in the early afternoon after crossing through scenic mountainous terrain. One piece of road switch-backed down a mountain side that was ideal for soaring . . . a sheer facade rising an estimated 1000 feet from the valley floor. View from the



Sisters Yong-ae Kim and Kyung-o Kim in front of "99 sponsored" Piper Colt following Yong-ae's solo to become Korea's second woman pilot.

ED NOTE: Thanks to Doris Renninger for the following news about Kyung-o Kim:

12/30/64 Seoul, Korea, 40-457 Hangang-Ro, 3Ka, Yongsan-Ku.

"Dear Doris: . . . I have been so busy to teach Piper Colt and now I have wonderful pilot just finish her solo flying two weeks ago. Her name is Kim too, and she is my sister. I am sending some newspaper clipping and pictures. From February 1965 I will teach few students more . . . Happy New Year, Love, Kim."

The Korean REPUBLIC Newspaper, December 23, 1964, published an interview with Kim and her sister: "KOREA'S 2nd AVIATRIX SUCCEEDS OWN SISTER. A new Korean aviatrix has been born to succeed Miss Kyung-o Kim, a retired ROK Air Force Captain who is well known as Korea's only woman pilot.

"She is Miss Yong-ae Kim, 21, a junior majoring in Korean literature at Ewha Women's University, who successfully made her first solo flight at Seoul Airport on Dec. 17.

"Miss Kim, who starts the field of aviation with the christening of a new Piper Colt airplane, which was given to Miss Kyung-o Kim by an international organization of American women fliers last year, began to learn how to pilot an airplane in May, 1964.

"Before training as a flight technician, she attended the lectures of Miss Kyung-o Kim on not only flying dynamics but also on various aspects of aviation, and she herself studied from many books.

"Since September she has flown for 10 minutes each day. Since then she has logged 17 hours of flight.

"Dressed in a very chic, black two-piece outfit, tall and attractive Miss Kim is the youngest sister of seven brothers and sisters of Miss Kyung-o Kim. She now acts as leader of the drama department at Ewha Women's University.

"On the motivation that encouraged her to go into the field of aviation, she simply says, 'I became interested in aviation when I read about it as my hobby.'

'I want to become a better aviatrix than my elder sister and I want to help other Korean women who are interested in the field of aviation. But I would just like to get married, if a good man comes along,' says Miss Kim.

"Miss Kim, who is very fit and has all the necessary faculties a very important requirement in flying, made a pledge that she would continually practice to pass the state examination for qualification as a civil aviatrix. If passed, she will become the woman pilot No. 2 of Korea."

top, under the overcast, was spectacular. As far as one could see, a series of soft green mountains that shaded into blue and purple in the distance.

The small, picturesque city of Carangola nestles in a small valley, or a narrow one. The rain stopped long enough that I and Laizy Correa could walk around the town. She and I spent the night at her aunt's home while others of our party went on to nearby Faria Lemos where Laizy's grandmother lives.

Monday morning we all rendezvoused in Faria Lemos . . . in the rain.

As the first American to visit the community, apparently, I was introduced to the vice-president of the local equivalent of a chamber of commerce. He responded to the introduction with a brief discourse in oratorical style "brasileiro" acknowledging their gratefulness for Food and Peace which they've been receiving and distributing for about two years and expressing the desire to have the Peace Corps or other organization send in help to get the community headed out of the doldrums.

There are two large dairy cooperatives in the community. Neither sells its products locally. The town was a burgeoning community based on an economy as a railroad stop. This was 30 or 40 years ago. Trucking has superseded railways even here in Brazil, and the community is being passed by. As a result it is slowly dying on the vine.

(I've since received word that steps are being taken to get an American volunteer organization to send help.)

It was a wet trip, but we returned to Cachoeiro on Monday arriving at midnight. Thus ended my introduction to the State of Minas Gerais.

The Grupos Escolares (grammar schools) were closed for a week while the teachers assisted in collecting statistics for the census, taken at ten-year intervals.

A welcome Christmas present from Voice of America or Armed Forces Radio would be a regular program of popular classic and classic popular music. Neither is available locally. (AFR is received from Delano, Calif., near home!)

I've applied for membership in Vitoria's Sociedade de Cultura Artistica. It is supposed to offer, periodically, some concert artists. Good, bad or indifferent, it will be a change from

Brasilian rock 'n roll (which is just like U. S. rock 'n roll, and that's no improvement).

The ginasio graduating class of the Barra celebrated with a graduation ceremony and "baile". I missed both being confined to quarters with a local child's disease (!) affecting the eyes, "Doente dos Olhos" . . . puffy lids, bloodshot, runny eyes. My Peace Corps Medical Kit* provided the remedy for my ailment and in a couple of days was well on recovery road. (*P.C. Med. Kit-Pandora's Box; something for everything).

If there were any truth in the saying "Early to bed, early to rise makes a man healthy, wealthy and wise", Brazilians would be on top of the world.

The circus has come to town to the sound of the River Kwai March. The loudspeaker sounds forth with this tune and intersperses a few other pieces all in frequent competition to the loudspeaker from the local Baptist church that "pipes" its services directly into the home, whether or not it's wanted.

The church services start at 6 a.m. on Sunday and one or two other mornings during the week, plus a variety of evening services. I'm getting to know the melodies to the standard hymns, even if I don't know the words.

"Our" state governor, Francisco Aguiar, arrived by Cessna 170 on a recent important occasion. (The first plane I've seen on the ground here, the 170 was equipped with a low frequency Motorola radio. Markings on the fuselage identified it as belonging to the Department of Health.)

On the subject of airplanes, Wings Week was celebrated during the last week of October. Special feature section of the Rio de Janeiro newspaper O Jornal gave historical development of aviation in Brazil . . . today's commercial aviation, industry and facilities. Re the latter, according to an article in the feature section there are 660 registered airports in Brazil and 63 of these are paved . . . in a nation larger than the United States.

The article points out the need for an increase in airport facilities as well as improvements and maintenance of existing facilities . . . jet age facilities . . . if Brazil is to be a leading nation in the role of commercial aviation. "Or are we going to let Argentina take the lead?" the article concludes.

Amelia Earhart Memorial Scholarship

On April 25th in Washington, D. C., the second anniversary of the unveiling of the Amelia Earhart Commemorative stamp, a reception of particular interest to all 99s will be held. At this time the highest contributors to the Scholarship Fund will become the proud owners of some of the rare and valuable special groups of Ninety-Nine First Day Covers. These include the "Flyaway" cancelled in Atchison July 24, 1963 and autographed by the six charter members who flew them to their destinations; "Round-the-World" carried by Joan Merriam Smith on her record breaking flight; and the "Howland Island" cancelled on the island May 21, 1964 (the anniversary date of Amelia's solo flight across the Atlantic in 1932).

Fay Gillis Wells is in charge and will be sending releases with full details as to how and when contributions should be made.

(Ed Note: Copy of release follows):

Locally, each of you can play a part by contacting local groups of Philatelists (Listed as Stamp Clubs in phone book) and telling them about our organization. You might also be able to sell some of the regular covers at the same time. And — remember — all donations to the Fund are tax deductible — an excellent selling point in March and early April.

About this time, the Section AE Chairmen can relax having finished their selection of the applicants to represent their Section for the '65 Scholarships and the Trustees will be deep in the equally difficult task of choosing the most deserving as finalists to submit to the Honorary Judges. Since 51 applications were sent out you can readily understand why this process of elimination was set up several years ago. Without this system, it would be almost impossible to give the thought and judgment required in arriving at a fair conclusion.

Our thanks to all who served on the Section Committees.

Deedo Heise,
Chairman Trustees

SPECIAL FIRST DAY COVERS By Fay Gillis Wells

The Ninety-Nines, Inc., an International organization of more than 2200

licensed women pilots, in twenty-one countries, throughout the world, will give away some of their special, official First Day covers, at a 5 to 7 p.m. reception at the American Newspaper Women's Club, 1607 Twenty - Second Street, N. W., Washington, D. C., on April 25, 1965, the second anniversary of the unveiling of the Amelia Earhart Commemorative, 8-cent airmail stamp.

To honor their first president, Amelia Earhart, on the issuance of her Commemorative stamp, the Ninety-Nines, Inc., had 50,000 First Day covers printed with their Official cachet. On July 24, the date of cancellation, six charter members, all active flyers since the organization was founded in 1929, flew the covers from Atchison, Kansas, Amelia Earhart's birthplace, to terminal points in America of interest in Amelia Earhart's flying career. Enroute, these pilots touched down at key airports where other Ninety-Nines picked up the covers and flew them, in relays, to the state capitols not on the charter routes. The Flyaway culminated on July 26, 1963, at the White House, when Blanche Noyes, surrounded by Ninety-Nines, presented two covers to President John F. Kennedy, one cover was for his daughter Caroline.

From these original covers have evolved three special groups of Official, Ninety-Nines, Inc., First Day covers, designated as "Flyaway" covers; "Round-the-World" covers, and "Howland Island" covers.

"Flyaway" covers: Originally there were ninety-nine, consecutively - numbered covers, bearing the Amelia Earhart stamp, cancelled at Atchison, Kansas, on July 24, 1963. These numbered covers are autographed by the six charter members, who have been flying continuously for at least thirty-five years, and who sparked the Flyaway from Atchison, Kansas.

There are now about sixty of these numbered covers available for distribution.

"Round-the-World" covers: One hundred and forty of the Ninety-Nine, Inc., Official First Day covers were carried by Joan Merriam Smith on her record-breaking, solo flight around-the-world, at the Equator, March 17 to May 12, 1964, which she dedicated to Amelia Earhart.

These covers are not only signed by Joan Merriam Smith, attesting the cover was flown around the world by her, following Amelia Earhart's route, but the cover has two Amelia Earhart

eight-cent, commemorative, airmail stamps, a New Guinea stamp and three cancellations. The original cancellation, July 24, 1963, at Atchison, Kansas; an Oakland, California cancellation, March 17, 1964, the start of Joan's round-the-world flight, and, on the back of the envelope, an 8d Papau & New Guinea stamp, cancelled at Lae, April 20, 1964.

Approximately sixty of these covers will be available for distribution.

"Howland Island Covers": There are just one hundred of these consecutively-numbered Ninety-Nines, Inc. Official First Day covers in existence. They were cancelled by Captain Donald D. Davison of the USCG BASSWOOD, on Howland Island, May 21, 1934, which, coincidentally, is the anniversary date of Amelia Earhart's solo flight across the Atlantic Ocean, in 1932. These are the only known covers ever cancelled on Howland Island itself. Pictures of the signing ceremony on the Island were lost when the small boat returning to the USCG BASSWOOD was swamped. Captain Davison managed to save the covers and his camera, which had only one printable negative. The U. S. Coast Guard rebuilt and relit the Earhart Light on Howland Island, when the Amelia Earhart stamp was issued on 1963. The light was destroyed by the Japanese in 1941.

There will be about seventy of these Howland covers available for distribution.

The highest contributors to the Ninety-Nines, Inc. Amelia Earhart Scholarship Fund, used to help members further their aeronautical education, will have first choice of selection, from one of these three different groups of covers. A contributor should plainly indicate which category of these special covers he or she is interested in. The selection will be made according to the amount of the contribution, the highest contributor having the first choice, the second highest contributor, the second choice, etc.

A contributor may send in more than one donation, but only one cover will be given for each donation. In case of a tie contribution, the distribution will be made according to the earliest post-office cancellation received by midnight, April 24th. The covers will be distributed in "as is" condition.

No donation of less than \$10.00 (ten) will be considered for these three special groups. The regular Ninety-Nines First Day covers are being distributed to those donating at least one dollar

to the Amelia Earhart Scholarship Fund.

All donations (tax deductible) should be sent by check or money order, made out to the Amelia Earhart Scholarship Fund. Donations should be sent to Ninety-Nines Covers, P. O. Box 199, Benjamin Franklin Station, Washington, D. C. 20044. A stamped, return-addressed envelope must be enclosed with each donation. The donations will be opened by an impartial committee, to be announced later. The distribution of the First Day covers will be announced at the reception, at the American Newspaper Woman's Club, in Washington, April 25th. Tickets for the reception are \$4.00 person.

Powder Puff Derby

Marion Andrews Lopez, Reporter

Tired of looking through those seed catalogs?

Are the pages becoming blurred with visions of spinning props?

Send 50c for the **1965 Powder Puff Derby Information Kit** now available from AWTAR Headquarters, Teterboro Airport, Teterboro, New Jersey.

Greener pastures guaranteed from **El Cajon, California to Chattanooga, Tennessee** with a close look at those of Savannah, a must stop, **July 3rd to July 7**. The total monetary reap (hard earned cash) for the first five places will again be \$3000.00 sheaved as follows: \$1000, \$800, \$600, \$400, \$200.

If you are knocking on doors to raise money for your chapter donations to AWTAR or for help with a race stop or sponsorship, Shell Oil Co. is out of bounds. The Aviation Department of Shell has made a substantial cash contribution for the 1965 AWTAR at the national level for the benefit of all, so smile at your local Shell Oil man, no heckling please. Be ever so grateful for he has already graciously given his financial support.

McCauley Industrial has also contributed, although not as substantially. Every little bit helps as every little bite of the prop adds up to a completed journey.

More nice news — Univac will be back. After a couple of sabbaticals, Univac will again provide the data processing, log book certificates and print-out of results for the big race this year. A pat on the back for Univac.

Simplex Time Recording Co. will again supply the machines for time stamping the log books. A most important contribution to the race.

POWDER PUFF DERBY WAYS AND MEANS

- DO YOU KNOW: the AWTAR Board received several hundred letters from 99's asking that the race continue and promising support in all ways?
- DO YOU KNOW: they need many things in addition to money? Type-writer that will make 12 copies, copy machines, file cabinets, chairs — maybe one soft one for visiting VIP's. What have you got? Don't turn in equipment when you upgrade your office — contact HQ and donate it.
- DO YOU KNOW: this is a year-round, full-time job without Board pay?
- DO YOU KNOW: that one of the greatest difficulties in communications within the board and with the 99's is the very thing that makes the race so wonderful and well-known . . . the geographical "transcontinentability" of it all?
- DO YOU KNOW: the Board welcomes suggestions, pleads for them . . . carefully and thoroughly researches, discusses, weighs, looks at all angles . . . they have adapted many suggestions that have been written in over the years . . . they love letters . . . or you can send them with your contributions to me . . . I'll forward them.
- DO YOU KNOW: the 1966 race will start in Seattle and cut DIAGONAL, terminating, we hope, in Florida?
- DO YOU KNOW: we plan to use this column every month to keep you informed and will also use it to answer letters of general interest?
- DO YOU KNOW: the AWTAR Board often receives letters and plaudits from industry and committees through which the route passes?
- DO YOU KNOW: the funds contributed now and until Aug. 31, 1965 will go for the 1966 race . . . THE RACE THAT ALMOST WASN'T . . . (We'll accept donations after that with love, but it won't be in the official report at Convention '65, so . . . HURRY . . . start work now . . . so that the INTERNATIONAL 99's CONVENTION in JULY following the terminus, the Ways & Means Committee can announce they have already passed their goal.
- DO YOU KNOW: there has never been any full-time paid office help . . . and this is a necessity so the Board can be released from hand-cranking the ditto machine for more promotional endeavors?
- DO YOU KNOW: that because of the 1964 race, Cape Girardeau, Mo. has a VOR being installed and the tower left up; this shows how much benefit is derived in areas where the race stops.
- DO YOU KNOW: the other smaller races around the country are wonderful stepping stones towards the goal of flying the Powder Puff?
- DO YOU KNOW: the AWTAR offers the big challenge to women to improve and expand their flying abilities?
- DO YOU KNOW: the wonderful 99's want the race . . . you all said so . . . now support it . . . what can YOU and what can YOUR CHAPTER AS A GROUP contribute in the way of money and services . . . we need all kinds of help . . . write and tell us . . .
- DO YOU KNOW THAT I'D LOVE TO WRITE 2200 THANK YOU LETTERS FOR CONTRIBUTIONS TO THE 1966 POWDER PUFF DERBY? (Write by hand, too!)

Ways & Means, Powder Puff Derby,
LORRAINE McCARTY, Chr.,
1112 Pinehurst,
Royal Oak, Michigan 48073

Just thought you would like to know who's keeping those props alive in '65 and that it's not too early to get in your kicks for '66.

Champion Spark Plug gave a full page to the All Woman's Transcontinental in their publication "Spirit of Champion". There were pictures of the 1964 winners together with nice Powder Puff Derby copy.

Attention all Indian Chiefs: If you are Chief of a 140 Cherokee or would like to be for the 1965 race, this species of that tribe has been determined eligible. This particular breed put out more than the required amount of horsepower on test runs made for the AWTAR Board in answer to your inquiries. Remember that if you are planning to race an airplane in this year's derby which does not appear on the official handicap list included in the information kit, a request for consideration of eligibility of the airplane must be made by April 1st.

★ COMMITTEE REPORTS

ATTENTION ALL SCRAPBOOK CHAIRMEN:

Instead of asking you for clippings this time I would like each Chapter Scrapbook Chairman to drop me a short note telling about their Chapter Scrapbook. This information can then be included in my report to our President Ruth Deerman.

No matter how much or how little you have to say — let me hear from each of you.

KEEP SENDING CLIPPINGS, also.

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

—O— AIR MARKING COMMITTEE Telegram from Mid Cassidy for NewsLetter

Eighteen questionnaires mailed seven replies. What have you done? LAS VEGAS CHAPTER have contacted the ATCA, they are so enthusiastic in the chapter that entire membership is on Air Marking Committee. WYOMING and NORTH DAKOTA are willing to work — very limited membership so lets help. SOUTH DAKOTA: The State Aeronautics Commission are in the process of repainting 290 markers. This Chapter has no immediate plans for future. SAN FERNANDO CHAPTER

are enthusiastic, want information and ideas. MINNESOTA CHAPTER reports there is a dormant air marking program as far as the State Aeronautics Commission is concerned. 300 markers have been furnished but some need repainting and the State has no funds. We would like some ideas. ARKANSAS CHAPTER reports they have an air marking program planned and are ready to go at Augusta, Arkansas, when weather permits. They say they will be there in force. Let's hear from rest of the Chapters. We are very encouraged.

