

MARCH, 1965

# *Ninety-Nine News*





MARCH, 1965

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

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Carol Craig

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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

Thirty-six years ago the Ninety-Nines was only a thought in a fertile mind; the "man in the grey flannel suit" was unheard of; and Madison Avenue's only claim to fame was its collection of antique stores.

Many Changes have taken place in the past third of the century. The idea of the Ninety-Nines took root and grew into an International Organization and the man in the Grey Flannel Suit made a name for himself by creating a market for the antiques, and while he was at it, a market for his particular product, advertising, publicity and public relations.

The Ninety-Nines and the ad men came into being in the same general area and at approximately the same time, and both have become international in their scope of operations. But here the similarity ends. While the component parts of the Ninety-Nines have been utilized time and time again by the ad men, we have failed to avail ourselves of his contributions. They have painted signs on planes to advertise their clients' products, they have utilized sky writing as a means of promoting things and ideas. They have designated the aircraft as a status symbol. The Ad man, the man in the grey flannel suit, has created a title for himself, the public relations counselor. He has given one of his products a title too, "the public image."

Every year, millions of dollars are poured into Madison Avenue, into the offices of the PR men, so they can purchase and pay for newspaper space, radio and TV time, and promotional gimmicks to build or improve a "public image." Even the phrase "public image" is a creation of the PR set, and having created it, they have made each of us conscious of our need for it.

What is the public image of the Ninety-Nines? Does it embarrass us to admit we have none? Certainly we are known and respected in aviation circles, but in all honesty, can this be called a public image? The unvarnished truth may be painful, but if you are not convinced, ask the next ten people you come in contact with the question, "Who are the Ninety-Nines?". Percentagewise, it is painful.

For added pain, go to your local

library and see if you are able to locate any information that will answer the question you have been asking . . .

It is almost unbelievable that the very organization of which we are so proud, one so unique that it is the only one of its kind in the entire world, is practically unheard of and unknown by the general public.

Our problem now is, What are we going to do about what we know? Could this be the time for us to utilize some of the PR's tricks of the trade?

For years we have had an International Publicity Chairman. From time to time there have been Section Publicity Chairmen and Chapter Publicity Chairmen, but their accomplishments have been of a quality rather than a quantity, and of necessity, piece-meal because there has been no overall pattern or plan along which they could work.

The pride we feel in the Ninety-Nines is justified. The greatness of our organization should be made known to everyone. While the man in the Grey Flannel Suit is saddled with a staggering payroll in order to maintain offices in a few of the major cities, we have even better coverage through our membership.

While the PR set pays a premium in cold cash for radio and TV time, Ninety-Nines have only to ask, and the time is given to them.

While the ad man will offer his blood in order to get his clients' name or product mentioned in a magazine or newspaper story, Ninety - Nines can have any number of complete stories just for the asking.

Isn't it time we did something about what we know?

We know we want everyone to know all about Ninety-Nines. We know we need an International Chairman with a plan of organization. We know we need Section and Chapter Publicity Chairmen to carry out the plan. We know we can get the time and the space we want by asking . . .

Now . . . shall we do something about what we know?

Sincerely,

Ruth Deerman, President  
The Ninety-Nines, Inc.

(Continued on Page 4)

# International Convention



City of Chattanooga, Tenn., location for finish of AWTAR and 1965 International Convention, July 8, 9 and 10.



Mayor Ralph Kelley  
Chattanooga, Tenn.

## CITY OF CHATTANOOGA

February 8, 1965

Welcome!

Be sure to come to Chattanooga for the exciting finish of the Powder Puff Derby and to the 99's International Convention July 8, 9, and 10.

Every citizen in the Chattanooga

area joins me in welcoming you, your family, and your friends to Chattanooga, the Scenic Center of the South, the Dynamo of Dixie, and the Electrical Center of the Nation.

You will receive a warm and friendly reception when you land at Chattanooga's modern \$15 million municipal airport, Lovell Field. The City Government, the Chamber of Commerce, and the Convention and Visitors Bureau have promised complete cooperation to the Tennessee 99's. All of us will be in a festive mood in the midst of our Sesquicentennial Celebration.

We wish every participant in the 19th Annual Powder Puff Derby success, and look forward to meeting flying enthusiasts from all over the world at the 99's International Convention in Chattanooga July 8, 9, and 10.

Sincerely,  
Ralph Kelley

**Bids for stenotypist for International Convention, Chattanooga, Tenn., July 8, 9 & 10, 1965, are now being accepted. Any Ninety-Nine who would like to have the job contact Betty W. McNabb, 926 Third Avenue, Albany, Georgia, prior to May 1, 1965.**

## President's Column

(Continued from Page 2)

February 19, 1965

Telegrams sent February 18th.

Pres. Lyndon B. Johnson

The White House

Washington, D. C.

The untimely death of Joan Merriam Smith, first woman to fly the equatorial route around the world is a great loss to the world of aviation. I would appreciate your considering a posthumous award of the Federal Aviation Gold Medal for her exception service.

Ruth Deerman

International President

Ninety-Nines, Inc.

Congressman Richard White

House Office Building

Washington 25, D. C.

Today I addressed the following wire to the President of the U. S., "The untimely death of Joan Merriam Smith, first woman to fly the equatorial route around the world is a great loss to the world of aviation. I would appreciate your considering a posthumous award of the Federal Aviation Gold Medal for her exceptional service." I would appreciate your active interest and support of this proposal.

Ruth Deerman

International President

Ninety-Nines, Inc.

(Same wire to:)

Hon. Najeeb Halaby

FAA

800 Independence Ave. S. W.

Washington 25, D. C.

Congressman Craig Hosmer

House Office Building

Washington, D. C.

Mayor Edwin W. Wade

City Hall

Long Beach, California

ALL GOVERNORS, CHAPTER CHAIRMEN, AND INDIVIDUAL NINETY-NINES ARE URGED TO WIRE OR WRITE THEIR CONGRESSMAN SO THAT JOAN MAY RECEIVE THIS WELL DESERVED RECOGNITION.

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

## NOTAMS

### APPROVED ITEMS FOR SALE

CAROLINA LUGGAGE TAGS—\$1.50 each. White plastic, white leather straps. Blue Compass Rose followed by a two-line space for name, chapter or something like "Jane Doe, Alabama Chapter"—then the tag itself says "Is a Member of The Ninety-Nines." Address or what have you can be placed in the second line preceding the "Is a . . ."