—Air Marking Committee

Deadwood Chapter

By Rita Bowtitt

It looks like Juanta Doogood, our Chapter Chairman is in a snit again. We had hoped that she was just before folding up her blacksnake whip since we have the Deadwood Chapter perkin' pretty good now, but we can read the handwriting on the wall, "there's no rest for the weary". Here we go again.

About a month ago we received an invitation from the Phoenix Chapter inviting all of us to fly to Carefree, Arizona, for a fly-in Fashion Show and Luncheon on January 17. We talked about it at the meeting and thought it would be nice, but none of us made definite plans to go. A couple of weeks later we received a follow-up invitation. Juanta got on the phone trying to get a group together but by that time the FCC requirement had grounded almost all of the planes in the chapter and it was too far to drive, so we turned down the invitation and stayed home.

Juanta had gotten a Christmas check which she blew for the required radio kit, had the kit installed, invited one of the Deadwood members, Ann N. Dian, to go along and took off for Carefree, Arizona. We felt pretty badly about not going along, so we checked their flight plan and practically the whole chapter was at the airport to meet them when they got back. This was a mistake. Juanta spied us as she was taxi-ing up to the ramp for gas, and before her prop stopped she was hollering to Ann to unload the luggage, gas the plane, and close the flight plan, and she was hollering to us, "will the

meeting please come to order".

Obviously, it was a fabulous fly-in, and to hear Juanta and Ann tell about it, they had a fabulous time.

Carefree is a gravel strip about thirty miles north of Phoenix, Arizona. Gretchen Yingling and her 49½er had commandeered the strip and the Carefree Inn for the fly-in. Gertrude Murphy, the Chapter Chairman, and the Phoenix Chapter members were all at the strip to greet every one and see that their planes were tied down before they were assigned to cars for transportation to the Inn. When Juanta and Ann landed, the tie-down area was packed with planes and 49½ers were working like trojans creating more tie-downs. Everybody had turned out for a Carefree weekend.

After Juanta and Ann got their faces back on, they hitched a ride over to the Inn and signed up for the Luncheon. The lobby was filled with 99's and 49½ers from everywhere. Section Governor Pat Lambert and Eric took Juanta and Ann under their wing and introduced them around to all the other 99's.

While the luncheon was being served, various models showed fashions for flying, and according to Juanta and Ann, even if they weren't too practical for flying, they were luscious. There were even hair styles by models brought to Carefree by Ilia Mae Carosell, a 99 from Palm Springs. After the fashion show, Ruth Deerman, the International President, Alice Roberts, the International Vice-president and Pat Lambert, the Southwest Section Governor made short talks. Gretchen Yingling, the chairman for the event, Gertrude Murphy, the Chairman of the Phoenix Chapter, and Melba Beard, one of the original charter members of the 99's compared the growth of the Phoenix Chapter with that of the International Organization.

Transportation was waiting to take everyone back to the airport where a small home-made Stitts did aerobatics over the strip. According to Juanta and Ann, it was a wonderful luncheon, a wonderful program and a wonderful show, and neither of them can understand why the Deadwood Chapter doesn't get on the ball and do the same sort of thing.

We all think it is fine for Juanta to attend fly-ins but the Deadwood Chapter membership certainly would appreciate it if you wouldn't do such a terrific job. Everytime you do, you

light a fire under Juanta, she goes into a snit and unfolds her blacksnake whip and tries to light a fire under the members — and — asbestos underpinnings are hard to come by.



ALL-OHIO CHAPTER

By Edy Maxim

More details on the Love's recent flight to the Bahamas. Ruth and Merrill Love, and their daughter Carole agree that flying to the Bahamas in the wintertime is as pretty and nice a trip as it is in spring or summer. First, they spent the night at Freeport and had the experience of staying at the Imperial Bahama Hotel, an Italian ocean liner, 608 feet long and ten stories high. They tried to visit places they had missed on other trips, and add a new island. After stopping at Current on Eleuthera, they flew down to Georgetown at Great Exuma, where they stayed at two Turetes Inn and ate at pieces of eight. Before returning to the States, they stopped at Nassau, which is always fun.

Nancylee and Lorry Malm and little Lee were in Cleveland for the Christmas holidays. Nancylee misses Cleveland and its type of flying activity, but is getting accustomed to desert life at the China Lake Naval Base. Some of her California flying serves an interesting purpose. Approximately 80 miles from China Lake, an excellent baker, and with a "150" she gets to destination and so stocks up the freezer.

Dottie Patrick is still logging plenty of hours. She has just returned from a business trip to Fort Lauderdale. What a delightful spot for a business trip . . . Also, in November, she piloted a Navion to Las Vegas to a convention, via Big Springs, Texas, and Phoenix, Arizona. On board: Her 49½er Robert, and Mr. and Mrs. Dale Lindhorst. Mr. Lindhorst, owner of the Navion, is a student pilot. The trip proved to be interesting and exciting, with a cold front and snow on their heels are the way home . . . Incidentally, in their spare time, Dottie and Bob are building a ¾ scale Buecker Jungmeister aerobatic plane. This is called a papoose, and is designed by Rim Kaminskas of California. They

have the fuselage, tail assembly and gear almost completed. Covering four 6-foot wing panels becomes the next tedious project. They do hope to have the papoose in the air this year.

Joan Hrubec, Edy Maxim and prospective 99, Ann Nichol, had the pleasure of presenting slides and a program on the various women's air races for the Cleveland women's chapter of the National Aeronautic Association. 99's attending the dinner meeting were Flo Bond, Connie Jones, Jean King and Helen Sammon.

On a recent December day, Mary Wenclaw, a prospective 99, had an unusual experience with the Cleveland police. With her new helicopter, she has been able to commute conveniently and at a rapid pace all around town. Mary and her husband are owners of Kornman Mufflers, Inc. Starting that day, Mary landed at 11:50 a.m. on the roof of their Lakewood shop. By 12:05 p.m. she was at another shop on the East side of town. By 12:45, by pre-arrangement, she landed at a drive-in restaurant for a cup-a-coffee. 1:00 p.m., she landed at still another shop. (There are seven shops around town.) By 1:15 p.m. she was back at the second shop, but there detained by police for two hours, while they tried by radio and phone to determine a good reason why she could not do what she was doing. They failed, and she whirled away to still another shop, and then another drive-in restaurant for hamburgers for the employees. There, the copter developed a "mechanical", and the hamburgers got cold while she waited for a replacement part. All in the day of a whirly girl.

Congratulations to Florence Boswell, who was recently honored by the Akron women's chapter of the National Aeronautic Association.

Future chapter meetings scheduled: February, Columbus; March, Akron-Canton; April, Urbana; and May, Akron.

GREATER KANSAS CITY CHAPTER **By Katie Letcher**

Aleah and Bud Combs were hosts for our very fun January meeting. It was held at the Roe Village Club, with swimming before dinner for all who wished to get wet. Mr. Lanny Alexander, the Club manager and a friend of the Combs, was a very gracious co-host at the affair. He even had a small model of a Boeing 727 for us on the main table. We would like to thank

both Mr. Alexander and the Combs in print for a very hospitable evening for "us" Ninety-Nines.

We hit the jack-pot at this meeting . . . 25 people present and seven of them 49½ers! Two of the husbands, Chuck Parrish and Bill McCann, received their 49½er cards and a big buss from their wives.

After the men retired to a bull session of their own, we got on to the business part of the evening. This consisted, among other things, of a surprise kitchen shower for yours truly. It was very thoughtful and I would like to take this opportunity to thank all the members there for the most pleasant surprise and for all the useful goodies I received.

Next, our very active new members, Joy Morrison, Joan Reindle and Ester Baker, in a formal(?) ceremony, were given their Ninety-Nine pins and other paraphernalia. We are happy to have them in our chapter.

That Sunday before our usual fly out, Ruth Stafford and Sara Gorelick flew Ruth's Girl Scout Troop "around the patch." They certainly seemed to enjoy it. Then it was off to St. Joseph; Topeka for a snack and back to K.C. before dark. It was beautiful flying weather, the best all that week.

Seems Aleah and Bud Combs had their own fly out the day before when they took a group of CAP cadets on flights around the city and also over to Mid-Continent. Boy, our groups busy flying.

GREATER ST. LOUIS CHAPTER

By Jane Noyes

Where does the time go!? Would we be panning a phrase if we would say, "It flies."?

We are convinced giving a dance is a painless way of making money, and our treasury proves it. We are

about \$300.00 richer thanks to our Harvest Hangar Hop.

Our November meeting was held at the home of one of our new members, Betty Williston, a glider pilot. The progress was very apropos — a film on gliding, "Sky Sailing," most interesting. Now a number of our 99's would like to add that rating to their license.

Come December we celebrated with a very nice Christmas party at the Elks Club. Wish more of our members and friends might have been there — they missed a lot of fun — but that is a very busy time of year, isn't it. We even had our own Santa Claus, didn't we, Elmer Haupt?

Congratulations are in order to Valerie Johnson who recently received her Instructors rating—one of a number of new ratings she has obtained in the last year. Congrats also to Loretta Slavick who was elected second vice-president of NPA at their December convention in Long Beach.

Here's some news hot off the press! In fact, it won't be officially announced until January 26 at our annual meeting with the St. Louis Aero Club. Our Achievement awards for this year will go to: Del Scharr, first; Ruth Raksel, second; Dorothy Haupt, third; Irene Rawlings, fourth; Amy Laws, fifth; and Valerie Johnson, sixth (Had to make a special sixth place award this year because Val was so close, and she has worked so hard. Think we all agree that she deserves it.).

Bits and pieces from our members: Ruth Lake took a ride in the Goodyear blimp. — Golly Miner sunned herself in Florida while hubby, Jack, attended a convention. — Rose and Paul Joly flew to Dallas for their annual Thanksgiving trip—say it sure beats driving. — Jan Pocock and husband, John, were Florida bound at Christmas in, of all places, Guatemala, with all the Indians and volcanoes. Dorothy Rumsey has been practicing night flying, and planned trips to Springfield, Mo., and Florida, U.S.A. — Margaret Walsh has been taking some instructions in aerobatics—getting ready to make use of the Pitt Special she and her husband are building. — Ruth Taksel and Amy Laws both spent week-ends at the Lake of the Ozarks with their families—had to go the hard way, via those dangerous highways. — Several of our members are busy working on various ratings. Some of our 99's are looking forward to a Nassau vacation with an Air Tour being arranged

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

by Tom Foster of the St. Louis Flying Club.

We're busy now planning our program for the coming Aero Club joint meeting. We always like to have something different, and this year plan to have a fashion (?) show—details of which are very hush, hush—but hope it will be enjoyed by all.

INDIANA CHAPTER

By Betty Kaye Smith

January meeting, dogged by a paralyzing snowstorm in central Indiana was held in Indianapolis with three members flying in and about a dozen others managing to brave the snowdrifts. Marty Wyal reported that she has logged one and a half hours orientation time in a Beech twin-bonanza during December.

We are all happy to note that 49½ Don Cassidy has been appointed a member of the Indiana Aeronautics Commission.

Other area 99's, as well as Indiana, will be interested to know that the Intercollegiate Flying Association meet is to be held April 22, 23, and 24 (Thursday, Friday, and Saturday) at Purdue University, West Lafayette, Indiana. There are two flying clubs at Purdue which make up the Purdue Wing, Tim's (Technical Institute Maintenance Squadron) and Purdue Pilots, Inc., for which our Martha Holst is advisor.

Peggy Coulter reported that we have official okay to sell our white chiffon scarves with large blue 99 insignia in one corner.

IOWA CHAPTER

By Mary Lou Ballensky

And another rose to Old Man Weather! Every second Sunday of the month—a real beauty!

This time, we flew off to Ames to visit with Kitty Hach and Dawn Miller. In attendance were Tina Healy and family, our two hostesses and Tina's husband, Hazel Sigafosse and husband, Phyllis Barber, Edith Jensen, Helen Flaherty, Betty Johnston, husband, daughter, and son-in-law, myself and my favorite husband!

During our meeting, we discussed several money-making projects we might undertake. Also, Tina Healy announced several late committee appointments, including Betty Johnston for Air Age Education, Phyllis Barber for the Amelia Earhart Scholarship, Len Hunt for Nominations, Helen

Flaherty for the Convention, and Edith Jensen for the Scrapbook.

Oh, yes! And we decided to send off ten more of our 99er flight bags to headquarters. But, don't worry, our own supply is still good, so keep your orders coming!

Among others, we missed Ray and Lois Grange who are off on a winter vacation in the Southwest. Hope they can give us a good account of the "fun and the sun" next month!

MICHIGAN CHAPTER

By Claire Ojala

Another December arrived, and with the Holiday forthcoming, everyone is not only in the state of anticipation, but in a party mood and full of goodwill; and so are the Michigan 99's. Their Christmas party was held at the Grosse Ile Country Club. To insure the continuation of the good weather (which was a treat compared with previous years), all drove in from near and far. After a delicious roast beef dinner a hint of a meeting took place. That is, no business was discussed. We heard a beautiful dissertation of interesting and funny happenings around an airport that can only happen to a Chief Tower Operator like Frank Gineman of the Pontiac Airport. What a sense of humor. Everyone was in stitches.

Bea Steadman enlightened us on records kept by the FAA. She had just returned from Oklahoma City after attending the Woman's Advisory Committee for Aviation for the FAA meeting. Of most interest was her visit to the Civil Aero Medical Research Institute where she gained a great amount of knowledge on such subjects as the causes of accidents, possible prevention by keeping your seat belt fastened tightly, oxygen requirements and pressurization. She also piloted a DC-7 Simulator.

Christmas contributions were collected to provide a week at camp for severely handicapped girls. Mrs. Helen Dingman, a Flint teacher, conducts the camp and inspires volunteer helpers to spend their vacations caring for these children. She also organized a Scout Troop for handicapped girls.

Some of the girls wound up the year with a bang. Ann Engleman added a Commercial to her ratings, and Bea Steadman acquired a deer on her recent hunt. She also had an auto accident on her way home and is convinced that airplanes are here to stay.

Will and Winnie Connelly flew to

Painesville, O., to attend the Skylarks banquet with Connie Jones, winner of the Charlotte Connelly award at the SMALL Race.

Miriam Gillis and her 49½er had a lovely 10 days in Miami and Key West. Note: avoid West Virginia when they have forest fires. They were grounded for two days in Charleston due to smoke.

Lorraine and Howard McCarty took a seven-year delayed vacation to Mexico for two weeks—they had a wonderful time. They made an unsuccessful attempt to rent a plane in Mexico City. A few days after returning home they made a rush business trip to NYC via 707 because of non VFR weather—Lorraine saw Kay Brick for a long chat—she also spent a day Christmas shopping with Pat Arnold who was in the city finding decorations for her new office in Gordonsville, Va. Lorraine is due for air-marking soon so she won't be hard to find.

Leah Higgins was in Cleveland for Thanksgiving and plans to return for the holidays.

Talk about variety being the spice of life, Edith Phillips flew to Denver recently to visit her mother. She left Detroit in a Commercial jet 727, changed in Chicago to a 707, left Denver in a Caravelle and arrived in Detroit in a 720. How about that!!!!

Velma Del Giorno's 49½er Tom will be spending the next two months on the hospital ship "Hope" located off the coast of Guinea Africa. He was unhappy about missing the Christmas party.

Anne and Paul Phillips are jetting to Nassau to visit Dottie and Grant Gascorgne whom you all met at Willow Run meeting Nov. of '63. Grant is opening Grants Service in Nassau.

A completely untraditional, unplanned and unrehearsed Thanksgiving — Alyce Lodge, with 49½er, were out flying around just for fun, when they flew over Lake Angelus and saw Dorothy Ligon's Bonanza out on the ramp, called her on unicom, landed and flew with her for another hour—then had dinner at the Lodge's, having more fun than turkey and all the trimmings.

A potential 99, Arlene Fordon, and hubby are the proud owners of an Auto Pilot with an Omni coupler and glide slope coupler installed in their Cessna 180.

Sammy McKay spent the year-end plugging flying. She also put in several fruitful hours at the 9th grade

class in the Grand Blanc school. Much to her delight the students were very eager to learn.

Hope all have many happy flying hours in the New Year!!!!

Our January meeting was interesting, enlightening and exciting. After our usual business meeting we were the guests of the Detroit area Zontian's at a Champagne Brunch held in Al Green's Restaurant at the Willow Run Airport. This meeting was dedicated to the memory of Amelia Earhart. Since many of the Zontians are accomplished world travelers, by air, their hangar flying stories were both numerous and humorous.

Our Mary Clark presented the story of the '63-'64 AWTAR complete with slides in "Technicolor." The scenery was beautiful and gave us newcomers added incentive to get the needed ratings so that we too could add the AWTAR to our log books.

Since the AWTAR is a big event in every 99's life, it was the focal point of this month's meeting. Our chapter approved the sending of \$100 to the AWTAR Board for their unrestricted use.

Lorraine McCarty, who is also the chairman of the AWTAR Ways and Means Committee for '66 has stimulated additional plans for fund raising schemes which will enable us to pledge even greater amounts to the AWTAR Board in the near future.

Our day was made complete by a tour of the Willow Run Control Tower and Radar Control Room. The only thing not quite clear is how they keep all those little green 'dots' sorted out when they keep moving about.

Congratulations are in order for Ann Steinhagen. After being weathered out eight times trying to get an Instrument Rating check ride, the weather man finally cooperated, but not fully, with a sunny, cloudless afternoon; complete with 40 knot winds, she came through with flying colors and is now the proud possessor of an Instrument Rating. That's perserverance!!!!

Mary Von Mach had a bit of bad luck just before the holidays. She fell and broke her hip. She is released now from the hospital.

Donna Blake spent a "quickie" vacation in Miami Beach (38 hours worth). She and prospective 99's Sandy Buell, Ann Ford, and Jane Sentas flew down via Lockheed Lonestar and returned via DC-8.

49½er Ralph and Ruby Fielding drove to Florida for Christmas. "A

flying trip" of two days there and four days enroute. Ruby says never again, even though that sunshine was worth it.

Eloise Smith is going great guns developing her new flying and ground school—new location, Kalamazoo Municipal Airport—drop in and say hello.

Lorraine McCarty flew her daughter Jill back to Stephen's College in Columbia, Mo., and had magnificent tail winds both ways—how lucky can you get—still she says it was 5½ hours both ways.

Alice Davis and hubby spent a few days in New York, a pre-holiday trip, sight seeing and taking in Broadway plays. She was surprised by her husband when he took her for a fitting for a mink coat.

Elsie Ferich and husband Mike flew via United to Chicago New Years to toast in 1965. At present she has had items accepted for publication by Woman's National Magazine. Her agent, Zane Spencer, attended the meeting with her.

Happy Flying!!!

OZARK CHAPTER

By Hazel Matz

We have been having the most beautiful weather here—almost like perfect summer days—UNTIL time for a 99 meeting. Clouds, rain, below freezing temperatures, etc. Oh well!

Last month only Jean Fuldner, Mary Morriset and myself made it to the meeting due to Christmas, etc., so we voted this month to skip all Dec. meetings. Santa certainly fouls things up. This month we had a better turn-out: Jean McClernon, Jean Fuldner, Mary Morriset, Patty Hurst, Mayme Burtin, Velma Hite and myself. We spent about three hours eating, talking AND working. We really are going to have that Spring Section Meeting and as

far as we know, we fairly well have things clicking. Now all we need is for YOU to attend. Since none of us really know what we are doing, it might be rather interesting to see what we finally come up with!

In fact, I have a suggestion to make to some one. (Don't know who.) Why can't there be something in the News or Directory listing the items a chapter is responsible for in having one of these things? It would certainly help! And we have hopes that some of our inactive members will make an effort to attend the meeting. That would be a great help to us.

As I said before—thanks to Santa, New Year, etc., flying activities have been acutely limited so I have no news in that department. See you.



ABILENE CHAPTER

By Mel Hall

One can never say that the 99's go backward, it seems that a substantial number are always searching for knowledge and advancement. As one of the projects for the year we agreed to attend a National Security Seminar sponsored by the Industrial College of Armed Forces. This took place December 7th through the 18th in Abilene.

We were given general information concerning Government Economics, Military Strategy, and specialized briefings on critical areas. Also included was considerable information on Communism and subversion throughout the world.

Attendance by members of the Armed Forces Reserve, National Guard and civilian and military personnel from Dyess Air Force Base amounted to nearly 1,000 persons. This type of program was new to our area and everyone who attended this two-week course was extremely proud and pleased to have the opportunity to increase their knowledge of our changing world.

Those of us who were able to attend the course in its entirety were few, what with Christmas shopping, traveling, illness and what-not, but we are very proud and happy to report that the following 99's did have a

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near perfect attendance and did receive certificates, of which they can be proud. They are Mrs. Amber Cree, Mrs. Audrey Anders, and Mrs. Moselle Scarborough.

Early in January one of our programs consisted of giving the theories of flight to the Girl Scouts. This program was conducted by Gloria Puckett and Marilyn Schulz. We have several more of this type program planned in the future for the Girl Scouts, who have expressed their appreciation and gratitude to many of us. Many of these girls have never been up in an airplane, and it seems that they are extremely fascinated with all phases of flying and some have expressed a desire to learn. Little things such as this certainly encourages us to try harder to satisfy their curiosity and eagerness to know all about flying, and should it happen that one or a few of these intelligent girls ever become pilots in the future, it will give us a measure of satisfaction and pride to know that we of the 99's might have had a small part in it.

Mrs. Gloria Puckett, her 49½'er, two sons, and Mrs. Marilyn Schulz and her family are off to Ruidosa for a week-end of skiing, lucky things!

See ya next month!

ALBUQUERQUE CHAPTER

By Georgia Tillery

Everyone had a wonderful Christmas party in the home of Shirley Morris. Quila Moeller was again with us and reports that her husband will make a pilot out of her yet! We're looking forward to her as a member. Shirley and Marie and their 49½ drove to Moriarty for a Christmas breakfast with the Tillerys.

Our next meeting will be with the Zontas at Robin Hood Inn, with a dinner.

AUSTIN CHAPTER

By Beverly Gregg

Did you ever think it would take so long to hear from Texans? But let us be the first to say Merry Valentine Day!

Our Austin Chapter was officially chartered in August. Ruth Deerman and Velma Lee Copeland came to Austin for this meeting. This was a wonderful day for all fifteen charter members.

Since August, we have had monthly luncheon meetings. Most of these meetings were used for organizing and planning future meetings. In October,

we invited members of the CAP to give us information about their group. We participated in Texas Aviation Day Fly-In, which was held in Austin in November. This excellent meeting had as its theme "pilot safety." At our first get-together in 1965, we have invited the 49½'s and 33's. Naturally, our 66's will be a part of this affair as well as the February Fly-In Breakfast.

Marie Fuller, our first selected reporter, became too ill to continue the job. We confidently expect her speedy recovery, but we shall have Beatrice Nolen report our news hereafter.

To all Ninety-Nines—A Happy New Year full of beautiful flying weather!

COLORADO CHAPTER

By Janie Oesch

Our last business meeting was at the home of Grace Mayfield, the ex-WASP in our chapter, of whom we are most proud. Color slides of "Flying to Alaska" made by Marion Tankersley and Mary Frenzel were shown. Now we believe them when they say they were flying in "VFR with light rain" weather. Judging from the slides this means that the mountain tops are obscured in clouds, but fly the valleys, they are always open at the other end, and go now if you are going, it isn't going to get any better. When Marion set the Stinson down on the Alcan Highway, wouldn't you know it—probably the only car for hundreds of miles was coming toward her. The driver was so surprised to see a plane landing that he stopped his car in the middle of the highway and started madly taking pictures. It took a while to convince him he had to back up so Marion could taxi her plane to a turn off. The reason for landing on the hwy. is that it is the only solid piece of land around. The rest of the terrain is made up of lakes, bogs, and muskeg, where there aren't huge trees and mountains. Marion and Mary have many beautiful slides, good stories to tell and happy, happy memories of their trip which they were kind enough to share with us for which we say thank you.

Jo Dennis, our chairman, is applying for the AE Memorial Scholarship this year. Three scholarships worth \$700.00 each were available to 99's, this year, that have 200 hours flying time and a desire to further their career in aviation or a related subject.

New Rating: Fredda Turrill has her Commercial now and is preparing for

the Instructor written. Fredda really kept those FAA boys working.

Jane Nettleblad was welcomed back. She was one of the charter members of this chapter in 1941.

We are very proud to have our own Donna Myers on the Executive Committee, along with Lygie Hagan, you all remember her from her visit to our Gliderport fly-in last summer. These two and Joan Hrubec will do a bang-up job for us.

I am sorry to report that Marj Dunn has moved to Kansas. We will miss her.

Grace Longbrook appeared on the Ricardo Beauty School's television program over KCTO in Denver. She received a new hairdo while talking about her flying experiences and the 99's. On behalf of the Colo. Flying Farmers, Grace invited the 99's to their banquet held during the Stock Show activities this year. Grace is serving on the Board of the Colo. Flying Farmers and Ranchers in the office of secretary. Grace will be talking about the 99's to the Lamar, Colo., Zonta's, an organization of Business and Professional Women who are tops in their professions, on January 12.

Gwen, Craven, who owns and operates the Greely Employment Service, is a board member and treasurer of the Altrusa International of Greely, which is an organization of professional and executive women. Gwen's employment service is the branch office of the Kelly Girl Service.

DALLAS CHAPTER

By Hazel McKendrick

Our December meeting was taking up with volunteers being appointed to various committees in preparation for the AWTAR stop in Dallas this year. Redbird Airport is the spot and since it is located in the Oak Cliff section of Dallas, the airport manager and the Oak Cliff Chamber of Commerce are already busy getting things lined up for the best stop of the race. Marge Bunch, chairman of the leg prize committee says things are shaping up real well in that department and that TEXAIR at Redbird will have a big announcement by the time the next news letter comes out. Dorothy Warren, last year's TAR 46, is the Chairman of the stop and promises to have a good one.

Martha Ann Reading announced that the Spring Sectional will be a NO HOST meeting at Lake Texhoma. She has been up there and they are wait-

ing us with open arms. More details about this next month. Right now, she is out in the wilds camping with Jo Allison and unavailable for dates, etc. However, keep this in mind for a "fun thing" in the future.

Sue Andrews is our newest IFR qualified pilot and was also the hostess for the December meeting. She and George have almost worn out the Dallas ILS driving up and down the localizer since she got her ticket.

Doris Weller entertained a good chunk of the Nebraska delegation for Cotton Bowl week including her two Dr. nephews. Although Nebraska came out on the short end of the score, they all had a great time and are looking forward to next year.

Your reporter announces that she and Kitz Kopters are having a go at it. Right now the helicopter is winning, but hope springs eternal. The Kitz Kopter is a modified Bell and if it and the instructor last, your reporter will too. Real much fun.

More from Dallas: Dates for the Spring Section Meeting are April 30, May 1 and 2. Martha Ann Reading will send out the Texhoma Lodge cards and each individual will be responsible for making her own reservation. Let's have a big turnout—hangar flying galore!

HOUSTON CHAPTER **By Marilyn Stoneberg**

Our regular reporter, Louise Bickford, has gone to Albuquerque on vacation, so I am filling in for her. Don't know exactly how far back she covered, so I might repeat some news. Louise and her 49½er, Myrl, have really been getting around lately. This ABQ trip is really the second part of their vacation, as they were in Idaho sometime before Christmas to visit Louise's family. We were happy to learn that Louise and Myrl are expecting another future pilot in the family in May. Maybe it will be a future 99!

The Petticoat Pilots held their annual Champagne membership party a couple of months ago, where we recruit future 99's. The girls were happy to meet Gene Nora Jessen from Wichita there, who was in Houston with her 49½er Bob for some activities at Houston Beechcraft.

The November meeting was held at Marilyn Stoneberg's new home and we were happy to have a large turnout. The main business was the preparations for our annual Christmas dance,

which was held December 1 at the Shamrock Hotel. And a good time was had by all!

Mary Coale and 49½er George flew on the Bahamas Flying Treasure Hunt in November. Pretty good excuse for missing a meeting!

Everyone was busy in December getting ready for the holidays, but Mary Able found time to get checked out in her recently acquired Cessna 195! Sounds like it was a real interesting experience!

Ora Mae Boswell and 49½er Ben have been gone quite a bit on hunting trips to Colorado and several other places. Jo Ann Thornberry has been spending all her time in the hospital lately, mostly as a student nurse, but she did have a couple of operations in the past few months; guess she wanted to see how it is from the other end of the thermometer! But we're glad to hear she's back to school and recovering OK.

Kay Montgomery left Houston right after Christmas to go to a VA Dental Technician School in Richmond, Virginia, for several months. We'll miss her here in Houston!

1965 started off with a bang. Hope it keeps up that way. The chapter had a good turnout at the January meeting with airmarking our biggest project. The second week-end in January we started airmarking Houston Northwest Airport. The weather turned out cold, rainy, windy, and just plain MISERABLE. But diehards Louise Bickford, Mary Able, Marilyn Stoneberg, Martha Akins, Mary Jane Stepchinski, and Ora Mae Boswell showed up anyway! It was the worst day we'd had all winter! After a few hours suffering on the hangar roof, we gave up and staggered down. The next week-end dawned clear, but cold and very windy again, as a blustery cold front

had passed through Friday night. Mary Able, Martha Akins, Maybelle Fletcher, and Marilyn Stoneberg were back on the roof painting again! Don't know if they are diehards or just plain crazy! Alice Seaborn came out to help, but she had a cold and that roof wasn't a healthy place for her, so we thanked her and sent her home. Petticoat Pilot Dell Hightower came up to help when she returned from a fly-in. She's going to make a great 99! At this writing, the marker is almost finished and no pneumonia cases yet. What is so frustrating is that we've had beautiful clear weather in the 70's most of the time from September until that first airmarking week-end!

We were happy to welcome two recent pilots to our January meeting, Joan Hazelhurst and Sonya Clark. We hope our chapter will have two new 99's very soon. We welcome them—and their paint brushes, as we have lots more airmarking to do!

Marilyn Stoneberg and 49½er Chuck started off the New Year with flights to San Antonio, New Orleans, and Longview. They also plan a trip to Florida any day now to visit Chuck's family, as soon as time and weather permit. They're thrilled with their new home and their Cessna 210; especially since they just put a new Mark XII radio in it, for full IFR capability.

At this writing, Mary Burke is busily preparing her speech on the Future of Women in Aviation. She is to be the speaker at the Zontas Amelia Earhart Scholarship annual dance this week. Mary transferred to our chapter only a few short months ago and already she is one of our most active members. We hope you like Houston as much as we like having you here, Mary!

Airmarking next week - end again probably. Here's hoping for warmer weather!

KANSAS CHAPTER **By Garnett Hastings**

Kansas 99's flew in to Wichita January 16th for their January meeting. Interesting guest speaker was Mr. Ellis Pike of the Wichita Weather Bureau who brought us up-to-date on weather briefing practices. Attending 99's were: Jean Murray with guests Ann Robinson and Doris Koob, Esther Isaacs, Grace Brown, Garnett Hastings, Mildred Early, Hazel Guy, Earlyne Scholfield with guest Dorothy Jean Hoopes, Pauline Ottoway, Gene Nora Jessen, Margaret Yourdon, Pat

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McEwen and guests Alice Dodd and Naomi Arndt, Neola Matson, Vi Rush, Gail Reidel, Jean Noble and guest Carla Varner, Martha Giles, Helen Simmons and 49½'er Roy, Helen Lee and guest Nelle Scott, and Betty Buckman.

99's and 49½'ers, and guests had a gala Christmas party in December at Pat McEwen's home. All attending took toys, which were later distributed to some needy children in Wichita.

The November meeting was a fly-in to Dodge City hosted by Donna Shirley. Those attending reported a nice visit and luncheon at the airport.

Joyce Funsch Bonanza'd to Dallas, Texas, on January 15th, where she spoke to the Zonta International Club on Women in Aviation.

Latest doings among our gals include Gail Reidel's travel via jet to California January 1st and return January 11th; Jean Noble flew (in someone else's plane) to Miami Beach and Nassau in November; Vi Rush is busy adding more hours; Earlyne Scholfield is planning a trip in the Gulf area again this year; Mildred Early has been to Omaha; Gene Nora Jessen has been participating in Family Fun Fairs at El Paso, Texas, Sacramento, California, and Knoxville, Tennessee, traveling via Musketeer—and she attended a recent meeting of the Women's Advisory Committee on Aviation at the FAA Center in Oklahoma City; Pat McEwen is so busy I can't catch her, but she has flown recently in March of Dimes Airlifts, among her many travels. Jean Murray flew to Phoenix, Arizona, for the Thanksgiving holidays; Helen Simmons and Roy spent some time this fall in Florida and the Bahamas, and then they still talk about their recent trip from Rock Springs, Wyoming, when they experienced erratic fuel flow and had some anxious moments over the mountains before reaching Burley, Idaho.

Grace Brown and Esther Isaacs will probably be "burning up the airways" this spring with their new Cherokee.

Gene Nora Jessen and Garnett Hastings have been busy with their Wing Scout Troop — with their Christmas party, the January meeting on Planning a Flight; and meetings with Senior Troop Leaders and Scout Staff Members.

OKLAHOMA CHAPTER

By Nema Masonhall

Amid the snow and ice, Velma Woodward hosted the January meeting.

Had a good turn out considering the weather: Ann Johnson, Rita Eaves, Ruth Jones, Skip Carter, Dorothy Morgan, Mary Lester, Susie Sewell, Broneta Evans, Arlene Walkup, Jo Petropoly, Beth Smith and your reporter. Also, Irby Keen, former Oklahoma 99, and Jean Friend, who is working on being a 99 when she gets that bright shiny Private Pilot's License in the not too distant future.

Jane Abbott is still in Venezuela visiting her son and his family. Jean Williams, former Okla. Chapter member and now Tulsa Chapter chairman, visited Arlene in Stillwater recently. Skip and Ruth went to the Dallas Rodeo. Rita and Leonard won a trophy at Fairview (an annual Veterans Day Fly-In) for workmanship on their EA, the "Chigger," and have their new one about 40% complete. Jo flew her dad's Swift while she was home in Virginia during the holidays. Arlene flew down to Hollis during Christmas — and the rest of us sorta visited around here and there.

If I failed to mention this previously, Jo Petropoly is a former NIFA Top Woman Pilot Awardee. Glad to hear the 99's have taken over this award—it will compliment the 99 Achievement Award which is judged on the basis of the year, while the Top Woman Pilot Award is for the NIFA Meet only. Also, Jo, with the help of Jim Kellen, won the Bomb Dropping Contest at an Air Meet with Oklahoma University held at the Oklahoma State University in November.

SAN ANTONIO CHAPTER

By Marian Burke

The San Antonio Chapter members have been so busy during the last few months that it just seems like we have forgotten to be an active 99 group. Our resolutions for 1965 are to start active projects, attend meetings regularly and bring in a large group of new members. As of this date we do not plan to see even one News Letter that does not show a report of our chapter activities in print.

Our first 1965 project is the big fly-in at Marian Burke's ranch March 18th. Those who attended the 1964 fly-in will agree that it was a great party. Proceeds will go for chapter funds and Texas air marking funds. It'll be a lot of food 'n' fun for a buck and a half. We hope to see a large crowd. More

information concerning this affair will follow soon.

Betsy Hogan is driving a new Mustang. Wow! What a pleasant surprise to find something like that in your sock on Christmas morning!