Above are actual size TWIN BADGES designed by Fredda Turrill for the Colorado Chapter. White background with engraved black letters—neat and trim with 49½er badge to match. Safety lock pin on back. \$1.00 each. Can be ordered from the Colorado Chapter Treasurer, Pat Luther, 383 Corona St., Denver, Colorado 80218.

REMINDER: The 1965 SKYLADY DERBY will be on June 25. Starting in St. Louis, Mo. Applications or ad-

## Coming Events

April 3, 1965

Middle East Section Meeting  
Annapolis, Maryland

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 Texoma 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

ditional information may be obtained by writing to Aline Newth, National Skylady Chairman, P.O. Box 1401, No. Little Rock, Arkansas.

—o—

DATE CHANGE: The Aero Club Tour to Europe has been rescheduled to depart New York on August 30 and return on September 20, 1965. Previous dates seemed inconvenient for a lot of people—too close to start of AWTAR and in conflict with Ninety-Nines International Convention . . . Aileen Saunders, El Cajon Valley Chapter.

# Our Charter Members

THE FOLLOWING LISTS ARE COMPILED FROM THE LATEST INFORMATION AVAILABLE. PLEASE GO OVER THEM CAREFULLY AND FORWARD ANY CORRECTIONS OR ADDITIONS TO HEADQUARTERS.

(CAPITALS SHOW NAME AS CHARTER MEMBER)

## ACTIVE:

Viola GENTRY—c/o Sea Spray Inn, East Hampton, L.I., N.Y. (Greater New York Chapter)

Faye GILLIS Wells (Linton)—Room 211, 1725 K St., N.W., Washington, D.C. (Washington D.C. Chapter)

Melba GORBY Beard (William)—Box 728, Scottsdale, Arizona (Phoenix Chapter)

Nancy HOPKINS Tier (Irving V.)—224 Dogwood Drive, McLean, Va. (Washington D.C. Chapter)

Betty HUYLER Gillies (B. Allison)—Box 625, El Camino Del Norte, Rancho Santa Fe, Calif. (San Diego Chapter)

Teddy KENYON (Theodore W.) — RFD 2, Old Lyme, Conn. (Connecticut Chapter)

Eleanor B. LAY Ross (M. Arthur)—306 DeWitt Road, Syracuse, N.Y. (Western New York Chapter)

Blanche NOYES—2120 16th St., N.W., Washington, D.C. (Washington D.C. Chapter)

Achsa B. PEACOCK Holfelder (Joseph B.)—6605 Stockdale Hwy., Bakersfield, Calif. (Bakersfield Chapter)

Meta ROTHHOLZ—210 E. 68th St., 13G, New York 21, N.Y. (Greater New York Chapter)

Louise M. THADEN (Herbert V.)—1101 N. Main St., High Point, N. C. (Carolinas Chapter)

Mary E. VON MACH—120 Parsons, Detroit 1, Michigan (Michigan Chapter)

## INACTIVE:

Barbara W. BANCROFT—600 S. A1A, Indialantic, Florida

Vera BROWN—c/o Mr. Albert Lack, 13408 Lander, Detroit 27, Michigan; also—Colchester, Ontario, Canada

Ruth Elder CAMP Piikor (Ralph)—Parker Ranch, Kamuela, Hawaii

Bonnie M. CHITTENDEN Whitman—Fiscal Accounting, Dept. of Motor Vehicles, Carson City, Nevada (Lives in Washol Valley, Nevada)

Marion CLARK—521 Linwood Ave., Baltimore, Maryland

Thelma ELLIOTT Giesin (Milton)—807 Winans Way, Baltimore, Maryland 21229

Adeline F. Fiset Anderson (A. S.)—17431 Roscoe Blvd., Northridge, Calif.

Phyllis FLEET Nelson (A. S.)—3121 Hawthorne, San Diego, Calif.

Phyllis M. G O D D A R D Penfield (Tom)—218 Alvin Ave., Santa Maria, Calif.

Candis I. HALL Hitzig (William)—210 E. 78th St., New York 21, N. Y.

Katherine E. JOHNSON—3003 Kala-kana Ave., Honolulu, Hawaii 96815

Betsy KELLY Weeks (Henry)—3045 University Terrace, Washington, D. C. 20016

Madeline B. KELLY Royle (William)—126 Elm St., Apt. 208, San Mateo, Calif.

Cecelia KENNY—196 W. North St., Buffalo, N.Y. 14201

Opal Logan KUNZ—Box 512, Orangevale, Calif.

Lola L. LUTZ—St. Monicas Parochial School, Converse, Texas

Edwyna McCONNELL Thro — 1509 Brook, Wichita Falls, Texas 76301

Olivia "Keet" MATHEWS Maugham (Ralph) — Kelseytown Road, RFD 1, Clinton, Conn.

G l a d y s O'DONNELL — 5610 Las Lomas Dr., Long Beach 15, Calif.

Phoebe Fairgrave OMLIE (Vernon)—1269 Agnes Place, Memphis, Tenn. (NOTE: Mail has been returned from this address as well as a Washington, D.C., address)

Thea RASCHE — 43 Essen-Ruttena-cheid, Valentinenstr. 1, Germany

Marjorie G. STINSON — Box 1338, Washington, D.C.

Evelyn Bobbi TROUT—720-257 Highway 111, Cathedral City, Calif.

Esther M. VANCE—720 Woodworth, Missoula, Montana

Vera Dawn WALKER — Box 22004, Phoenix, Arizona 85027

Nellie Z. WILLHITE—Box 615, Sioux Falls, South Dakota

Margaret WILLIS Smith (Donald F.)—838 S. San Gabriel Blvd., Pasadena 10, Calif.