Marian Burke has recently been doing a great deal of flying in a new Beech Baron. Sure is different than the old trusty Super Cub when making the ground speed checks.

Sorry to lose Ama Lee Jameson to the Austin Chapter. Ama Lee now lives at Austin. We certainly feel that it is our loss and Austin's gain. We'll miss you, Ama Lee. Loads of luck to you and the new Austin Chapter.

Marian Burke has been working with some new fem students. She has her eye on them as future 99's.

Remembers the 99 fly-in . . . the date: March 28 . . . the place: Burke ranch (it's on the San Antonio sectional chart. NW of San Antonio . . . 2900 ft. strip.) Mark this date on your calendar.

May 1965 be a great flying year for each and every 99!

HIGH SKY CHAPTER

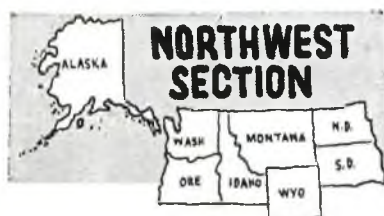
By Hettie Currie

We are indeed fortunate to be members of the 99's. Few if any other organizations present such exciting and rewarding opportunities for being of service.

We are all a-flutter because Nancy Brumlow has organized, and is ready to give ground instruction to a group of Wing Scouts and this chapter agreed to buy the plotters to be used by the students. The plotters to be retained in the chapter to be used for subsequent classes. Charlotte Hunter has made initial contacts in preparation for Velma Copeland, Air Space Education Chairman, to organize Wing Scout groups in Midland and Odessa, for the purpose of giving them ground school classes. With the help of members, Velma will organize Cadet Scouts, (girls in 6th, 7th, and 8th grades) to receive classes in "introduction to ground school," which are designed to create the interest to become Wing Scouts, on reaching the proper age.

We had great excitement and reaped generous rewards in publicity and good will for our chapter when we arranged a dutch treat appreciation dinner for our airport manager, who was leaving. Forty-five persons attended.

The program was planned on a "this is your life" basis; with such dignitaries as all base operators, airlines representatives, FAA department heads, city manager, and, of course, our chapter, and others making short appreciation speeches. Our chapter presented him with a scrap book of photographs of airport friends and acquaintances. Pictures and details about the dinner were on KMID-TV news that day. It was such a great success that we are bustin' with pride and are arranging for pictures so that we can run them at our next meeting for the benefit of those who were unable to attend the dinner.



ALASKA CHAPTER By Jessie L. Dodson

TRY KING CRAB. We had a very nice Christmas and a Happy New Year (so far), hope its been the same for all of you.

In December we had a dinner party to which we invited the 49½'s. A good time was had by all and we were delighted to have the Briggs from Lake Clark, Port Allsworth, join us. After the Christmas Holidays were over we started full blast on our activities for the new year. Our first project is the "Pinch-Hitter" course. First, we are arranging a coffee to introduce the course to interested people. Many of the members have been busy appearing on TV and radio, and arranging newspaper publicity and advertising.

EAT KING CRAB. Early indications are that we will have a good turn out. We feel that this is one of the most worth while projects we have undertaken. Cooperation from the news media has been superb. We have gone to the local insurance agents for sponsorship of our newspaper advertisements and their response has been very gratifying and encouraging. We will report further on the success of the project. BUY KING CRAB. We will be having a joint dinner with the ZONTA's of Anchorage on January 23 to honor our famous and favorite member in common, Amelia Earhart. General Talley is to be our speaker. He

is the husband of Manila D. Talley, who is the 100th 99. We had hoped Manila would be able to be our speaker but she is scheduled to go to the "South 48" for some medical care. We all wish her the best.

SERVE KING CRAB. Pat Moore returned from a trip to the "outside" over the holidays just in time to be hostess for our January meeting. She did enjoy her trip, but like us all, was glad to be back "inside." You really appreciate it after the hustle and bustle of "outside." We were pleasantly surprised to have a visit from Ingrid Pedersen. She was here from Sweden, for a short stay. She told us of her interesting experiences this past summer flying in the Arctic and through Europe. We are looking forward to having Ingrid back with us next August when her husband Einar, a navigator for SAS, is slated to again be based in Anchorage. BUY KING CRAB.

This is to be my farewell newsletter, short career, two newsletters. My husband and I have bought a KING CRAB boat and will be spending much of our time in Seldovia. (I bet you couldn't have guessed.) Seldovia is a very charming and picturesque village about 130 miles south of Anchorage, and is an absolute must for anyone planning a trip to Alaska. It has a good landing strip and we would be delighted to see you. Also I understand the Briggs will have their boat in Seldovia this year and will be after the mighty King Crab. So BUY KING CRAB for all of us.

EASTERN IDAHO CHAPTER By Esther Stone

Eight members of the Eastern Idaho Chapter met at the home of Virginia Finkelnburg on Nov. 17, and welcomed Diane Jex as our newest member.

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Diane passed her flight tests for a private pilot's certificate on Nov. 5; Esther Stone finally got her instrument rating; and Leora Bergevin took her "private" written. Our chapter is made up of "chiefs" only (no Indians), so Catherine Jorga Stapp, who joined in October, was appointed chapter newsletter editor, and Diane became scrapbook chairman. A schedule of meetings and "Project Smart" chairmen were determined for the next six months.

We spent so much time developing an application form for a flying scholarship, requested by the Aviation Committee of the Pocatello Chamber of Commerce, we had to adjourn before we could cover our "Project Smart," as several of our members who flew in/ wanted to get home before dark.

Our December 11 meeting was held at the Hoff's Rainbow Ranch, in Idaho Falls. The members who attended drove to the meeting, as the weather was not conducive to flying, and since driving in snow storms is sometimes hazardous, only six attended. Onita & Mark Hoff proudly announced the engagement of their oldest son, James, to Frances Martin. The wedding is scheduled for February. Mary Kilbourne, our flight activities chairman, reported progress on the arrangements for our chapter to fly Indian children from Fort Hall Indian Reservation. The chapter decided to write the FAA protesting the decommissioning of the L/MF Radio Range at Pocatello. Appropriately, "Winter Weather Flying Problems" was the "Project Smart" presented by Betty Storrs.

We do have good flying days in Idaho during the winter, but they never seem to coincide with our meeting dates. January 11 was no exception. The forecasts called for freezing fog, icing at all levels, high winds and a frontal passage, so the only members who flew to the meeting arrived with a pro-pilot, Esther's 49½'er, Galyn Stone. Virginia Finkelnburg and Esther admired the newly whitened countryside on the VFR trip to Idaho Falls, and congratulated themselves on not having to drive on the ice and snow that covered the highways. Skiing was discussed during the lovely luncheon, and then we got down to business.

The Dubois Airport in northeast Idaho is about to be abandoned by the FAA. The chapter members decided a letter should be written to Chet. Moul-

ton, Director of Idaho Dept. of Aeronautics, requesting State participation in retaining this airstrip. Our chapter has always used the term "Little Sisters" rather loosely, to include almost any woman who was interested in flying, not a 99. We decided to define the term a little more specifically for future reference. In the future when we refer to a "Little Sister," she will be a non-member of the 99's who: (a) has at least soloed, (b) has now, or has had a pilot's certificate. Members in each locality are to submit to the chapter the names and qualifications of those women in their areas, or who are known to them for consideration, at a closed meeting. "The New 99 Constitution and By-Laws" was the subject of "Project Smart" presented by Esther Stone.

EASTERN WASHINGTON CHAPTER

By Helen R. Crum

This news letter will be in two sections. The first group mentioned lives in the western half of the chapter area; the second group in the eastern half—quite a distance in weather like this. The westerners met for lunch January 7th. Attending were Gini Richardson, Helen Ernsdorff, Ethel Wikstrom, Cherie Yates, Jane Capizzi, Helen Crum of Yakima and Kathleen Hitchcock and Beverly McCall of White Swan.

Since no officers were present, no business was transacted, but Gini's report of her December trip to Oklahoma City for the second meeting of the 31-member FAA Women's Advisory Committee on Aviation was far more interesting. She told about three days of touring facilities, lectures, demonstrations, large and small committee meetings, after which numerous recommendations were made.

We have no idea when the other half will meet this month nor what will be accomplished officially (officers are in Spokane), but our group looked favorably upon Gini's suggestion that we (the whole membership and 49½ers) accept the opportunity to take the tests for the physiological aspects of flight at Fairchild Air Force Base in place of the February meeting.

Now the second page can be written about the other meeting. We are agreeable to most any decision.

Eastern Washington Chapter managed to get their Chairman Barbara Thisted back through the rains, snows

and floods between California and Northern Idaho, in time for the January meeting in Spokane. This was a no-host luncheon meeting and the real work was done at the office of the Price Flying Service. Bobby Price is one of our newest members. Nita Hoyle of Spokane, our other local new member, was also present, as was prospective member Peggy Adams. Beverly McCall of White Swan and Cherie P. Yates of Yakima are the other two new members in our Chapter.

February should bring our Eastern Washington 99s Chapter together again. At this time they hope to meet with a group called the "Flying Roundtable" which meets each 1st Saturday noon at Felts Field. This is uniquely a "hangar flying" no-host luncheon and many good points and laughs are heard here. The 99's will then invite the "hangar flyers" and their husbands to join them in a visit to the Fairchild Air Force Base RAPCON facilities.

Nominations for International officers have been discussed and submitted as well as for our own Northwest Section. Nominee for the Amelia Earhart Scholarship was sent in — Mildred Shinn. All members are reading up on the by-laws and constitution so that we may approve or make recommendations to our National Committees. Reports from Western Washington are that the funds for 1966 are "in the bag" after our ticket sale on the chance for two Hawaiian trips. \$2,000 was cleared so we hope that all Sections are planning on 1966 in the Northwest.

SOUTH DAKOTA CHAPTER

By Mabel Anesi, Reporter

A guided tour of Ellsworth Air Force Base was the highlight of our January meeting in Rapid City. We saw the men at work viewing their radar scopes, and watched them bring a helicopter in on the glide path for an instrument approach and landing. We also climbed to the Control Tower for a tremendous view of the Base. The six flights of stairs weren't too difficult, but the last two flights of ladders took us by surprise; none of the group felt we were in condition to do this often, but all agreed the trip was worth the extra exertion.

Jean Tough was once again our gracious hostess; she and Dorothy Lee

served hot muffins and coffee. The weather was perfect for flying, and there were 11 members in attendance, one guest from Costa Rica, and one lone male, a very congenial salesman who was demonstrating a new Comanche 400, and giving rides to all interested pilots, including 99s. All the Rapid City gals were present; Wilma Jacobson flew in from Hot Springs, and Mabel Anesi from Lander; Kay Vogel braved the -21 degrees at Bismarck to fly down to warmer temperatures; Chairman Maxanna Carlson and Wanda Busfield drove from Belle Fourche.

Some of our group have been doing a lot of flying. Betty Davis is working toward her Commercial, flies at least four times a week, and has already passed her written exam.

Lois Chisholm and her 49½er flew to New Jersey for a meeting of the Flying Farmers; Dayton is International Vice President. Jerry Mock is scheduled to be the principal speaker at their annual banquet.

Carol Rayburn is still going to college at Brookings, and giving flight instruction in her spare time; she has 26 students at present. Carol was recently named President of the Flying Teens of the So. Dak. Flying Farmers.

Maxanna Carlson has been making business trips to Phoenix and Denver in her new 250 Comanche; she really appreciates the extra power over the 180 she had been flying.

I just heard about one "unsung hero" at our penny-a-pound fund raising flights in Bismarck last Fall. It seems that one of our 49½ers, Ralph Macey, flew with the 99s, since our members were so few. That's the kind of cooperation we really appreciate.



BAKERSFIELD CHAPTER

By Rhoda Thompson

Sunday, Jan. 17, the fog was so thick you could cut it, and what a day for a Ninety-Nines meeting. However, we had a premonition that it was about time for our annual doldrums, so our January meeting was 'skeduled' right at our home base airport in Bakersfield and our out-of-town members came the same way we locals did — auto.

Maxine Turner from Taft turned in her application for membership and Estelle Novak has received her pin, so we are two members richer and we do mean richer, as both of these gals have a keen zest for flying. Jean Skinner moved to our town from the San Joaquin Valley Chapter and their loss is certainly our gain. Her husband flies an Aztec for Occidental Petroleum Corp. Jean doesn't get as much flying in herself as she would like, after all, when Pop flies for a living he isn't as keen on it on his time off. She says the impossible can be done — a husband teach his wife to fly. Hers did teach her, and they were still friends. Gee—think of the money saved on instructors' fees!

We had an especially good meeting this foggy day. We had a large share of business, some of which we'll tell you about, and still had time for hangar flying. We got a large charge out of Estelle Novak telling about her first Cross Country solo. Seems she was sort of trapped into it. The instructor said "Follow the road home," and she did — every little bend in that road! The insurance on Maxine Turner's airplane called for 15 hrs. before soloing in it, so Maxine got those 15 hrs. all in one month.

The 66 project started by the Dallas Chapter seems to us such a wonderful way to extend friendship to student pilots, and we voted to take it up as our project. June Edwards and Eunice Dickey are going to work on it and be Mama Birds. June is active in the Newcomers Club in which there are several student pilots so she has the membership for starting almost at her fingertips.

We received word that our CAP Cadets have some financial needs and we voted a gift of cash be presented them. There cannot be enough said to credit these young men and women. At all our projects we have sponsored, the Cadets were there to help us. They have given unstintingly of themselves to help our causes, it makes us proud to know such fine young people and to be able to help just a little when they need us.

Our weather has been a little uncooperative for flying lately, but one or two of us got off the ground at New Years. Alice Pemberton flew up to Fresno and then had to wait for a front to pass in order to get home.

My husband and I flew to Mulege,

Baja, California, for a three-day weekend at New Years. Flying both ways was uneventful, except for some low clouds and overcast on down trip. We really went to find a warm spot, but we didn't find it. It was cold all weekend. You never saw such a popular place as that fireplace. I think I've found a sure cure for being seasick, but not one I care to indulge in very often. We went fishing and I got so terribly sick I had to get back to land. Somehow, in transferring from the cruiser to the dinghy in the estuary, someone got their feet tangled up, and, oh well, you know now these things go, first thing I knew, I was sitting waist deep in a sunken dinghy. In the melee of getting everyone back on board, we got to laughing so hard I forgot all about being seasick. That salt water is a little hard on wrist watches and there are things like pneumonia to think about, but if ever you are terribly seasick, take heart, there is a cure.

You may have a new reporter next month, as this one is off to Mexico City in the old 182 for a combined business trip and vacation. See you Manana!

EL CAJON VALLEY CHAPTER

By Boo Christensen

Barbara Almand, flanked by co-helpers Barbara Tucker, Leah Liersch, Harriet Allen and Judy Bachman set the February 2c-a-pound-flight. The flights extending from Gillespie and Montgomery Fields featured also helicopter tours. Appreciation is extended to all those who contributed in this successful venture.

Mary Frances Seidl, El Paso Chapter visited San Diego during the holi-

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day season and was honored at a lunch-composed of San Diego Chapter members as well as ECV Ninety-Nines.

Most everyone would be thankful to have one airplane at her disposal to fly, but Leah Liersch now has access to three, Cessna 140, 150 and 172 since becoming a member of Coastal Flyers Flying Club at Gillespie Field.

Imagine being on the other side of the world and having a Ninety-Nine from your own chapter stop to see you! This is what happened to our globe-trotting Chairman Isabelle McCrae, aboard the University of Seven Seas, when Ann Bledsoe and 49½er Jim, came aboard at Hong Kong. They were on their way around the world via air, going the opposite way.

Applications are now being taken for the 1965 AWTAR Information kits. Have you sent for yours? All ECV Chapter members are busy, busy, busy finalizing plans for the 1965 AWTAR start. We are anxious to renew acquaintances and meet new friends.

FALLON CHAPTER

By Joyce Beall

Hello, from the Fallon 99s. Our usual beautiful Nevada winter weather has certainly betrayed us this year. This all started before Christmas with several consecutive snow storms, later, wind storms and still later, a plain dark ugly layer of fog about 200 to 600 feet off the ground. Beautiful instrument training weather. The only nice thing about it all is "on top". The sun, still there and exceptionally warm, is glistening off this vast ocean of clouds as far as the eye can see, with just the mountain tops rising above the swirling mists. Truly 'tis a sight to behold!

Much to their dismay Fran and Gus Gustavson drove their car to California for the Christmas holidays. Coming home they just barely made it over the hill (Donner summit), before it was closed due to heavy snow and high winds.

Bertha Cline is a bit irate about it all because she has had to commute by car instead of plane from her home in Shurz to Tonopah, which is quite a drive.

Mary and Verg Little went to Santa Ana and San Diego and planned to do flying but wound up doing a bit of golfing instead.

The girls in Carson and Reno have

been suffering from the same weather symptoms as we, like wind, fog, freezing sleet, snow on the runways, etc.

The only good thing to come out of all the bad weather is the painting of the inside of our administration building for our up-coming festivities of the "SAN DIEGO-FALLON FUN RACE". See you then! Don't forget June 12th and 13th.

FRESNO CHAPTER

By Voline Dodgson

We had an excellent turnout for our January meeting — held at Marie Kemple's home. Two new students and one licensed pilot were added to our group. We missed Estelle Stacey —who is home recovering from surgery.

Janet Tawls will be leaving for Okinawa this month. She will visit her parents there and then plans to complete college in Tokyo. On the Ryuku Islands, Janet tells us, a permit is necessary to fly from one zone to another. Okinawa is only 67 miles long and from two to eighteen miles wide, then you're in another zone, (think of the red tape involved). We'll be anxious to receive the letters she promised us.

On the New Year weekend Carol Bugay, and guests, flew to Albuquerque in her 175, to visit friends and usher in the New Year. She was delayed temporarily in Bakersfield because of weather — and to get over storm areas flew her 175 to altitudes of 13,500 and 18,000!

Our new and proud grandmother, Dorothy Kent, has recently made two air ambulance trips—one up to Oregon and the other to Denver. On the return from Denver they flew over the Grand Canyon and Dorothy took color pictures that she promised to share with us next meeting.

We are all enthusiastic over Helen Smith's offer to hold ground school for the 99's interested in a commercial rating. Beside donating her time, she has obtained permission from Air-Oasis to use their class room and films. None of us want to miss this opportunity.

Last month Helen organized her private "airlift" — giving her Cub Scouts a promised ride in the airplane. This included two dens plus the parents — it was one busy day for Helen.

Last Sunday, January 10th, we were invited to have lunch with the Stockton Municipal Redwood Empire Chapter. We enjoyed meeting the Chapter members and guests; the food was ab-

solutely delicious and beautifully served — Louciel Freeman's plate was an engineering feat. Carol Bugay flew in from Reedley and brought guests, Elaine Mason and Dick Ford. Louciel Freeman flew her Navion in from Gustine. Betty McPherson and I flew up in our plane and our 49½ers followed in the Mac Pherson plane. On our return trip our 49½ers decided to switch planes — so Betty, who just wanted to relax for a change this trip, had to fly me back. We are going to start a demerit system for 49½ers.

On December 21st our Chapter held a Fly-Over which concluded the memorial service for Eleanor Matthews. Many of the people at the service thought it very significant since flying was a major part of Eleanor's activities.

LAST FLIGHT ELEANOR MATTHEWS

**Member
Fresno Chapter
Southwest Section**

December 18, 1964

LAS VEGAS VALLEY CHAPTER

By Gerry Whitton

Las Vegas and the tourists are getting a real insight as to who 99's are and what the organization stands for.

The girls in the Las Vegas Valley Chapter now have their navy blue "costumes" — two piece knits — with the 99 patch on the left shoulder. They attend all 99 and other flying activities in their outfits. This includes the regular monthly dinner meeting which is held in a different well-known restaurant or hotel each month. The "costumes" have caused a great deal of interest and much questioning as to who we are and what we represent. You will recognize us at the fly-ins and other flying activities.

Chairman Fran Johnson made another trip to Deming for the Christmas holidays (she was also there for Thanksgiving.) From Las Vegas to Deming it took her 2 hours and 40 minutes. She says it's the best tail wind she's ever had. However on the return trip she

stopped in Phoenix for fuel as a precautionary measure.

Fran also rode as co-pilot with her 49½er, Tom, to Bakersfield in a 310. Tried unsuccessfully to contact any of the 99's, so spent a pleasant few hours "hangar flying" with the boys in the tower. Tom incidentally gave Fran a duplicating machine for Christmas and now we all get oodles of news letter and a running commentary of Chapter activities. That's what we call 49½er support!!

Juanita Daly is traveling on a "silver cloud." Husband, Mark, gifted her with a beautiful new Rolls Royce. One Sunday recently Juanita decided to take the Beech and co-pilot Pris Alexander and race Mark in his 310 along with Fred Alexander and friend Dick Peterson to Phoenix. The Beech made it in 1 hour and 17 minutes and 310 in 1 hour and 3 minutes. The fivesome had a wonderful dinner at the airport in the Governor's Room and then winged their way back (leisurely we hope) to Las Vegas.

Speaking of Pris, who is our membership chairman, she's working hard checking prospective 99's. We hope to double our membership this year. Besides all that she and Fran found time to act as hostesses for the Clark County Sheriffs Aero Squadron at the Western States Conference that was held here recently.

Secretary Dot LeMay has just finished the fantastic job of writing the "thank you" letters to all the people who wired, wrote and telephoned their congratulations when we received our Charter. To those of you who might have been missed, a sincere thanks from all of us.

Lois Larson's 172 recently had a battle with the wind and lost. So Lois will be a passenger for awhile. Nope—she wasn't the pilot at the time. With all her other activities she won't be at a loss for something to do.

We're glad Pat Flower has decided to settle down from her travels and stay with us for awhile. Husband, Phil, is the one who did such a tremendous job on last year's Las Vegas Powder Puff Derby posters. Hope we can look forward to him helping us with other 99 project displays.

Nice to have Dawn Opat home for the holidays. She advises us her flying activities at Elmhurst College in Illi-

nois have been curtailed greatly due to the poor visibility so she's coming home shortly to continue her studies — and fly.

Florence Murphy has taken on the chore of trying to locate all former 99's living in Clark County. We'd like to get these girls back into flying activities. This is a big job for Flo who's real estate ventures are so time-consuming. We hope she'll be back to be one of our "flyingest gals" again.

A great big welcome to our first non-charter member, Barbara McClements. Husband Bob's work has them located in San Francisco at present but they hope to return in the near future to Las Vegas. How about a call from some of you Bay Cities girls to say "hello" to Barbara?

We are sorry to hear of Joan Merriam's accident — but glad to have her still with us and to know she will be flying again. The Apache, totaled by fire, is something that cannot be replaced — but those of us who know, will never forget the autograph-covered airplane.

Claire Walters and Betty Faux of the Long Beach 99's have an excellent idea for all 99's to have a 99 N-number for their aircraft. They have 99R. We have two in the Las Vegas Valley Chapter. Juanita Daly with 99JD and Fran Johnson with 99FJ.

We mentioned coco-pilots in our last newsletter. Most of the girls when they fly take a 99 co-pilot. So if friend husband goes along he sits in the back seat and hence becomes a coco-pilot!!

We are happy to have received Executive Board approval to sell our "FIRST AIRPLANE RIDE CARDS." One card has the 99 Compass Rose for use by 99's only. The other card is plain without insignia to be used by your prospective members of 49½er. The price is 25 for \$1.00 for either style and may be ordered from PRIS ALEXANDER, our treasurer.

Please note address change for Dot LeMay. 3239 Greenbriar Drive, Las Vegas, Nevada, 89109. Dot and Gene are moving into their lovely new home and promises to have us over for coffee. After living in a trailer house for ages, little Dottie will probably file a flight plan from living room to kitchen.

With overwhelming sadness we mourn the passing of Frances Slape's father and our own 99 Elsie Smith. Our

hearts reach out to comfort Frances and Norm in their darkest hour.

The next time you're in Las Vegas look for our 99 welcome posters. They have all our names and phone numbers listed, so if you have the time to spare, give us a jingle and say "hello." You'll find these posters at Las Vegas Flight Service, Alamo Airways, Vegas Air-motive and Thunderbird Field.

LONG BEACH CHAPTER

By Carole B. Dunn

December brought us together for our Christmas party—Pot Luck style and I think we made money by buying our drinks from ourselves. Most of the girls brought their husbands and boy friends. Bob Ross (Margie Ross's 49½er) was our lovely bartender as Margie had gone on ahead to spend Christmas with their families in Indiana. Now Margie is sick with a bad ear and can't fly home. Sorry to hear you're ill, Margie—Hurry back as soon as possible. It was nice hearing from our member, Rosemarie Finley who lives in Switzerland. She says she follows our activities through this newsletter. Claire Walters ran into her one day recently at Santa Monica Airport. Next time you are in town, Rosie, please contact us as we'd all like to visit with you. Rosemarie belongs to the Aeroclub de Geneve and flies her 170 around Europe.

Emma and Ralph McGuire have been flitting — er flying — back and forth from Oak Creek Canyon, Arizona, for the last month as they were looking over some land there. Emma brought back some pictures of the airport on the days they were stuck there on account of the snow. Seems there was a cloud hanging around and on the airport (its at a higher elevation than the

city) darndest picture you ever saw, the only cloud for miles. Edna Loud-en and Ellie Peterson flew to the Flying R Ranch for the weekend to enjoy some western hospitality. Fran Bera has been teaching a Psychiatrist how to fly — she doesn't know who will get thru to who first.

Thon Abbott of Orange Co. Chapter visited with us to invite anyone in our chapter to fly medical supplies down to Mexico Feb. 4th on a mercy mission to Navajoa, Mexico. Emma McGuire and Carole Dunn are going, so far. Lucky we had Mr. Wallace Abbott (no relation to Thon) of the FAA give us some tips on flying to Mexico at our last meeting at Juanita Tangers' house, altho that night we needed an instrument instructor to tell us how to get home thru the fog. Many Pinkney is on the staff of the Torrance Hangar sessions. Meetings are held once a month for any pilots that would like to get together and discuss any pilot problems or new ideas. Doris Lockness is keeping busy getting her multi-engine rating in an Apache and working on her instrument rating also.

Pat Weavers new land and A/P got washed away in the Oregon floods recently, but she hasn't been able to tell to what extent yet as they can't fly up there yet. Carole Talich has been learning how to be an A & E and several of us are thinking of joining her. Sure would help to know how to fix the insides when you're stuck someplace, and its only \$19.50 a semester. Claire Walters is moving her flight training business to a new spot on Santa Monica Airport next month. She's really expanding since they have the ROTC training program. Betty Faux is giving up her night school for Ground Instruction for a year so that she can go to college and finish her Masters degree, but then she'll be back as I don't think she can stay away from work that long. Mae Sharp has been busy with her teaching and the Calif Aerospace Education program. See you at the Fly-in to Site Six on February 21st.

LOS ANGELES CHAPTER

By Dee Kluppel

It was with great sadness that the members of the Los Angeles Chapter of 99's heard of the death of Elsie Smith. Elsie has been a tremendously energetic member of our chapter: from mailing out notices to providing us with her special goodies for refreshment at

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our meetings and countless other activities for which she quickly volunteered.

She and her husband, Norm, are familiar figures, not only to those of us in the Southwest Section, but to members all over the country. They frequently attended the start of the Powder Puff Derby and almost as frequently were on hand to greet the gals as they finished.

From those of us who have been so fond of both of them, our heartfelt sympathy is with Norm.

NORTHERN ARIZONA CHAPTER

By Marilyn Bills

The Northern Arizona 99's in conjunction with the Guthrie Gulls Flying Club of Flagstaff, had a very successful dinner meeting on December 17, to commemorate Wright Brothers Day.

Dot Ward (99), Helen Lawrence (99) and Bev. Smith (66) ended up being grounded in Santa Fe, New Mexico. This climaxed a trip to fly Tex Wright (Beth's husband) to Wichita where he was to pick up a super skylane. The girls described a wonderful sight seeing trip around Santa Fe through the rain and snow. Their husbands had mixed emotions about their baby sitting experiences. They were grounded from Tuesday 'til Saturday. They remarked especially about Millie in the tower at Santa Fe showing them so many kindnesses.

June Ely (99) and husband Larry of Williams had a vacation trip to Mexico recently with Polly Baker (66) and husband Bert of Flagstaff. The couples each took their own planes following one another into Mexico. It is hard to relate as well as June did their trip, but they evidently had a marvelous as well as humorous, time.

Dot and Wayne Ward, along with sons, flew to Oklahoma over Christmas. Confronted some bad weather near Tucumcari and Albuquerque — otherwise fine trip.

We were happy to have Beth Wright out of the hospital and able to be at our January meeting. Beth was unfortunately hospitalized for a few days with double Pneumonia. So nice also to have three guests from Prescott at our last meeting — Helen Marsh, Betty Southerland and Jean Daniels.

Rosemary Kahle filled us in a bit on their family flight to Florida to a medical meeting. Navigating was with road maps over parts of our southern states

where the ceiling was 500 and 600 feet.

Congratulations to our chapter on receiving Carolyn Shoemaker as our 15th member. Awfully pleased she's joining us. Carolyn received her private license in the fall.

This was quite a month for passing written tests. Dot Ward passed her instructors; Helen Lawrence her commercial, and Mary Ellen Lichen (66) her private.

ORANGE COUNTY CHAPTER

By Thon Abbott

We are pleased (and proud of ourselves) to announce that Mara Culp has joined the ranks of the Ninety-Nines — and we have her! Mara, a dental technician, makes a point of "going somewhere" on her mid-week day off and your reporter contends it isn't possible to go somewhere in an airplane for any distance, or that regularly without having some interesting things to talk about — and in my case, to write about. For instance, this week Mara, who flies a Meyers 200 (cruises about 185) was taking a girlfriend to Bakersfield when the weather began to get gloppy (for you Eastern girls, that's a "technical" term which aptly describes our Los Angeles area weather on occasion) so after 15 minutes or so of heading north, they decided to go for a late lunch in San Diego (opposite direction). At San Diego Mara dutifully called her husband to tell of the change in plans because as a flight instructor, he worries excessively — which in Mara's case is totally unnecessary, but understandable as you will see. Upon her arrival Mara remembered an old friend who had just moved to the Southland and as she looked up the address in her little black book to give the taxi driver, she noticed it was the older child's birthday so she stopped and bought a present, enjoyed a birthday party and returned home around 8:00 p.m. The aforementioned husband was ready to start a search because, despite the change in plans, and a departure time of 2:00 p.m., he was expecting her home by 5:00 p.m. Maybe his nerves are a little more frayed than most 49½ers because of his profession and the fact that Mara has been known to "run up to San Francisco for lunch" now and then before telephoning home! That was only one of the places she goes to for lunch that would mean a "weekend" to me. See why we're tickled to have her?

Our January meeting was again held in Torbet Aircraft's classroom at Orange County Airport on the second Saturday of the month at 12:30 p.m. I always hope if I put it ALL in, some Ninety - Nine from a far-away-place will join us in the same manner Rotarians visit other clubs around the United States and in foreign countries. So I might add that we alternate between Orange County and Fullerton Airport where we meet at The Mill for lunch.

This month we had two speakers. Sometimes we even have trouble finding ONE! Our principal speaker was lovely young Cathy Rickenberg, a Senior Girl Scout, who was brought to the meeting by the troop's advisor, Mrs. Dorothy Williams. Cathy did a very fine job of explaining the Wing Scout's activities to us and decidedly whetted our desire to "do something" in Orange County in this connection — so committees were formed on the spot, comprised of the Ninety-Nines who have long wanted to find a way to work with Wing Scouts. Tig Pennock was the heroine of the day, for she brought the two groups together. I hope to be able to give you glowing animated progress reports. Tig met Cathy recently when she (Tig) spoke to a group of 130 Senior Girl Wing Scouts during their WING DRIFT weekend camp-out in Garden Grove. These girls had come from all over Southern California to attend. Tig says, "Their interest, enthusiasm, and general knowledge made them one of the most stimulating groups to which I have spoken. In case you don't know, Wing Scouting is a special interest group available to senior Girl Scouts. The girls' program during the year includes a basic ground school that is every bit as thorough as any adult course I have seen, and by the way, many of these girls have never flown!"

Our second speaker was Bruce Jacobs (whom you may remember from the December bulletin since he was the gentleman who invited our chapter to fly medicines and supplies to Mexico with the local doctors). Bruce gave us further — and final — instructions for our flight to Navajoa, Mexico — located some 800 miles from my house yet. It must have been a good pep talk for we have nine airplanes intending to participate in the flight, all from our growing, but still small, Chapter! There has been so much planning and excitement over this junket that we know now why we keep reading about various types of exciting-sounding fly-

ins in the Newsletter. We're hooked. When this one is behind us, we will have the fun of planning another for we feel now that we have found one of the keys to keeping interest high as well as a way of interesting potential Ninety-Nines. How many more keys are right in front of us that we have yet to discover?

It's always fun to be the one to announce a new accomplishment connected with flying so needless to say, it is my pleasure to let one and all know that our intrepid leader, Madine Parsel, came skidding into my office today, wildly waving a precious familiar looking piece of paper over her head shouting, "I PASSED." Since she already had her Commercial rating, I knew it was the coveted instrument written to which she referred. Congratulations Madine — guess some of the rest of us will have to get off the dime and start studying again. While on the subject of Madine, the month's "funny" somehow revolves around her again — wonder why that is? Seems she was taking three non-pilot type individuals to Phoenix in a Mooney. As she approached the Buckeye Omni and prepared to give a position report, some long-winded fellow began filing a flight plan. Needless to say she was approaching the Omni, getting a little antsy about wanting to call in a position report — finally, when directly over the Omni, she was able to call. Upon giving her position, they immediately asked her altitude. She told them 7,500' whereupon they indicated that the Air Force was holding target practice above 6,000' and to descend tout de suite to below that altitude. Madine shoved the stick forward into a rapid descent and while holding the little Mooney in the yellow (commonly known as a screaming dive) she began to conjure up a heat-seeking missile of the newest design heading directly for her when the long-legged male passenger in the rear seat stretched! The terrifying result was that he kicked the gear handle and lowered (dropped) the gear at that speed. Madine thought they had been the target for the effect was devastating although it didn't bother the Mooney a bit. It scared her passenger so much that words from Madine would have been quite unnecessary — which was most fortunate because Madine described herself as petrified and speechless.

Drop in and see us, we like visitors.

REDWOOD EMPIRE CHAPTER

By Bette Smith

It seems like we have had more than usual wet weather this year and it was so nice getting together in Stockton on January 3. There were around 27 persons, including 49 1/2 ers, and chapters represented were Santa Clara, Sacramento, Fresno, San Joaquin Valley and Redwood Empire who hosted the event. A delicious luncheon was had in the Metropolitan Room at the airport. Patricia Stouffer and I "hiballed" it over in the family Cessna 120. Had plenty of time to enjoy the valley and being up in the air again. Members present from our chapter were Anita Conley, June O'Donnell, Myrtle Wright, Phyllis Cantrell, Betty Foster, Marietta Aldrich, Janet Meyer, Barbara Graber and Pat and I.

Going back a bit, our Christmas party was held at the home of Anita Conley in Vallejo and was pot-luck. Home parties are always so much fun.

Also, a white cardigan sweater was left at Hobergs Resort during our Southwest Sectional meeting there. Will the right party contact our chapter chairman, Myrtle Wright or Anita Conley?

Patricia Stouffer spent the Christmas week in Hawaii. She left the rain here to find it did the same thing there. But they did enjoy the festivities and the flight.

All our girls are discussing the San Diego to Fallon, Nev., Fun Race on June 12. For all of those who can go, it should be a lot of fun.