Josephine C. WOOD Worthington — No. 11 Willow Wood, Dallas, Texas 75205

## DECEASED:

Mary C. ALEXANDER Held

Mary Ellen BACON

Myrtle BROWN

Jane DODGE

Amelia EARHART 1937

Edith FOLTZ Stearns

Geraldine GREY Loffredo

Frances E. HARRELL Marsalis 1934

Lady Mary HEATH

Angela JOSEPH 1933

Mildred KAUFFMAN 1932

Florence E. KLINGSMITH

Eva Mae Lange 1963

Jean LaRENE Foote

Dorothea LEH

Helen MANNING Mathews 1963

Mrs. Keith MILLER

Ruth R. NICHOLS

Mary N. NICHOLSON

Neva PARIS 1930

Margaret Cooper PERRY Manser

Joan SHENKLE Davis

Ruth W. STEWART 1933

Mildred STINAFF June 24, 1931

Nora E. WHITE 1931

**STILL MISSING:** Last address on file with FAA Airman Records shown in parentheses.

Bernice C. BLAKE Perry—Box 221, Milton, N.H. (Box 221, Wilton, N.H.)

Ruth T. BRIDWELL/BRIDEWELL—30 1st St., Hinsdale, Ill. (FAA unable to locate record)

Margery H. BROWN (Sanford)—Havana, Cuba; also, Chester, W. Va. (FAA unable to locate record)

Thelma R. BURLEIGH — Minneapolis, Minn. (127 E. 14th St., Minneapolis, Minn.)

Myrtle R. CALDWELL — 99 records show "Myrtle"—Cleveland, Ohio (1886 E. 93rd St., Apt. 34, Cleveland, Ohio)

Mildred Helene CHASE — Chelsea, Mass. (53 Washington Ave., Chelsea, Mass.)

Irene J. CHASSEY—Hartford, Conn. (167 Washington St., Hartford, Conn.)

Helen V. COX Cohecy—37 N. Washington St., Hagerstown, Md.

Jean DAVIDSON—Greenwich, Conn. (FAA unable to locate record)

Marjorie DOIG Greenberg — 134-15 Franklin Ave., Flushing, L.I., N.Y. (FAA has same address but shows name Margery Louise Doig)

Sarah S. FENNO (J.K.)—65 Mather-son Road, Barrington, R.I. (Materson Road, Barrington, R.I.)

Frances FERGUSON Leitch — 203 New York Place, St. Paul, Minn. (FAA unable to locate record)

Ila FOX—1820 Third Ave., Rock Island, Ill. (FAA shows same)

Mary H. GOODRICH — Westfield, Conn. (Mary Hanmer Goodrich, Hartford, Conn.)

Sacha Peggy HALL Martin—1145 S. Ross, Santa Ana, Calif. (FAA unable to locate record)

Ruth E. HALLIBURTON — Toledo, Ohio (No address on file with FAA)

Jean D. HOYT—Syracuse, N.Y. (603 Comstock Avenue, Syracuse, N.Y.)

Marjorie Mary LESSER (R. W.)—28 E. 73rd St., New York City (851 Mercer St., Albany, N.Y.)

Ethel LOVELACE—1126 Tulane, Houston, Texas (Ethel M.—same address)

Retha McCULLOH/McCULLOUGH—107 N. Third St., Temple, Texas (FAA unable to locate record)

Agnes A. MILLS—23 Plainfield Ave., Floral Park, L.I., N.Y. (FAA shows same)

Sylvia A. NELSON (Robert)—107 N. Pelham St., Rhinelander, Wisc. (2948 Morris Road, Ardmore, Pennsylvania)

Margaret Fzandee O'MARA — Port Washington, L.I., N.Y.

Peggie J. PAXSON—230 Lakeshore Ave., Los Angeles, Calif. (2301 Lakeshore Ave., Los Angeles)

Elizabeth F. PLACE — 217 E. San Rafael St., Colorado Springs, Colo. (FAA shows same)

Lillian PORTER—1126 N. Everett St., Glendale, Calif. (FAA shows same)

Mathilda J. RAY—204 S. Plymouth Blvd., Los Angeles, Calif. (FAA shows same)

Gertrude Catherine RULAND — 406 Delaware St., Syracuse, N.Y. (FAA shows same)

Hazel Mark SPANAGLE — 1340 W. Clifton St., Lakewood, Ohio (FAA shows same)

Dorothy L. STOCKER — Originally Houston, Texas—Chicago, Ill. (Dorothy L. Stacker, Chicago, Ill.—no street address)

Margaret THOMAS — 2034 Manser Blvd., Helena Mont.; also—Roosevelt Field Hotel, Garden City, L.I., N.Y. (FAA unable to locate record)

Wilma L. WALSH—538 Academy St., Maplewood, N.J. (Box 311, Garden City, N.Y.)

E. Ruth WEBB—838 S. 55th St., Philadelphia, Pa. (16 Mifflin Ave., Lancaster, Pa.)

Alberta B. Worley—124 West 17th St., Oklahoma City, Okla. (FAA shows same)

February 1, 1965

Dear Ruth,

I have your letter of January 14, and it grieves me that I am unable to accept that Life Membership; firstly because O'Mara is not my middle name, and secondly because I should have been out at Roosevelt Field at the time the Ninety-Nines came into being.

Because of a time consuming job I had to cancel several appointments I had made to start this flying project out at Roosevelt Field. My only consolation at the time was that the extra hours of work were helping the fund

I was trying to accumulate for the purchase of my much wished for little plane. I did have the pleasure, however, of working for the publicity agents who covered most of the early overseas flights.

I am sorry that I cannot be of any help to you in locating any of the missing Charter Members. During the past several years I have been spending most of my time in Chicago and last week was the first chapter meeting I've gotten to in quite a time.

Sorry I have had to disappoint you.

Sincerely,  
Margaret Murphey  
(Gtr. N.Y. Chapter)

Dear Ruth,

Thank you so much for your letter of December 9th. It is quite a privilege to be made a Life Member of the Ninety-Nines. The charter member days seem so long, long ago and, looking back to them, I can take no personal credit in forming the nucleus of this fine organization, except by just being there. Your Ninety-Nine magazines are most interesting and I greatly appreciate receiving them.

These days my flying activity is limited to being a passenger, but I am very fortunate in still having friends and relatives who have small airplanes and manage to get off the ground frequently, and to distant spots. It seems to me today's pilots, though they have so many gadgets to keep in mind, have far more expansive experiences in the air and, therefore, more pleasure from flying than when we seldom ventured far from the most familiar of iron compasses! However, I must say my biggest thrill in the air these days is when I am jetting to see my grandchildren!

Many thanks, again, to all of you for your very kind and thoughtful gesture.