Hope the weather holds and I can report a lot of doings for January.

SACRAMENTO VALLEY CHAPTER

By Florence Breen

What a month of December! It is

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the prettiest month, with all the Christmas decorations. It is the busiest month, with all the parties and preparations for Christmas, and should be the happiest month, with all the feelings of goodwill toward our fellow men. I am sure that our Sacramento Valley Chapter members can qualify with the above sentiments.

Our Christmas party on December 12th was one of the prettiest we have had. The tables were decorated with tiny orchids and the women were in their prettiest frock. It was the busiest party, as we had sixty-nine reservations (just somethings I thought was impossible, when I first joined the chapter). And the spirit of the party was nothing but happiness, with the Hawaiian music of Biggee and his electric guitar. All this was under the capable direction of Carol and Al Hammond, Edith and Jim Brewer and Darlene and "Gil" Gilmore. In as much as Jim Brewer has been the president of the Executives Club, Carol and Edith and Darlene inveigled Jim to be our master of ceremony. He did an expert job. I am sure that every one of us that attended, as well as our guests, are very appreciative to the committee for such a successful party.

We really do have to get down to business once in awhile, so in November our meeting was a business meeting for members only. It was held at Vija Berry's lovely home. Those assisting Vija were Dorothy Huntley and Lillian Gray. June Devine, our chairman, really attended to business by appointing a Membership Booklet Committee with Darlene Gilmore as chairman, and her helpers are Genevieve Conlin, Virginia Townsend, Carol Ann Sutliff and Ruth Lummis. The Finance, Ways and Means Committee members are Vija Berry, our treasurer, Claire Raley, our ex-treasurer, and what a good job she did in filling up the void, and the other member is Edith Brewer. (Looks to me as though June knows how to pick the girls that can bring in the shekels.) The Awards Committee is under the direction of Carol Hammond as chairman, Dorothy Huntley, Cleo Merrill, Helen Mace and yours truly, as her helpers. We are going to pattern our program after San Fernando Valley Chapter's experience. We wish to take this opportunity to thank them for the help they have extended to us. It was a very profitable evening in getting things accomplished and for the reward of at-

tending, the hostesses served the most outstanding pumpkin pie to members Ruth Lummis, Genevieve Conlin, Trish Marks, Helen Mace, Carol Hammond, Carol Ann Sutliff, Claire Raley, Ruth Wagner, June Devine, Darlene Gilmore, LaRue Brown, Virginia Townsend and Hialeah Reilich of Bay Cities Chapter. Florence Breen's presence was required at a convention with her husband, so missed this meeting.

It is always so nice to have our fliers from other chapters visit us, especially when they used to be one of us. "Hi" presented us facts and information about the California Council of Aviation Association and thought it would be wise if we joined the association. All members agreed it was a very smart move, so imagine our very capable treasurer Vija Berry has already sent the money in for our membership.

December 17th was Orville Wright Day. As busy as June was with all her Christmas responsibilities, she took time out to make a display at the Orville Wright School, here in Sacramento. We presented the school with a year's membership to the National Aerospace Education Council, which will keep the youngsters conscious of flying throughout the year. Sacramento Valley Chapter also gave El Camino School, as well as two schools in Rio Vista memberships.

The Forum Club of Sacramento invited the different presidents and chairmen of the various organizations in town. As capable as these women have to be, I feel that we had the real outstanding representation, as I know that it takes just a little bit more to be a member of our Ninety-Nine Club. Remember, we have to have a pilots license! Besides, she is the fishing partner of the president of Forum Club, one of our Ladybug Members, Dorothy Williford. And fishing takes skill.

No need to tell you readers what kind of weather the weatherman has been handing to us in Northern California—the papers and magazines have been doing a good job of that. Needless to say, it hasn't been good flying weather. Although yours truly was invited to a luncheon at the Nut Tree in December, so it being one of the unusual good days, my little Tri-Pacer and I flew down for lunch, with a little bit of practice of stalls and three sixties on the way.

I understand that Ruth Lummis took her daughter Bonnie and flew to the Hawaiian Islands for the Christmas vacation. Those jets go a lot faster than the Tri Champ, don't they. Ruth? Also, Jerry Mickelsen intended to go to Central America for Christmas vacation. Will check on it and report more next letter. But we are glad to have Jerry represent our chapter at the initiation of the new Las Vegas Valley Chapter at Carson City. Those flyers sound like a grand group of women — glad to have you join the Ninety-Nines.

The latest news is that not too far in the future, Sacramento Valley Chapter will have a Whirlybird Girl. Esther Phipps is going to take lessons at Santa Barbara Aviation during the month of January. She already has her commercial and instrument licenses. Now this!

I prefer to always report good news, but we do have news once in awhile that saddens our hearts. Marianne McDonald's father took his last flight in November. George Sehlmeier was the Master of the California Grange for over thirty years. His efforts over the many years to get more dams around Sacramento was more than appreciated during this last storm we had. Not as well known, but equally loved, Lillian and Dave Gray lost their father, Mr. David Gray, Sr. Our deepest sympathy to both girls.

The best news to hear was that Helen Mace's trip to Sutter Memorial Hospital turned out to be just an overnight stay, although it could have been more serious. Think she had her mind made up before going that she wasn't going to stay long, as she is anxious to get out and fly their new Culver Cadet they just bought. Her only worry is to be sure and get those wheels down before landing. This is their first retractable gear airplane.

I know this is going to be one of our most interesting years as a Ninety-Nine group, from what is planned ahead. What has already passed couldn't be better. Thanks to our program chairman, Joyce Evans.

This is all for now—talk to you in the next letter.

SAN DIEGO CHAPTER

By Ruth Ebey

How the Chapter spent the holidays:

Jessie Ostrander flew commercially to Tucson for Christmas, then to Pasadena to thrill at seeing her alma mater,

University of Michigan, beat Oregon in the Rose Bowl.

After 17 years at Fremont School, Lyn Briggs moved back to Garfield, first school she'd taught at in San Diego. Lyn works with handicapped children.

Jackie Brooks and family were almost snowed in at Bass Lake — glad they didn't try to fly this time!

Martha and John Mullen in 180 and Betty and Claud Wharton in 210 tried for Albuquerque, then Tucson, but weather determined their spending New Year's long week-end at Phoenix. First time in five years of New Year's jaunts that weather has hindered.

Pat Osmon played it cool and went skiing at Todd Mountain near Kamloops, British Columbia.

Terry and Al Vasques, both instrument-rated, with 2-1/2-system radio equipment, were "weathered out" of 330-flying-days-a-year San Diego Christmas week-end and had to drive back from Palm Springs. Unusual and frustrating!

Dotty and Jim Daub and young Douglas flew to Los Angeles to visit Jim's brother. Would have gone on to San Francisco, but — well, you have the weather picture pretty well by now.

Thelma Bishop has flown over several times to enjoy brunch at Desert Air Park near Palm Springs.

Our Christmas Cheer Raffle for the Powder Puff Derby cleared over \$380; congrats to Betty Lambert for her excellent, hard work organizing the raffle. We hope the January White Elephant sale will add a substantial amount.

Betty is back instructing after a brief respite; she is also taking lessons in acrobatic swimming, water safety instructing and reading improvement.

Almost-member Lily Sandoval is now checking out in the family Tri-Pacer.

We are pleased that for the first time in several years we have two candidates, Marian Jepsen and Terry Vasques, eminently qualified, for the Amelia Earhart Scholarship.

Progress on our end of the San Diego-Fallon Fun Race — Chairman Ruby Keaveny reports that everyone is working hard to make the race a success. Co-chairman Dotty Daub has done a beautiful job of preparing copy for rules and regulations and handicapping. Pat Adams, housing chairman, has lined up Sands Hotel for out-of-town contestants at the start.

SAN FERNANDO VALLEY CHAPTER
By Trixie-Ann Schubert

December's and January's holy days and holidays held down flying time for most of us, or as Bette Malone more aptly puts it, "Too many parties between bottle and throttle."

Cathy Black utilized the on-ground time adding to her writtens - passed laurels. To date she has passed the writtens for commercial, advanced ground school, and instrument ratings. Now to do the air work before the two year statute of limitations runs out. She brought sister-in-law and prospective 99, Alice Ann Black, to the meeting. We were delighted to welcome former Illinois 99 Pat Barton back into the fold, and to have Eileen Burnett of Agoura, Pat Carlson of Thousand Oaks, Janet Beverly, and Monica Martin as guests and prospective 99's.

Mary Kemper, Libby Svenson, and Florence Dittmar took Mary's Skyway Driveaway to Cal Valley on a chartered bus drafted into service when weather precluded flying. Such will not be the case, Mary assures, February 19th through 22nd for the Skyway Flyaway to Puerto Vallarta, the port-of-pleasure on Mexico's southwest coast.

Chairman Jan Hardin flew a Debonair to Long Beach airport, and Ardie Trenholm checked out in a Tri-Pacer. Audrey Schutte flew to Santa Cruz between regular daily instruction flights. Lois Miles brought husband Dick Weaver to the meeting, Jeanne Day, with recent flights to Phoenix and Tucson, brought husband Denver; Liz Cuadra brought friend Harry Frank. Fred Hollister slipped into the meeting as did a few other gentlemen. The piece de resistance for the male fliers was not, alas, our business meeting, but the films on soaring shown by Len Smith. The latter has been soaring and flying gliders since 1933. Says he, "When finally I began taking instructions in powered flight I was scared stiff until the engine quit one day. Then I relaxed for the first time."

Lawson Miller, president of the year old Flying Educators Club gave us a brief talk about this much needed and purposeful organization. January 21st our monthly flying took us to Leona Fox's aviation restaurant at Ventura County airport.

Lorelei Cangiano feels safer in the air than on the ground these days. A twin-engined Convair with 47 aboard

landed, wheels up, in the field across from her husband's office. A couple days later a single engine Cessna picked the nearby golf course in Granada Hills to land.

We commiserate with Joan Merriam who lost her famous 51-Poppa twin Apache in flames on the desert after she had executed a perfect emergency wheels-up landing (The brush with death left Joan with only a broken nose and bruises); and with Iris Critchell who flew with a buzzard in the cockpit — not her student but the real me-coy who gave-her-the-bird when it somehow bypassed the prop, plunged through the plexiglass window, and plopped into Iris' lap.

And we celebrate with our southwest section governor, Pat Lambert, and husband, Eric, who are more heir-born than airborne with their first-born, a son on December 1; named Patrick Eric, what else.

We have a speaker for our March 20 SFV Woman Pilot of the Year Awards banquet. He's personable, likeable, Mira Slovak who made headlines when he flew his Czech airline transport and all its passengers across the iron curtain into West Germany. More recently he won the unlimited class pylon event at the 1964 National Championship Air Races at Reno. Reservations for the dinner at Pucci's in the San Fernando Valley are limited.

Virginia Rainwater has been making good use of her private license, and Marilyn Arnold flew dual in a 150. Yours truly flew the milk run to Ventura a couple times and was disgruntled because husband Dell prefers commercial commuting to wherever he lectures rather than "take a chance in one of those little puddle hoppers

you flit around in." In the last 21 years he has flown with me twice, under duress. Just proves the need to enlist more educators in Mr. Miller's Flying Educators Club.

—o—

ED. NOTE: Special thanks to Trixie-Ann for the following report.

LAST FLIGHT FOR 51-POPPA

Joan Merriam Smith's staunch little Apache, N3251-P with which she circumnavigated the globe at the equator to complete the Amelia Earhart route, will never again be airborne. It caught fire forward of the cabin on a flight from Las Vegas to Long Beach. Within a five minute period Joan managed to get some survival items into her purse, radio a distress "Mayday" message (she had filed a flight plan), select and dismiss two probable landing places, and finally bring the plane down on a stone-strewn roller-coaster pipeline road in the desert 20 miles southwest of Daggett. The cabin was filled with eye-stinging smoke, and the heat around the rudder pedals had become almost unbearable. Stunned on the violent impact, Joan was momentarily unconscious and her passenger, Bill Eytchison, with whom she had just signed a contract for 3 flights for his company into Alaska, Peru, and Ecuador, undid Joan's safety belt and dragged her away from the exploding plane. She suffered a broken nose and bruised body. It was her first crash in eleven years of flying. Yes, insurance will take care of the almost \$18,000 she still owed on the plane, but her greatest flying asset, 51-Poppa, is gone.

Some signed sections of the plane, intact after the fire was put out may yet be salvaged for a museum.

SAN GABRIEL VALLEY CHAPTER
By Rose Ann Ford

A good way to start the new year, twenty-two members and guests at our January meeting; and beauchop flying stories!

In the mad rush of the holiday season, a group of our members volunteered their time to call the businessmen in El Monte soliciting their support in an effort to save El Monte Airport.

June Denney's planned flying-skiing trip to Mammoth was frustrated by the weather and had to use that outmoded means of transportation, driving. Ruth Ehr also made the attempt for Man-

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moth on Christmas day with no luck. Bad batch of weather.

Norma Wilcox has been busy endocinating the "unflown" group; introducing friends to the thrill of private flying with a trip to Site Six. Site Six seems to be the place to go. Jane Haag and Harryette Barker flew over for the boat races — but Harryette got stuck — in a boat on the wrong bank.

Skylarking to Los Alamos, Mexico were Virginia Wegener and Dorothy Geddes. The aircraft that Virginia was flying contained instruments that had minds of their own — or no mind at all, but erudite Virginia (just passed her written commercial) managed and everything being equal, had a wonderful trip.

Cynthia Chap is busy flying the J-3 and learning the wonderment of conventional geared airplanes (and with a new Skylane in the Chap tiedown).

The ultimate in anniversary presents! Shirley Gilmore received a beautiful bright windsock (a Windsock!) from husband Carl — but the catch is — there is a runway to go with it. Runway installation was made at their ranch near the Salton Sea.

Shirley Gilmore flew Trixie Ann Schubert of the San Fernando Chapter to Long Beach for a session with Joan Merriam Smith on their book "World Flight"; and unfortunately to bring the book up to date on the last flight of 51 Poppa.

Having reported the ultimate in anniversary presents, we go to the ultimate in Christmas presents! Under Nancy Eppard's Christmas tree was a present containing a one-way ticket to St. Louis, Missouri. What's this jazz? A one-way ticket! But waiting at the other end of this ticket was a plane for Nancy, a Beech Musketeer.

If you should by chance run into Ruth Ehr or Rose Ann Ford — run for your life — or be prepared for a lengthy dissertation on their trip to Wichita to pick up a blue on blue Cessna 172, dear sweet 8501 Uniform; sans radio equipment they actually made it back to Cable Claremont and are available for speaking engagements to convince the masses that you don't need all of these new-fangled gadgets.

Twenty-two of "our" people joined the Phoenix Ninety-Nines on their fly-in on January 17 to Carefree, Arizona. It was a beautiful day, courtesy of the elements and the Phoenix Chapter; a

fashion show (which some missed, forgetting the time differential) a delightful lunch, then the moment of truth! Dorothy Geddes won a case of peanut butter for being the nuttiest pilot. See Dorothy if you need a peanut butter sandwich.

We're growing, growing. Our last meeting produced three new members, Barbara Cable, Marilyn Norton and Helyne Behler.

Polly Stoehr, busy sewing at our last meeting and was questioned about same, replied "A stitch in time, saves exposure."

SAN JOAQUIN VALLEY CHAPTER **By Laverne Gudel**

Our 99 activities being curtailed for the holiday season has also cut down on my news reporting for this month. General merriment was enjoyed by all except two members at our Christmas dinner party held this year on Sunday, December 13, at the Harley (Jean) Murrays' in Stockton. Ninety-Nines attending were Marie McDowell, Terry Holm, Margaret Andrews, Martha Graham, Ev Hendley, Dorothy Koebel, Viola Labrucherie, Hostess Jean Murray, Laura May Crawford, Laverne Gudel, and the respective 49½ers with the exception of Gene Crawford who has been ill. Former member Alva Victorrino and husband Eddie, and prospective member Evelyn Johnson and husband Richard were guests. A short business meeting was held in order to change the date of our Anniversary Party to March 13. Our only money raising project, the semi-annual rummage sale netted us the usual \$100 in December. Not bad, for a day's work and fun!

Redwood Empire Chapter's invitation to a fly-in lunch at Stockton Airport on January 10 was enjoyed by chairman Marie McDowell and Laverne Gudel, flying up in Marie's Bonanza. Do plan more of these—it's a great way to meet and get acquainted with other Ninety-Nines.

Foggy weather January 13 had us grounded again with a luncheon meeting at Jack's Restaurant in Modesto. Members attending were Marie McDowell, Terry Holm, Jean Murray, Ev Hendley, Billie Wyatt, reporter Laverne, and three guests, Mrs. Betty Cupp of Modesto, two prospective members, Mary Lou Flagg and Evelyn Johnson of Stockton.

Rainy and stormy weather has kept our gals to a minimum of flying time

since last reporting with the McDowells making a couple of flights to the Los Angeles area and into Arizona over New Years. Laverne and 49½er Bob made a flight to Long Beach and Hawthorne around the first of December in their Cessna 195. The Andrews are enjoying a cruise aboard the "Mar-Don" in the Gulf waters of Baja; the Gene Crawfords have gone via commercial airliner to Hawaii; the Floyd Koebels were called East by illness in the family; Jean and Harley Murray are to leave the last week in January for a flight to Mulege, Baja, California, for a vacation. I suspect them of taking up deep sea diving in order to recover their boat which was sunk down there a year ago.

Sorry to hear of Joan Merriam's misfortune (and ours) with her lost Apache. We are saddened also with the passing of our Fresno Chapter member, Eleanor Mathews, who did such a great job of organizing inspection at the start of the 1964 Powder Puff Derby.

SANTA BARBARA CHAPTER **By Carol Chackel**

Surprise!!! There really IS a Santa Barbara Chapter. Being a new member, I was unaware that there had been no news from this quarter in many a year, so we will try to correct that situation. We are firmly convinced of the "power of the Press," since our one and only article in the newspaper, announcing our meeting, brought us a new member. Dorothy Batterson will be transferring her membership from Central Illinois. Dorothy is now employed at the University of California at Santa Barbara. We are very happy to have her with us. Unfortunately, we are also losing a member. Sylvia Hamilton has moved to Los Angeles, and we will miss hearing about her adventures "soaring" around the countryside . . . hope Sylvia will visit us whenever she can.

Maurine Leonard is a pretty busy gal these days . . . she has been working with the Girl Scouts. Ran a Ground School to help the girls earn a badge. Then she, Joan Steinberger, Anna Reitz and Barbara Drinkwater took them for local flights as a "Graduation" present. Maurine has also been active with the University Flying Club, and, best of all, she has recently been appointed FAA Flight Examiner Designee for Private Pilots. All this in addition to

her duties as a Flight Instructor . . . busy, busy.

On the social scene, the chapter had a week-end beach party at Billy Her-rin's home at Pismo Beach in Novem-ber. The Long Beach Chapter joined in the fun. Understand a grand time was had by all, with rides in a "Beach Buggy," roller skating, clamming, eat-ing and lounging being just a few of the diversions. Wish I could have been there, but my husband had treated me to a trip to Hawaii, which I loved. The high point of the trip for us was an all-day tour of the Islands in a DeHavilland Dove. We were really im-pressed, not only with the Dove, but also with the pilot, who kept up a run-ning commentary while circling vol-canoes, going low over pineapple fields, etc. Most impressive!

Anna Reitz is off again! She'll be leaving in her Cessna 182 on January 30th for a two weeks' trip to the San Blas Islands off the coast of Panama. Anna's husband, Dr. Henry Reitz, is part of the "Lega Mexicana Pan-Amer-icana Medico Educacional," or League of Mexican Pan - American Medical Education. This group will be giving medical and dental care to the San Blas Indians. Anna assists her hus-band, and tells us it is really an ex-perience to work under the primitive conditions, with no water, no electri-city, sometimes working out-of-doors, with only a camp stool as a chair. They have been in Mexico in this capa-city many times, but this is their first trip to Panama, and we'll be eagerly awaiting Anna's return, so that we can hear all about it. May even include a few details in our next letter to you!

TUCSON CHAPTER

By Maggie Schock

Last month our column left off the morning of the Award Banquet for the winners of "Youth in Aviation" week. At that writing we did not know our number would be increased by the presence of our Southwest Sectional Governor, Pat Lambert, husband Eric and infant son Rick. It was so nice of them to come; especially as they had to brave "a very unusual" low ceilings and damp, windy weather to make it. International President Ruth Deerman arrived via Commercial Airlines and introduced our speaker for the evening. The dinner was quite successful and, considering the short notice the win-



Ruth Deerman, International President of Ninety-Nines and Allan Lockheed, founder of Lockheed Aircraft; now retired and living in Tucson. Picture taken in Tucson before an AT-6 used as part of the static display for Tucson's recent celebration of Wright Brothers Day and Youth in Aviation Week.

ners received, well attended. We have made several changes in our plans for next year; among them, moving the date for entries forward to December 4th and withdrawing to a strictly "ad-visor-y" position for the operation.

One last highlight of the week's events resulted in Pat Nolan being listed as a free-lance commecrial pho-tographer by a TV station. She took movies of the airplanes being towed thru the streets of Tucson for our sta-tic display at the El Com Mall. TV Channel 9 showed them that night and thought them so good they put her on their roster. She said it got a bit exciting when the carefully surveyed route suddenly had to be changed. It

seems the city didn't know they were coming and started digging up one of the streets to be used. A way around was finally charted and the airplanes arrived unscathed and only slightly be-hind schedule.

Dr. Byrd Granger, a professor of English at the University of Arizona, is currently taking part in entertaining and speaking to a group of teachers visiting the United States from foreign countries. Her speciality is research in Arizona History and Witchcraft. She is frequently in demand as a speaker and to appear on TV and before stu-dent groups. What greater compli-ment can a teacher be paid than to have students ASK them to speak. As a former WASP, her aviation back-ground is also quite extensive, making her a most interesting conversational-ist. And funny, too.

Someone else in the speakers cate-gory is Shirley Marshall. When Joan Merriam could not fulfill an appoint-ment to speak before the Yuma Zonta Club, they asked Shirley to take her place. An unexpected acknowledgement was a nice check as she left.

When Cora Bloom, a San Francisco area Ninety-Nine, visited from Tucson between Christmas and New Years, our Chairman Frances Francis and Shirley braved the rain and took her to lunch. Later they helped her drain her Bonanza. Water, not gas, in the

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aircraft itself; not in the tanks. When it finally does rain here—it really rains.

Dorothy Jenkins and Byrd Granger made a quick "get away from it all" trip to Las Vegas in Dot's Tri-Pacer after the holidays. They must have really been just resting because they only lost 35c.

Patsy Brooks' husband Bob is reactivating his instrument rating. Virginia Edwards' husband Lum is his instructor, and recently the two couples flew to El Paso for dinner on an instrument training flight in the Brooks' Baron. I have trouble getting my Ray to take me three miles to a cafeteria.

Virginia Edwards is still flying Flight Nurse for Hudgins and went to Hemet last week with more flights coming up periodically.

Patsy and Bob Brooks in their Baron and Pat and Truly Nolan in their Comanche flew down to Cabo San Lucas on the tip of Baja California one recent week-end and returned with a hairy tale of the strip there.

Barbara Welsh and husband John recently flew the whole Flowing Wells High School football team—three at a time in the Skyhawk—as a reward for winning seven games last season. I think everyone showed up, including the water boy. Glad nobody hollered "hike" or they no doubt would have charged right thru the wall of the coffee shop.

Along with Virginia Cook checking out in a Cherokee we have news of two more commercial pilots. Just before the New Year, Frances Francis and Patsy Brooks passed their Flight Checks! The examiner said they both did a GOOD job. Sweet music to a pilot's ears. Congratulations to both of you.

Our last regular meeting was held at Tucson High Vocational School. John Confer is the aircraft and engine teacher there and gave us a wonderful talk and demonstration on aircraft engines. He is truly a fine teacher and a man who likes his work. It was a most rewarding evening for all of us. We all learned, or re-learned, a great deal. Later we discussed the coming Sectional in Tucson April 23rd and decided on a site. The place chosen was the Arizona Inn and it is truly lovely. On a recent visit to Tucson it was the residence of the Duke and Duchess of Windsor. So Tally-Ho and Away We Go! Come to Tucson in April and

breathe the same air royalty breathed. I'd rather have mine fresh at about 7000 feet but that is purely personal preference. We look forward to seeing you, and even if you are in another section, come for the fun and conviviality and the trip to Nogales in Old Mexico.

Dorothy Jenkins and I were so disappointed not to be able to make the Phoenix Chapter's fly-in to Carefree Airpark yesterday. Unfortunately it was the same day as the OX-5 meeting and dinner in Casa Grande and that date was set first. Dorothy is an OX-5 as well as Ninety-Nine and I guess I am an OX-2½'er. My Ray is an OX-5, so what other designation is there?

DON'T FORGET — COME ONE, COME ALL TO THE ARIZONA INN, TUCSON, ARIZONA, APRIL 23 - 25, FOR THE SOUTHWEST SPRING SECTION MEETING.

UTAH CHAPTER

By Lucile Christopherson

Due to the severe weather over the entire state during the last month, flying activities have been somewhat hampered. However, we have had a busy holiday season with wonderful Christmas parties and ideal skiing weather.

Alberta Nicholson, the Recreational Director of the Veterans hospital in Salt Lake City has been busy with activities for those who could not return to their homes during the holidays. She also works closely with the Senior Citizens of the area, helping with their recreational activities.

Nancy Reuling has done a little flying (in between storms), but her greatest activity this past month has been with the Junior League.

Louise Morrison and family have taken to the hills—skiing lessons and much fun for a family group!

Virginia Reidel is studying for her commercial written examination and hopes to have it completed before too long.

Maxine Nielson, who works for the Social Security Department, has just completed her examination as a Claims Representative.

We have been informed that Loretta Gabrielson and husband will be transferred from the Utah area, but, at the moment, their new whereabouts is uncertain.

A few quick trips to Pocatello and southern Utah is the extent of the flying activities of your correspondent.

The January meeting is scheduled at the home of Alberta Nicholson. It is here where plans will be laid and preparation go forward toward the Fall Sectional Meeting to be held in Salt Lake City.



CONNECTICUT CHAPTER

By Nancy Ghen

We are small and new, but have lots of energy and go power. Chris is so busy instructing and I made the suggestion that we should have something in the News each month — and not being at the last meeting — you guessed it — I'm the new reporter!

Our chairman, Peg Davidson, soloed out to Cincinnati to the convention and had a wonderful experience.

A luncheon meeting at Winzer Locks in September drew us together under low clouds. Peg in her 205 and Nancy taking dual in the twin scooted up from New Haven. The hills and low clouds almost kept our Danbury gals away, but Chris and a plane full made it. Gerry Gardiner arrived by car — she was chasing her plane, it always seems to be where she isn't. We made final plans for the Halloween Hangar Party. The October meeting was held in New Haven and Peg, Elaine, Jean, Betty, Nancy and new member Tina Gunther talked mostly about our first big EVENT — the party. Gerry arrived with guest June Douglas from Palm Beach and told the hilarious story of their problems of mating June's poodle with Gerry's. Several jet airline trips were involved and we figured the babies will be worth about \$800 each.

October 17 was our first social event, and the Hangar Party swelled our treasury and made us all happy. Lots of hard work turned the hangar at New Haven into quite a fancy ball room. Prizes were many and varied — from computers to a lovely candy dish, from free aviation gas to passenger hops. Our chairman and her 49½'er, Don, gave out the prizes, many of which were won by non-99's. We danced, bobbed for apples and visited till the wee hours.

Peg dared the Halloween witches to hex her — and passed the instrument flight test on October 30. We are all proud of our chairman aptly quoted at our charter presentation as Miss Steamroller in aviation. She has done so much in so little time.

At the November meeting our new member, Sharon Simmons, was voted Air Marking chairman and is already hard at work.

We gave up a meeting in December and planned a gala Christmas party instead. Everyone seems to turn out at these events, we must be social minded. There was lots of good food and we provided great entertainment with a Chinese gift exchange. Peg with the help of her four children presented a game we shall talk about for some time. Seventeen large paper bags were passed around to feel. The contents all pertained to aviation and we had a wild half hour feeling and guessing. Don Davidson and Ted Winzer came up with near perfect scores.

January fog kept the transportation to the roads and a small group met at Danbury Airport. We are all excited about the Spring Sectional meeting being in Connecticut and that's about all we can think about. Peg and gals are working hard and we hope to see a big crowd here in Connecticut come spring.

Happy flying from us all in Connecticut.

EASTERN NEW ENGLAND CHAPTER

Wish to report that Anne Baddour is a most active members of the 99's (even though the roster lists her "inactive"). She has never been inactive and is to be congratulated on adding a single engine seaplane rating to her ticket on last August 27th.



GREATER NEW YORK CHAPTER

By Charlotte M. McCollum

We were all pleased to hear that Marion Lopez's mother is doing well after her automobile accident, and will soon be out of the hospital. And we do hope that Doris Renninger's Henry is feeling much better by now.

As of this writing, very little flight activity has come to my attention. Too soon after the holidays, I guess. Julie vom Saal, however, has been busy fly-

ing one of her daughters to various colleges for entrance interviews, and she will leave on the 27th of January for her daughter's wedding, which will be held on the 30th, at Albuquerque, N. M.

Kaye Hilbrandt logged a few hours on a military flight in a C47, transporting cadets back to Colorado Springs. She apparently had quite an interesting flight, what with turbulence and other adverse weather phenomena.

My 49½er and I are all checked out in our Comanche 260. What with week-end weather being mainly non-flyable for the past few weeks, it took some time, and lots of patience. The boys at the Flying W, particularly Dirk and Craig, were most helpful, not only in actual instruction but in helping us track down the inevitable "bugs". So we are now ready to give 49½er Pop a trial run to the Bahamas, leaving the 13th or 14th, weather permitting, of course.

We've heard from Kim, and learned that among her first students was her sister, who, as it turned out, was her first solo student.

Ellie McCullough has passed her commercial written exam, and hopes to take her flight test by the end of January. And Barbara Brotherton has started her instrument flight training in her Cherokee at Somerset Airport. We wish the best of luck to both girls.

Pat Wilson, our chairman, tells me that we have three entrants this year for the Amelia Earhart Scholarship—Ellie McCullough, Helen Elliott and Kaye Hilbrandt. Good luck to three deserving, hard-working girls.

The IAR chairmanship has been changed since my December report. A real friend-in-need, Kaye Hilbrandt, has agreed to take the job. Eleanor

Loija will assist Kaye in the handling of activities at the airport. If any of you girls can work on this project, please contact Kaye.



FLORIDA CHAPTER

By Jan Wagner

With the holiday and parties all over, we can get down to some serious thinking — flying activities. The Florida Chapter 99 meeting was held on Monday evening, Jan. 19, at the home of Connie Stafford. The 99's were guests of the Florida Women's Pilot Association — and what is better than to put your guests to work. We all worked on a workshop for the I.A.R. in mailing out posters to the leading airports across the United States. Also, information concerning the race to former contestants. Get those engines revved up, girls, as we have had considerable correspondence from all parts of the country asking for information — let's make this the biggest yet!

Three new members have been approved for membership into the Florida Chapter and another prospective member who just received her private pilot's license last week. We really catch them while they are still warm. Those who were approved for membership are: Connie Ammons of Fort Lauderdale, Dot Shaw of Fort Lauderdale and Lois Porter of Miami.

Virginia Britt tells me that she recently took a passenger over to Cape Coral in the 310. When she looked at the field, she didn't know whether she could land on that short strip or not. She said that from the air, it looked as though she was trying to land an elephant on a string — but didn't feel too bad, as a DC-3 circled the field also before he sat down. Here in Florida, we are certainly spoiled from these mile long runways almost everywhere.

Betty Tracy and son, Bobbie, and Ann Ross recently flew to Key West and toured old Key West from that darling little Conch Train. Freda Gokey, accompanied by her 49½er, flew to Kissimmee for a fly-in and barbecue sponsored by the Florida Aero Club. Betty Tracy, Lois Porter and Dot Shaw, who are also grasshoppers, will fly to Gainesville for their January

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meeting. These girls really get around, when a meeting comes up — they drop whatever they are doing, hire a baby-sitter and they are off into the wide blue yonder.

MISSISSIPPI CHAPTER

By Cora McDonald

The November meeting at Laurel, Miss., was very stimulating. Laurel is a bustling industrial town where one of Masonite's five plants is located. There has always been a fair amount of aviation interest, two schools at the airport, but very few women learn to fly. The chapter felt it should have an educational tour of the Masonite plant as well as encouraging women to fly. Jessie Miller obtained most of her training at Kessler-Noble Flying Service. They have one woman student who has not soloed as yet. Several of us met and encouraged her to continue.

More non-99's than 99's attended the coffee at the Kessler-Noble hangar, the plant tour and the wonderful luncheon at Magnolia Lodge. All of the people we met in Greenville last month came in about four airplanes. Dot Etheridge brought with her student pilots Ora Vest and Lucille Wolfe. Lucille may have her private license next month. Bob Etheridge followed in a Tri-Pacer with B. J. Wolfe. State Senator W. J. Caraway flew in from Leland, Miss. He brought Joe and Pat Bordelot in his Cherokee 180. Mrs. Bordelot has started flying and is near solo.

Joe Call, manager of the Greenville Airport, where we met in October, brought his wife in the family Tri-Pacer. Ann does not fly, but was getting encouraged to take a pinch-hitter course. Chairman Green brought Jane Kennedy of Biloxi in the Aero Commander. Jane's husband has a plane and we were trying to interest her in taking lessons. Leo Miller and Carl Kepper, 49½ers, flew up while Jessie Miller and Marie Kepper drove. Sammie Daniels, Kitty Bishop and Cora McDonald also drove the 30 miles from Hattiesburg to ensure some ground transportation. At the brief business meeting, the AE Scholarship applicant was selected. Two pieces of financial business from September sectional meeting were affirmed and the proposed schedule of meetings were amended. Application for one new member was accepted.

Ed note — Since submitting the above

report, Cora has been "grounded" with a bad case of sciatica and a depressed disc. She'd given up her Biloxi apartment and returned to Hattiesburg, 813 Hall Ave. Best wishes for a March 3 recovery so as to orbit off the inactive list.

By Bernice Kelly

The December Christmas meeting of the Mississippi Chapter was held in Jackson with Ethel Radzewicz and Bernice Kelly as co-hostesses. Everyone gathered at the Kelly's first for cocktails, food and visiting. Bernice was proudly showing off the newest member of the Kelly household, namely, a Coco French poodle named "Monsieur Le Beaux". The tiny two-lb. ball of fur enjoyed meeting all the 99's and 49½ers who came. At the end of the party at the Kelly's, Janet Green, our chairman, presented all members with 99 head ties. They are adorable and I know we will all enjoy wearing them. After leaving the Kellys we all went to the Radzewicz's for another party. Ethel and Paul served so many good things to eat and drink and we were enjoying ourselves so much, we didn't want to leave, but Ethel had made reservations at the beautiful "Patio Room" for dinner and dancing. The club was festive and quite "Christmasy" considering the early December date. We enjoyed a wonderful dinner and lots of good music. Our thanks to members Ethel and Paul for making it possible.

Afterwards we attended the Bourbon Street Jazz Society as guests of Bernice and Tim. This is an organization for jazz musicians. Tim had his trusty "hot Dixieland clarinet" along and played with the other musicians to the

delight of those attending. We adjourned in the wee hours, and we really wished all of our members and husbands could have been with us.