Sincerely,  
Madeleine Kelly Royle  
No. 5919

1-23-65

Dear Ruth,

I have been trying for some time to answer your letter but one thing after another has prevented it. The last being an injury which "laid me up" for about eight weeks.

I was disappointed at not being able to attend the recent Ninety-Nine meeting at Carefree Inn. I wanted so much to meet you and tell you personally

how appreciative I am for the Life Membership for Charter Members of the Ninety-Nine Club. The nicest thing about this resolution is that it opens the door for the inactive members to participate in the activities of the club and gives them an incentive to help carry on, and I shall certainly do anything I can to help at any time.

Thank you for your letter, invitation, etc., etc., and you can be sure that you will hear from me from time to time.

Having checked the unaccounted for list of members, I can account for only one. That of Angela L. Joseph of Denver, Colorado. She died in 1933.

Most sincerely,  
Vera Dawn Walker

Feb. 5, 1965

Dear Ruth,

This long delay in responding to your very generous action in extending a life membership in the Ninety-Nines to all Charter Members is hardly excusable. I can only say that my chief avocation these days is flying high with Republican candidates. We didn't fly quite high enough last fall, and that crash landing on November 3rd imposed a delayed recovery—but we'll make it!

It seems a million—or perhaps to be current I should say "billion"—years ago that the participants in that first Women's Transcontinental Air Race sat in the shade of some trees in the yard of a big red farm house on the Cleveland airport in 1929 and dreamed up the 99's. We appointed Louise Thaden as secretary and the rest was done by mail. Ah, yesteryear . . .

Thank you again, and my very best wishes to all the kindred spirits.

Sincerely,  
Gladys O'Donnell

Dear Ruth,

Thanks a lot for your nice Christmas Greetings and wishes and the friendly letters.

I am glad I could help you and that Belle Hetzel could fly back to America to be Christmas together with her family.

Through an illness I am not flying anymore, I thought you knew this. Miss Craig of the Ninety-Nines knows this. Perhaps my doctor will allow it soon again. I fly since 1924 and know so the beginning of German aviation and a lot of American Aviation. I came to your country in 1927 and lived five

years in America altogether. And this is a great help to know both countries good.

It is just a little different flying in Europe or America and there Miss Shelia Scott and I can advise you best. It is here more a "man's country" and in America a "woman's country"!!

Women have it easier in America to get jobs in aviation as here in Europe. Now they seem to be more interested in manflying—military flying and so.

Thanks a lot for sending the interesting Ninety-Nines News of January 1965.

I hope that Belle came safely home to America and is feeling better now.

All my best wishes for you and "Happy Landings" further.

Sincerely yours,  
Thea Rasche

## MEMOS . . .

### FROM THE EDITOR

Seems we always have the problem of not getting "last month's" newsletter in your hands before "this month's" deadline. Realize this is frustrating to the Chapter Reporter—not knowing if she made the deadline. However, news coverage is better (and easier on the Editor!) if the Reporter does not repeat on the supposition her news did not get in. Such cases are in the minority and all you Reporters are doing a magnificent job — but I believe in "Tom Sawyer-ing" all work possible.

Distribution of the February Newsletter was no doubt an all time high of confusion! Carol Craig, Headquarters Secretary, had emergency surgery just at the time the newsletter arrived from the printers. (We're happy to report she is convalescing very well and sincerely hope she'll be able to be back to work soon.)

Well—if you've ever "volunteered" to work someone else's office—you'll understand what Susie Sewell (your International Treasurer) and I went through. Even though I hate to entertain the thought — it's possible some (one or two?) of you were missed on the February mailing. If so, write Headquarters — but remember, we tried!

This burning of the midnight oil also brought out that **notifying Headquarters of a change of address would help you receive Ninety-Nine mail plus saving the organization unnecessary postage fees which must mount into the hundreds of dollars.**

## Members-at-Large

Feb. 14, 1965  
Oakville, Ont., Canada

Dear Ruth,

Perhaps the following information will answer some of your questions.

Unless a map has a lot of details, it won't show that Oakville is about 25 miles west of Toronto, certainly not the small private (rather bumpy) grass strip where our Luscombe T8F is usually kept.

A few trips with my husband were enough to persuade me that I should learn to fly too. My flying lessons in a Cessna 150 started at Toronto Island in February, 1964. By July I had that precious piece of paper, and the number on my private pilot license is the only one I can for some reason, remember very easily.

The transition to flying the Luscombe with its single controls involved some time on a Fleet 80 and the Aeronca Champ, but when the day came that they trusted me alone with the Luscombe, I was really proud.

During the past few months, illness has kept me from flying and now that I am ready to go again it looks as if I am to make acquaintance with another plane, for we are anxiously waiting delivery of a new (to us) Cessna 180 Amphibion. Words like manifold pressure and variable pitch are creeping into dinner time conversation.

We are hoping that the 180 will make it possible for more frequent trips to our cottage in Muskoka, a lake district about 150 miles to the north—and am looking forward to exploring a little further beyond that, bush area dotted with lakes, but not with landing strips.

Last November our Luscombe was one of the seven planes from Canada to join in the "Treasure Hunt" to the Bahamas. Ours was the smallest plane to complete the tour, and the only one without an electrical system. The new battery powered ADF helped make the remarks from navigator to pilot much more polite than previous trips—weather was kind to us—and the ready-to-inflate life jackets reassuring as we contemplated the 72 miles of water between West Palm Beach and West End on Grand Bahamas Island. Several of our friends with rather more sophisticated aircraft than the Luscombe are now anxious to join us when we return for the next Treasure Hunt.

For me the summer months will

mean more flying and lots of time at the Cottage with the family—winter means a little less flying—and Curling, a game rather hard to describe in a few words.

My total flying time is still well below 100 hours and dual time still overbalances solo time! (but this will change)

I am flattered by your interest.

Yours sincerely,  
Jean E. MacDonald

Galiza, Estoril, Portugal  
February 9, 1965

Dear Ruth,

I've received today your "small reminder"! You're quite right about reminding me to write to the 99's, but I have been terribly busy this past month and as it has been raining nearly all the time, the flying activities have been reduced to nihil, or nearly so. I was also waiting for the article about the 99's to be published in the Review of the Aeroclub de Portugal, the January number will be published this week, but I'll send it to you under separate cover as soon as I get it. I hope it will attract more girls to aviation in Portugal and perhaps one or two more 99's.

I have also received news from the British Section of 99's and hope to go to England for the Race in June. Sheila Scott has been so very kind, doing everything in order to straighten difficulties for me! They sound awfully enthusiastic about the building up of the European Section and I hope to be able to help them as concerns Portugal.

As I'm now in charge of the "Woman's Page" in the Review of the Aeroclub de Portugal (with monthly issues) I have to collect material and so wrote to Belgian 99 Jacqueline Cousin, and a German one, Uta Kienle; both answered me very kindly, telling me about their activities. I also would be very glad if you would send me any news about achievements by Women Pilots in the States. In the March number, I'll probably write about Jacqueline Cochran's Record Flights in the Lockheed F-104G, which I read about in the September issue of the NAA Review. There is always something to write about, but even so, I'm always thankful for every scrap of information.

There is not much more to say, except that the Tiger Moth I was care-

fully taxi-ing along went out of its way because of the cross-wind and most unfortunately into a ditch and on her nose! I felt awful.

I promise I'll write as soon as I know something more definite about my going to the Race in June. I have lots of plans, but they seem very far away for realization. However, one thing is certain: I'll go over, even if I shan't be able to race myself and I hope to meet also some American 99's over there.

Yours sincerely,

Anneliese Fernandes Pinto

—o—

February 10, 1965

Rio de Janeiro

Dear President,

Thank you for your thoughtfulness to remember a member-at-large and send her a Christmas card. Because I am just another member-at-large and did not have the pleasure of meeting you personally. I appreciated it very much and like to express my best wishes for your happiness and the one you love and the best in all years. Of course, happy landings too, in every sense.

Last year I had planned to attend not only the terminus of the races but also the Convention. But the dates did not coincide with my schedule, and I would have to stay in the States longer than I could. It was interesting to get in touch with the girls who flew the PPD and I did my best to know as many of them as I could. But I felt sort of lost although I tried not to be. I am a believer in friendship and I think this is one of the goals of the organization—and made an effort to be there and get myself acquainted just to feel and make the girls feel that I am not just another member-at-large that pays her membership dues. Will try again this year, because I am going for the terminus in Chattanooga.

Looking forward to meet you this time and to hear from you, I am most sincerely,

Anesia Pineiro Machado

—o—

#### OUR PENDING BRITISH SECTION

By Janet Ferguson

A great man has been much in our thoughts during the last month. We all felt a great personal loss at the death of Sir Winston Churchill.

Now to our news. We had two meetings in January. One evening a group of us met, along with some guests, at the Aviation Wing of the Science Mu-

seum in London. It was a fascinating evening and we were all intrigued by the collection of aircraft, engines, and what have you, including Amy Johnson's Moth "Jason," and Alcock and Brown's Vickers Vimy (the first aircraft to cross the Atlantic non-stop).

The other meeting was a day at the British Aircraft Corporation in Wisley. Betty Cones (whose 49½er Ernie works for B.A.C.) reported a most enjoyable and interesting day spent by Ninety-Nines Sheila Scott, Diana Barnato Walker, Beryl Sanders, Yvonne Pope (wearing her co-pilot's uniform as she was on standby), Freydis Sharland, Gillian Cazalet and Betty Cones; three prospective Ninety-Nines, Lady Huntly, Lady Gordon and Margo McKellar; and Dagmar Heller from the aviation magazine "Aeroplane." The group was taken round by Mr. John Motum, sales publicity manager, and shown through the civil aircraft hangars at Weybridge before going over to Wisley for lunch in the Pilots' Mess. Three test pilots joined them for lunch, including Dave Glaser who is in charge of testing. After lunch the test pilots showed the girls over the VCIO and the BAC 111, taking great trouble to explain the instrumentation, etc. As a sideline, Diana Barnato Walker had the chance to sit in a Spitfire again (having ferried many of them in the war). The day finished with tea and a short business meeting at Betty and Ernie's flat.

Yet another great piece of news about Yvonne Pope! The European Conference of the International Council of Aircraft Owners and Pilots Associations have decided to create a yearly award for outstanding service to General Aviation by a European Air Traffic Controller. The European Council unanimously selected Yvonne as the first recipient. An Aero Commander will be sent to collect her from London to take her to Munich for the I.A.O.P.A. Conference on July 29th. It is very unusual for a woman to be given this type of award, and we are delighted that she is both a Ninety-Nine and a member of our Section. Yvonne is certainly living up to her "Firsts." First woman in the United Kingdom to be a Ministry Air Traffic Controller, and now first British woman to fly as co-pilot on an airline operating out of London to Europe. Dare we hope there will be a "first" operating to the States?!

A new rating on the way: Beryl Sanders is in the midst of her Instrument

Rating and may well have it by the time this is read.

Finally a postscript from Sheila Scott:

"We are delighted that our Vice Governor, and incidentally hard working newsletter reporter, Janet Ferguson, has been selected to be our candidate for the Amelia Earhart Memorial Scholarship. She has an impressive list of accomplishments. She has been a Ninety-Nine since 1958, and spent two years in the States with the Bay Cities Chapter, and completed solo in the Powder Puff Derby doing very well on two occasions. She was one of those greatly responsible for getting this new Section started. She is a very popular girl over here, and we are proud for her to represent our British women pilots.

We were fortunate in having a distinguished Selection Board composed of Sir Alan Cobham, K.B.E., one of Europe's foremost aviation pioneers and a truly great man, and that well known Anglo-American figure Mr. Whitney Straight, who was one of the famous "Few" in the Battle of Britain, and has since held many distinguished posts in British aviation, notably ADC to King George VI, deputy chairman to B.O.A.C. and B.E.A. and so on. Also, the active air touring secretary of the Royal Aero Club, Mr. Simon Ames, who deals with all our national and international sporting events. Yvonne Pope was the able chairman. We thank them all for the great care and interest they took in choosing our candidate for us. We understand they had a tough job selecting our finalist from our other two finalists, Claire Roberts and Gillian Cazalet. Better luck next time, Claire and Gillian. We shall be cheering from the sidelines for you, Janet!"

And thank you, Sheila, for those very kind words.