Those attending were Dot and Bob Etheridge and Lucille and Bill Wolfe from Greenville. They flew in in the Etheridge Tri-Pacer. Frances Green came in from Grenada, we were delighted to see Frances, as she has been unable to attend our other meetings. Leo and Jessie Miller came up from Hattiesburg, and Janet and Don Green flew up from the coast in the Commander.

Our next meeting will be in New Orleans in January. We are checking out in a sea plane.

TENNESSEE CHAPTER

By Valerie Grant

The Tennessee Chapter has had three meetings in the month of January. On the morning of January 8 Irene Flewellyn and Dorothy Patten met in Nashville with one of our newest members, Mary Anderson, our proud representative in the House of Representatives for the State of Tennessee, and with Ruth Thomas who was in Nashville for a teachers meeting. Her advice to us is to quit worrying for she was sure the terminus would be a success. We met with the Tennessee Aeronautics Commission to tell them of our terminus in July and what it would mean to have the AWTAR and convention in Tennessee. They were delighted and will help show you all a real welcome.

On the same night the chapter met at Loret Villa with our 49½ers to make them aware of our tremendous job. The next thing we knew we were aware of having a grand time and planning the terminus. The husbands suggestions and help will always be needed in these cases. This type of dinner meeting will certainly be on our calendar again soon.

Dorothy Patten, our chapter chairman, left early from the above mentioned dinner meeting since it was her first day up after an emergency appendectomy on January 1.

We should have known that our planned joint meeting with the Memphis Chapter in Nashville on January 16 would bring Chattanooga's first snow. It was debated as to who was the most loyal, the ones who drove or the ones who flew in that snow. It was definitely for those with IFR ratings only. Those braving the storm from

Plan Now To Attend

Next International

Convention.

July 8, 9 and 10

at

Chattanooga, Tenn.



This is to introduce you to our terminus Chairmen. We were talked into posing for a picture on a busy day in December. We would like to extend our invitation now for you to make plans to spend your summer vacation with your family at the 1965 AWTAR terminus and convention. We have introduced Chattanooga to you in a poetic way that tells you of the many sights to see. We hope that you will start your plans now and we look forward to greeting you on your arrival in the scenic city of the South. Left to right: Mrs. Leroy Jones, Impound Chairman; Mrs. O. A. Jordan, Transportation Chairman; Mrs. Irene Flewellen, Publicity Chairman; Mrs. Edgar Jolley, Registrations and Accommodations Chairman; Mrs. Leo W. Grant, Operations Chairman; Mrs. Tarbell Patten, Terminus Chairman. Those not present for the picture were Mrs. Farris Thomas, Assistant Inspection Chairman; Miss Sarah Duke, Social and Awards Banquet Chairman, and Mrs. O. A. Mills III, Program Sales Chairman.

Memphis were Dr. Christine Brown, Josephine McCoy, Martha Tobey, Ina Walker and Hilda Savage. Hilda was voted the safest driver in Tennessee. Rosemary Williams (Memphis Chapter) and her husband, Bob, were the only sensible ones, they came over in their Bonanza before the storm on Friday. After many conferences with the weatherman the icing level in Chattanooga finally permitted Dorothy Patten and Irene Flewellyn to take off with Dot's 49½er, Tarbell, (with the instrument rating) and the meeting was held as planned. A more determined

crew could not have been found to make our 1965 terminus and convention a success. By July we will have forgotten the snow, I am sure. Our many thanks to the Memphis Chapter for their faithfulness.

Make your plans now to some to Chattanooga in July, 1965.

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.



EASTERN PENNSYLVANIA CHAPTER

By Caroline Bregler

The postal creed of "Neither snow or rain, nor heat nor gloom of night stays these carriers from the completion of their appointed rounds," also applies to the 99's who braved the snow to attend their monthly meeting which was held at the 1918 Restaurant in

Philadelphia, Cecilia Stetser was the meeting hostess. Approximately 20 members and guests endured the cold to attend the brief business meeting-luncheon and then proceeded to the Stanley Theatre to see the excellent production of "My Fair Lady".

Welcomed as new members were Cass Bastinelli, Irma Domash and Carolyn Harbolis.

Latest news on Louise Sacchi is that she was on her way to Switzerland in a Beech Debonair. The December issue of "Business Commercial Aviation" has an article on "Ferrying SE Overseas" in which Louise has been interviewed.

Also in print recently was Irene Wirschafter who was interviewed by the Philadelphia Inquirer.

Marie Apfelbaum, who resides in Florida with her husband, Marvin, is expecting her first child. Even though Marie lives in Florida, she has kept her membership in the Eastern Pennsylvania Chapter.

January is the month of the great migration of metal birds to warmer climates. Cass Bastinelli and 49½ers, along with Beth Sturtevant, are joining this migration to Florida.

On January 27th the Zonta of Trenton held their annual Amelia Earhart dinner at the Flying W Ranch with Nancy Tier of Washington as the guest speaker.

With all the white particles that are cluttering up the skies of the Middle Eastern Section, and the cold Artic winds that turn your fingers numb before you even untie your tie-down ropes, most 99's have been forced to do their flying from chairs in their respective airfield offices. Even so, this is a good time to plan that long flying trip to some distant sport. Get out your maps and get busy plotting that course, because before you know it you will be up in the air greeting the first robin on his way north. And so, till next month, happy hangar flying.

MARYLAND CHAPTER **By Ruth Freckleton**

The friendly sign of the 99's was not even visible to the street! That's how foggy it was when Maryland had her first Christmas party. Never mind. Hostess Doris Jacobson blessed the occasion by providing happiness for all the members present and their 49½ers --even though her own husband, John,

HANGAR FLYING

RADIO COMMUNICATION FREQUENCIES

Many pilots have the idea the radio communications is a complex process involving an infinite number of frequencies and requiring a practiced art in operation. For this reason these same pilots shy away from normal usage of their equipment and consequently fail to realize the full benefit to be gained from it.

Air traffic is increasing steadily, and orderly movement of aircraft in flight and on airports is as imperative for aviation safety as highway traffic regulations are for automobile travel. For this reason the FAA has established certain requirements for two-way radio capability at tower-controlled airports and additionally, the use of this equipment, if installed, at uncontrolled airports served by an FSS (Flight Service Station) or a private tower.

The FFA radio facilities are for all pilots' use. In the interest of safety for yourself and others, take advantage of these facilities on every flight. By keeping tuned to the appropriate frequencies along the route, you will receive much important information; and when you enter a congested area you will indeed find your radio a true friend.

Learning to use the aircraft radio is not difficult. Correct radiotelephone phraseologies and techniques should be used if possible; however, **pilots should never hesitate to use the radio because of lack of familiarity with these procedures.** A message in the pilot's own words is always acceptable. **SO USE YOUR RADIO; LEARN IN ACTUAL PRACTICE.**

A radio should **first** be used to keep you **out of trouble** and there are some 20,000 "aids" available to the pilot. Ninety per cent of these "aids" are FFA Controllers and Flight Service Specialists who are ready and willing to help by furnishing information or offering assistance in an emergency.

WHAT ARE THE MOST IMPORTANT FREQUENCIES? It is realized that many light airplanes are equipped with transmitters having a very limited number of channels. For this reason you must be very selective in choosing which frequencies would be most important for your type of flights and flight area. Following is a list of **AIRCRAFT TRANSMITTING** frequencies:

- 118.0 through 121.4 mc — Air Traffic Control Communications.
- 121.5 mc — Emergency (world-wide).
- 121.6 through 121.9 mc — Airport Utility (Ground Control).
- 122.1, 122.2 mc — Private Aircraft Enroute (To Flight Service Stations).
- 122.5, 122.7, 122.6, 122.4 mc — Private Aircraft to Towers (or published frequencies).
- 122.8 mc — Aeronautical Advisory Stations (UNICOM) at airports **without** Towers — indicated on charts and in Air Guide by "U".
- 123.0 mc — Aeronautical Advisory Stations (UNICOM) at airports **with** Towers — indicated in Air Guide by "X".
- 123.1 through 123.55 mc — Flight Test and Flying Schools.
- 123.6 through 126.88 mc — Air Traffic Control Communications.
- 126.7 mc — Flight Service Stations.
- 128.85 through 132.0 mc — Air Carrier Enroute (Airlines).
- 132.05 through 135.95 mc — Air Traffic Control Communications (usually military).
- 135.9 mc — Flight Service Stations.
- 108.1 through 111.9 mc — ILS localizer with simultaneous radio-telephone channel operating on odd-tenth decimal frequencies (108.1, 108.3, etc.).
- 108.2 through 111.8 mc — VORs operating on even-tenth decimals (108.2, 108.4, etc.).
- 112.0 through 117.8 mc — Airway Track Guidance (VORs).

The majority of pilots use the term "OMNI" for a VOR (VHF Omnidirectional Range). Voice equipped enroute radio navigational aids are under the operational control of an FFA Flight Service Station (FSS), or an approach control facility. Most are remotely controlled. At several FAA facilities, simultaneous voice transmissions are made from a single location. For example, the New York FSS controls the transmitters at Kennedy, Hampton, Riverhead, Deer Park, Hempstead L/MF and VOR facilities.

To provide a uniformly brief announcement, generally for broadcast purposes, the name of the controlling facility, followed by the word AREA will be used, e.g., **THIS IS NEW YORK AREA RADIO, etc.**

Call from aircraft will be answered using the name of the station as stated by the pilot, e.g., a pilot calling "Riverhead Radio" will be answered by the New York FSS, "THIS IS RIVERHEAD RADIO, etc." The word "AREA" signifies that the transmission from named (controlling) location is emanating simultaneously from two or more remotely controlled facilities, having a different name or names.

... Back to aircraft transmitting frequencies — where can you find the frequencies for specific Towers and other radio aids? The most convenient source is on the Sectional Chart. A frequency followed by the letter "G" — shown thus 122.7G — means that this facility listens or receives ONLY (Guards) on this frequency. Remember, most FAA Towers can receive on 122.5 and all Flight Service Stations (FSS or "RADIO") can receive on 122.1. Although the map is a handy source for determining assigned frequencies, the Airman's Guide (now Airman's Information Manual) and Radio Facility Charts have more complete and current lists. Remember to check Sections III and IV of the Airman's Information Manual for any late changes.

IS LANDING AND TAKEOFF GUIDANCE AVAILABLE FROM FAA FLIGHT SERVICE STATIONS? Yes. Airport Advisory Service is provided by FAA Flight Service Stations at many non-controlled airports. This means that, when operating at a non-controlled airport, the FSS Station will furnish you with takeoff and landing information, current known traffic and active runway, **but no airport traffic control.** Normally this information is transmitted to you on 122.2; however, it may be transmitted on other frequencies if you so request. It is mandatory that you maintain contact with these stations when operating to or from the airport within five miles of the airport, if you have the radio capability.

WHAT PROBLEMS EXIST WHEN MANUALLY TUNING YOUR RECEIVER?

(1) The receiver may not be properly calibrated — that is, the final setting of the dial to obtain maximum reception does not agree with the published frequency; (2) the receiver may vibrate off the selected frequency because of shock produced by taxiing, landing, turbulence, etc.; (3) not monitoring for other transmissions before transmitting.

WHAT IS THE RECEPTION DISTANCE OF VHF RADIOS? VHF frequencies are described as having line-of-sight usability. While this is not exactly true, best reception is obtained when a line-of-sight does exist. In actual practice the following figures can usually be depended upon:

Aircraft Height Above Station*	Reception Distance
1,000 feet	45 statute miles
5,000 feet	100 statute miles

* Based on no intervening physical obstructions.

WHAT ABOUT AIRCRAFT RECEIVING FREQUENCIES? Frequencies which a facility can transmit on are enclosed in a box and placed adjacent to the facility on Aeronautical Charts. Should the facility have no voice transmitting capability, then the words "no voice" will appear on the bottom line of the box.

Most aircraft receivers can be tuned to any frequency within the standard VHF band, and therefore present little or no problem from the standpoint of frequency restriction.

ALWAYS MONITOR YOUR RECEIVER BEFORE TRANSMITTING AND ALWAYS IDENTIFY AURALLY ANY NAVIGATIONAL RADIO AID STATION TO WHICH YOU TUNE.

MAKE A HABIT OF CONTACTING EVERY ENROUTE FLIGHT SERVICE STATION ("ANY TOWN" RADIO) WHEN ON CROSS COUNTRY (EVEN IF YOU HAVEN'T FILED A FLIGHT PLAN). THE VOICE YOU'LL HEAR BELONGS TO SOMEONE WHO ALSO ENJOYS THE "WILD BLUE YONDER" AND HE WOULD LIKE TO PASS ALONG TO YOU ANY AND ALL INFORMATION AVAILABLE TO MAKE YOUR TRIP PLEASANT AND SAFE.

IF YOUR LOCAL FLIGHT SERVICE SPECIALISTS AND TRAFFIC CONTROL PEOPLE ARE ONLY "VOICES" — MAKE A POINT TO VISIT THEM.

REGARDING FLIGHT PLANS — YOU'RE NOT BEING "GRADED" FOR MISSING (OR HITTING) AN ETA. INSTEAD YOU HAVE AVAILABLE — FOR EVEN THE SHORTEST OF XC's — A HOST OF PEOPLE AND ELECTRONIC AIDS TO OFFER ASSISTANCE SHOULD AN EMERGENCY ARISE. KEEP IN MIND — A FLIGHT PLAN IS A FREE INSURANCE POLICY.

(Portions of Hangar Flying compiled from FAA Exam-O-Grams and Airman's Information Manual.)

was away on TDY. Bruce Baty conducted a fabulous white elephant sale, which swelled the treasury.

Not to be outdone, the weatherman tried again to make an instrument day, with inches of rain, when the January meeting took place at Lois Baty's lovely home. The ETA's for this meeting were better. Those present included Betty Bohn, Thelma McNemar, Jackie and Jim Geiger, Howard and Lenora Eaton, Leah and Raymond Stinchcomb, as well as Chairman Ada R. Mitchell, Ruth Freckleton and Gerry Storm, whose guest was Harry Perry. The Carolina Chapter was ably represented by Sara Shonk, recently returned from a State Department trip to Russia.

Prospective members entertained included Inez Dotterweich and her husband, as well as Joan Greer with her's. Bruce Baty proved again to be the gallant entertainer for the 49½ers, while Lois fattened us up with delicious secret recipe that sent us all scurrying to the kitchen for more! Jackie Geiger delivered cleverly printed calendars to the members with 99's dates marked off; and not to be outdone, Betty Bohn gave out samples of scarves for the 99's. More about this later.

Absent were Doris Jacobson to Wisconsin with her family; and Ellen Bateman, with her son, skiing in N. Y. state. Set aside an important date to remember: Sectional meeting is APRIL 3 at famous ANNAPOLIS (the capitol of Maryland)—the home of the Naval Academy. You may wish to plan to fly in for this one. Details next month.

WASHINGTON, D. C. CHAPTER

By Jacqueline M. C. Smith

On December 11, 1964 the Washington, D. C. Chapter held its monthly meeting in the form of a Christmas party in the Jet Room of the National Aviation Club. It was a delightful party and the traditional Christmas gift exchange game was played but THE THING did not seem to have enjoyed the same popularity as it had the previous year! I think if we keep playing this game for a few years we might be able to figure out how to keep what we want when we get it! There was very good response to the Christmas basket at this party and Nancy Tier deserves a vote of thanks for having

made arrangements for this basket to be given to a needy family in the area.

Over the Thanksgiving weekend Laura Zerener flew her son and daughter-in-law in a skyhawk for a family gathering in Detroit. Over this same weekend Nellie Jackson and her 49½er flew to Massachusetts but had to put down at MacArthur Airport on Long Island and then continue the trip the following day. The weather just wasn't the best! Jackie Smith and her friend flew HIS Comanche to Niagara Falls for Thanksgiving dinner and then the next day on to Toronto, Ontario, for the rest of the weekend. When we left Toronto on Sunday there were light snow flurries and in view of this we decided to by-pass Buffalo and come to Dulles Airport to clear Customs and Immigration. We cleared it alright — at a slight fee of \$30.56! Fortunately, a Pan-Am jet was clearing at the same time and we were able to split the charges with them or it would have cost us twice that much. I guess the only answer is to return to the U.S. on a weekday but since ex-

pediency is one of the virtues of flying, why fly some place for a weekend if you have to wait until Monday to come back? Incidentally, we had entered Canada "after hours" also but the fee there was \$2.00 towards the officer's transportation. Something just doesn't add up! I keep hearing about these reciprocal arrangements between the two countries. Could it be that the civil servants in Canada are paid salaries that are so much higher than those of the U.S. that they don't need this private subsidy I can quote another experience — two years ago we landed (on Sunday afternoon yet!) at Yarmouth, Nova Scotia, where we were greeted by the Immigration and Customs officer, a Mrs. Helen Ogilvie. Not only was there no charge, but Mrs. Ogilvie proceeded to get on the telephone calling numerous people to find out just where the people were that we intended visiting and who only address we had was "out on a cape outside of Yarmouth", and then drove us in her car several miles out of town to find our friends. She invited us to her

home for a lobster supper one evening and to meet her family. I am still receiving Christmas cards from her. I just wonder how many of you gals can recall a similar experience with a Customs and Immigration officer upon entering the United States?

We have just received word that Janet Hitt (former Chapter member) has filed for the Amelia Earhart Scholarship. We are all bucking for her.

We are all happy to hear that Dottie Deese's son is now home from the hospital after a long stay there following an automobile accident.

Saturday, Jan. 16, was the day we were supposed to tour the NASA Goddard Space Flight Center, but the snows came bringing postponements. Maryann Shelley is making these arrangements so we will have to wait and see what she comes up with.

And December 19, 1964, was a big day in the life of Chapter Chairman Laura Zerener. Laura got her commercial over at Easton, Md. Congratulation, Laura!

99 MEMBERSHIP LIST

NEW

January, 1965

MEMBERS-AT-LARGE

MacDONALD, Jean E. (Mrs. David R.)
3515 Lakeshore Hwy. West, R.R. 2
Oakville, Ontario, Canada VA 7-3259
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