—o—

Feb. 13, 1965

Seoul, Korea

Dear Ruth,

I received your letter on the 10th of February. After I returned from the States to Korea on the 20th of August last year on account of unfully equipped instruments, the Piper Colt had not been flown. On the 17th of December 1964, a student made solo flight by the Colt with fully equipped instruments after instructing was started and instructing is closed for last January and this month owing to cold weather. We are now raising students

## AIR MEETS

### ALL WOMAN

#### NEW ENGLAND AIR RACE

The annual All Woman New England Air Race (AWNEAR) will be held in Burlington, Vt., on May 14-15-16, according to Beverly Shores, race board chairman. The AWNEAR is a 300 mile round-robin "proficiency" race — in which the goal is to meet the handicap for fuel and speed — and have fun doing it. All inquiries for AWNEAR Information Packets should be directed to Alma Gallagher, Registration Chairman, Box 369, Laconia, N. H. (Information Packet, 50 cents.)

Lois Auchterlonie,  
Publicity Chairman  
AWNEAR Race Board

#### 15TH ALL WOMEN'S INTERNATIONAL AIR RACE

Members of the FWPA have things cooking in their cauldrons! What is expected to emerge from all that heat is top secret — but we CAN tell you:

During the terminus, contestants in the WOMEN'S INTERNATIONAL AIR RACE will be guests of the Bahamas Ministry of Tourism through the Awards Banquet. Captain Farrington of the Bahamas Sport Flying Club is chairman of the Bahamas arrangements committee, and Mrs. Pritchard has been named hostess.

Hans Groenhoff, international coordinator, advises no landing or parking fees for contestants and officials—negotiations are still in progress re. waiver of any overtime customs charges for returning contestants. The regular fee for fuel will be effective, but 100 octane is less costly than 80 octane due to supply and demand. WAC chart No. 526, covering the area involved, has been discontinued and replaced by USAF chart ONC H-25. (This is a new-type "wall-to-wall" chart, supplied only for immediate use, and should be ordered sufficiently in advance.) Other special charts for locating Oakes Field upon arrival in Nassau will be found in the "start" kits. Information re. special rates for rental and reservation of overseas flotation gear in Ft. Lauderdale by anyone not already supplied will be included with IAR April 1 Supplement.

Frolicking in Ft. Lauderdale, though somewhat restricted because of planned early morning take-off, will be hosted by RED AIRCRAFT SERVICE and the LAGO MAR HOTEL at the LAGO MAR.

who wish to be women pilots from the 5th to the 15th of February. There are great number of applicants all over the country, so it is impossible to instruct. Maintenance and repair with one Colt at one time. Only College or University students are welcome to be admitted in Seoul City. As soon as the number of persons are chosen out of the applicants, we are going to start training them from the beginning of March. As you know well there are no products of plane gas, not to speak of the accessories, so we get them in hard sometimes in different ways and places. Every time when the parts of the plane are out of order we have to stop operating because there is no way of getting them fixed and the entire nation economical situation is extremely hard and even the learners can not be able to pay the fixed actual expenses.

First of all it is hard for us to keep the plane.

But even they cannot afford to pay it there are a great number of persons who have applied. I am very happy about that. I have planned that I would raise five good pilots and I do hope that I will participate in the 99's convention of 1966 with them.

Sincerely,  
Kyung-O Kim

#### LETTER FROM LINDY BOYES

December 1964

No. 10

Itapemirim, Espirito Santo, Brasil — With summer vacation in effect this month has been quiet. The stock of "Shell Game" items nearly sold out by the end of the month. The Christmas card business wasn't quite as successful for lack of "salesmen".

Nonetheless, both activities have proved to have salable items when they are brought together with the buying public. Hence, the project will continue.

Christmas was spent in Cachoeiro with the Correa family. I had looked forward to a "typical" Brazilian Christmas and was somewhat disappointed, therefore, that a typical Brazilian Christmas is just like home. Families have their own variations, of course—just like home—and the Correa's routine is to wait for Papae Noel and open gifts at midnight of Christmas Eve. When the delighted squeals of happy children have subdued some, a supper is served.

This brings up a point I've been somewhat dismayed by for a long time. The hostess is always the last one to arrive at the dinner table. The host, guests and

family dive into the food without waiting for "mother". Sometimes she never does get to the table. She spends the entire mealtime in the kitchen.

This occurred, for instance, at Christmas Day dinner. I had been invited to dine at the home of Penha Soares' parents, also in Cachoeiro. Penha's mother darted in and out of the kitchen, never did sit down to eat with us, and never took time out to change from her "house dress".

This is one custom that is definitely different.

The commercial aspects of Christmas go those in the USA one better. At least, I don't remember stores staying open until midnight Christmas Eve to get the last of the last-minute shoppers.

Weather cooperated and was lovely and sunny. It stayed this way through New Year's weekend which I spent in Vitoria with the Lofego family.

Fireworks are a part of the New Year's Eve celebration, a la Hawaii. There were few this year, however, as a result of the increased cost of everything.

We saw 1965 in at the Lofego home, toasted the New Year appropriately, and after a supper departed for a "baile" at one of the clubs (Saldanha).

By the time the party ended, and I got to bed, I had been "up" for 24 hours. I'd arisen at 5 a.m. for the bus trip from the Barra to Vitoria. On January 1, 1965, I went to bed at 5 a.m., bushed!

The mail system is living up to expectations. Fat envelopes that look as if the contents might be worth filching are opened. The would-be thieves have been disappointed in a couple of cases where contents were "educational material". Packages that I've been advised were mailed to me have not arrived in more than a month and are not likely to arrive. I've had similar experience with some packages I've sent from here.

One tape, from recorder, was sent in August from Vitoria, registered airmail. I decided to follow up to see what service results from registering. I learned I had to pay Cr. 240 for cost of investigation. This I paid, and I'm now waiting to "hear from Rio." I'm not optimistic.

Summer weather is with us. But think there's more overcast and rain than sun. Temperatures get into the 80's, but it's not uncomfortable. And the nights are cool; comfortable sleeping with a sheet for cover.

I look forward to my 1965 PC experiences with interest and curiosity.

The Florida Development Commission will be dispensing liquid sunshine — the orange type — to contestants as they arrive at RED's, where EVELYN, in her usual efficient and practically painless way, will have the required overseas papers and equipment awaiting pick-up. FLASH! The Lago Mar has facilities for storage of luggage for arriving, or departed, flying guests desiring a later pick-up.

The Florida Chapter is supporting the IAR and has made a \$75 leg prize available for the Macon to Ft. Lauderdale leg. Race kits are still available either from Vera Bratz (general chairman), 1840 SW 85 Ave., Miami 55, Fla., or from Dorothy Davidson (entry chief), 12040 NW 19 Ave., Miami, Fla. Entry fee is \$40. Route is from Caldwell-Wright Airport, N. J. to Nassau International Airport, Bahamas via Dulles International Airport, Greensboro-Highpoint Airport, N. C., Macon Municipal Airport, Ga., Daytona Beach Municipal, Fla., Ft. Lauderdale International, Fla. (RON), and Oakes Field, Nassau (FLY-BY Finish). Entries open April 1 and close May 1. Pilot minimum requirements are private license with 50 hrs. pilot-in-command cross-country experience with at least one flight of 350 miles or more. Coast Guard escort for overwater leg. \$2500 in prizes to first six places, plus trophies.

Virginia Britt, Chairman  
Florida Chapter, for  
Vera Bratz,  
Gen. Chm., IAR



#### HAYWARD-LAS VEGAS AIR RACE

The Bay Cities Chapter and the Las Vegas Valley Chapter are helping with race operations.

May 15 — Hayward-Las Vegas Air Race. Open to 99's, 49½ers, and other pilots. Speed division, \$1500, first place; proficiency division, \$500, first place. (\$5000 awards — cash prizes first 10 places EACH division.)

For handicaps, rules, entries write to:

Frank Whitcomb, Manager  
Hayward Air Terminal  
Hayward, Calif.

Entry deadline: postmarked no later than midnight April 30, 1965.

For general interest the handicaps closely follow AWTAR. However there is a requirement of 75 per cent gross weight to be carried in plane.

## Powder Puff Derby

If winter comes, can spring be far behind? Yes! Especially if you live in one of the underprivileged sections of the country where the "good flying weather" season is short. But spring—it will and in the meantime, when our eyes are not on the sky, we at AWTAR headquarters are watching that pile of Powder Puff Derby Information Kits go down. To get your copy, containing rules and regulations, handicaps and entry forms for the race, send 50 cents to AWTAR Headquarters, Teterboro Airport, Teterboro, N. J. We need that room on the shelf for the 19th Annual Powder Puff Derby entries. Entries open April 15th for qualified women pilots flying stock model aircraft, single or multi-engine, of 145 to 400 horsepower manufactured on or after January 1, 1955. Note: the 140 Cherokee is eligible. A qualified pilot is any woman holding a private pilots license **plus one** of the following ratings: commercial, instrument or instructor.

The 2,407 mile source from El Cajon to Chattanooga passes over much of the Pony Express route which ran between Sacramento, Calif., and St. Joseph, Mo. Just think, when you are up there with your 145 to 400 horsepower, only 100 years ago the Pony Express took the mail through with one horsepower. That is, one at a time. The riders were required to weigh no more than 125 lbs. and to change horses every 10 miles over the 2000 mile route. With a weight line like that it is no wonder they skirted the Chocolate Mountains. These riders also clocked in and out of their stops, having two minutes to change horses and transfer mail.

This month a contribution was received from Continental Motors, Inc. for which we are most grateful. Also \$400 plus trophies from Flying Magazine to be awarded as follows: \$100 plus trophy to highest scoring solo pilot, \$100 with trophy to highest scoring crew having 500 hours total flying time or less, \$100 and trophy to highest scoring entry from a foreign country, the remainder to go to the general fund; \$50 cash award from a friend of the Michigan Chapter to go to the crew flying the AWTAR for the first time plus a trophy donated by a friend of the Central Illinois Chapter. Evelyn Bryan will be chief timer for all the prize winners and their runner-ups at the terminus in Chattanooga.

#### WAYS AND MEANS

DO YOU KNOW . . .

that "THE AWTAR IS A DISPLAY CASE FOR GENERAL AVIATION" . . . a potent public relations factor with the non-flying public, a STIMULANT to private flying such as general aviation has yet to come up with . . .

DO YOU KNOW . . .

that the GEOGRAPHICAL PLANNING of the race is one of the greatest difficulties that the AWTAR Board faces because their primary concern is the SAFETY OF THE CONTESTANTS . . .

DO YOU KNOW . . .

that the route for the 1966 race has been in the planning stages for over a year, some cities who have long wanted us to stop are so situated that the Powder Puff cannot take advantage of their offers . . . because of trying to space the legs to make it equal for all types of planes . . .

DO YOU KNOW . . .

that those of my family who are away from home in college, traveling, or working, would NEVER BELIEVE that I am enjoying writing letters, THANK YOU LETTERS to all those who have already sent in contributions or pledges . . . and I do love it . . .

DO YOU KNOW . . .

that in addition to checks I've received offers of stationary, carbons, transportation for material and help . . . hurrah . . .

DO YOU KNOW . . .

that any remuneration for expenses incurred to the individual 99's who help each year has been only token, of necessity — and that some 99's carry a financial burden of their own year after year so that the RACE WILL CONTINUE . . .

DO YOU KNOW . . .

that the financial support given by the 99's to the AWTAR cannot be measured only in terms of dollars raised by the WAYS AND MEANS COMMITTEE, but also in the man-hours contributed by the 99's who make the start and terminus arrangements, man the clocks, make all the arrangements at each stop—in short supply most of the labor that goes into the race . . .

DO YOU KNOW . . .

that each year the race educates

# AMELIA EARHART MEMORIAL SCHOLARSHIP

"Dear Alice:

This morning while washing dishes, I tuned my portable VHF radio to the Muskegon tower, and heard one of my ex-students take clearance for an IFR flight. I was suddenly very proud — of him because he did a good job, and of myself because I had taught him how, and of the Ninety-Nines Amelia Earhart Scholarship Fund which made it possible for me to be able to teach. I'm not as busy as I would like to be these winter months, but spring is coming. I did start another instrument student the other day — this will be the fourth serious one. I cannot thank the Amelia Earhart Scholarship Fund enough for helping me to receive the instrument rating. I believe it will be put to good use."

The above is quoted from a letter written to Trustee Alice Hammond by Mary Creason, one of the three scholarship winners in 1964. There are many more like it in the files.

It is a "Thank You" really to all the Ninety-Nines and other nice people who, over the years since 1941, have contributed to the Fund enabling it to grow and reach a point where it is possible to award scholarships that can be of concrete help in securing the ratings needed by the winners; but we must keep it growing to meet the rising costs of training, and hopefully, at some future time increase the number of scholarships.

Only the income from the Trust itself can be used for the scholarship—HOWEVER—the annual contributions from chapters are divided with 50 per cent going into the Trust Fund and 50 per cent being applied toward the current year awards.

We are most grateful to those chap-

the new recruits who are helping man the stops for the first time. They do their jobs well and after all is over have a new respect for the AWTAR and all the work involved . . .

DO YOU KNOW . . .

that all questions and suggestions sent to the AWTAR Board are answered—eventually—when there is time left from all the endless folding stamping sealing dittoing filing and the like. SEE why they need help?



Upper left: Round the World Cover carried by Joan Merriam Smith on her flight around the world at the Equator the longest solo flight in history.

Lower left: The back of the Round the World Cover showing the cancellation at Lae, New Guinea.

ters who have sent their contributions to date, but would like to hear from the rest of you. Checks should be sent to treasurer Betty Gillies, Post Office Box 625, Rancho Santa Fe, Calif.

Deedo Heise,  
Chairman, Trustees

## FIRST DAY COVERS

Be sure and tell your philatelic friends about our special First Day Covers which are being given away to the highest contributors to the Amelia



Upper right: Flyaway Cover signed by six charter members of the Ninety-Nines, Inc., who have been flying continuously since the organization was founded in 1929.

Lower right: The Howland Island Cover. The only covers actually cancelled on Howland Island, according to experts. May 21 is the anniversary date of Amelia Earhart's solo flight across the Atlantic.

Earhart Scholarship Fund. Winner will be announced at the reception at the American Newspaper Women's Club in Washington, D. C., April 25th, the second anniversary of the unveiling of the Amelia Earhart Commemorative Stamp. (See the February issue of the 99 Newsletter for complete details.)

This is the only airmail stamp honoring a woman. The stamp is now out of print which makes our covers more valuable than ever. Only contributions over ten dollars will be considered for the special First Day Covers.

DO YOU KNOW . . .

THAT YOU'RE DOING IT — ALL THAT YOU PROMISED — keep it up, it's wonderful.

DO YOU KNOW . . .

that the AWTAR Board needs fewer problems — not more — money alone will not continue the race — into the future; it will help, but CONTINUING CONFIDENCE in their judgment and ability to make decisions will help our race GROW AND GROW AND GROW . . .

REMEMBER . . .

THE POWDER PUFF NEEDS YOU . . .

REMEMBER . . .

SEND LOVE LETTERS

SEND SUGGESTIONS

SEND CONTRIBUTIONS made to AWTAR, INC. and mail to me

Lorraine C. McCarty  
Chairman, Ways and Means  
1112 Pinehurst  
Royal Oak, Mich. 48073

# COMMITTEE REPORTS

## FLYING ACTIVITIES REPORT

By Mary Ann Noah, Chairman

Spring is almost here, and with spring in the air, ALL NINETY-NINES begin to make plans for that weekend at Section Meetings. Don't delay: cook the weekend meals for the family NOW and tuck away in the freezer; spend an hour NOW replenishing the sox, underwear, sheets and pillowcases; order all those seedlings NOW; clean out some of those closets NOW before the jonquils bloom; clear your desk NOW, sort the filing cabinet and get those reports into the FAA NOW; check your spark plugs NOW, dust off your wings, and don't forget to tell husband/boss NOW that you're going to take to the air with or without him, in the very near future, for a weekend which will "benefit" you and "that of aviation in general!" (See Purpose of this organization.) This committee will strive for a record turn-out at each and every Spring Sectional this year.

Congratulations to all 99's who have upgraded their ratings the past few months. Those reported include: Martha Tobey and Valarie Grant, commercial license; Mary Standley and Polly Duncan, instrument ratings; Martha Kate Mahaffee, Dene Hadden and Virginia Britt, multi-engine ratings; Ruth Deerman, helicopter rating. And congratulations to Gay Maher on her solo trip across the United States, in a helicopter. Speaking of helicopters, special recognition should go to Dottie Young on her new rating as an FAA-designated helicopter examiner. Bravo!

The Southeastern Section reports that the Tennessee Chapter is Derbying, and has great plans afoot for International Convention in Chattanooga in July. All Chapter Chairmen in this Section had a fly-in meeting with Gov. Virginia Britt in Atlanta on February 27th.

Four SE gals reported a great time participating in the Bahama Treasure Hunt last November — Emily Kelly, Page Shamburger, Louise Smith and Miriam Davis. Miriam and spouse received a prize for being the No. 1 entry.

Georgia 99's appear to be most active: they have had three fly-in airmarkings, and Frances Peacock is working with the Georgia Department of Industry and Trade in the study of airmarking needs. These 99's have

whipped up so much interest in airmarking that the state is planning over 200 for 1965. Ground-breaking ceremonies in Albany for the new Aero Commander plan had Betty McNabb and Carolyn Kennedy as hostesses, representing the 99's, and in Montezuma, Ga. Ruth Miller and Carolyn Kennedy flew in to participate in the dedication of the new airport.

Bebe Ragaz has recently been appointed to represent the Carolina Chapter on the Aero Space Education Council. Congratulations. Marion Davis is chairman of the Scholarship Committee of the Florida Air Pilots Association, which sponsors three solo flight scholarships each year to high school students. Vera Bratz, Florida, is chairman of the 1965 IAR, and has just returned from a check flight of the route. The Florida 99's work in a close relationship with the Florida Women Air Pilots, sponsors of the race; this is a fun race, and especially attractive to those girls who don't wish to be away from home for more than a week, or so. This year, the lure of the World's Fair and the beaches of Nassau should be particularly appealing. Come join the fun.

Speaking of Florida, the SE 99's recently had a fly-in luncheon with female pilots from the west coast of Florida, to help organize a new Florida Chapter — to be named the Suncoast Chapter. I know each of us extends heartiest best wishes to these girls for a truly flyin' chapter.

In the opposite end of the country the Eastern Washington Chapter is anticipating an interesting fly-out: to Spokane on March 20th for a one day physiological training course, sponsored by Fairchild Air Force Base. This will include approximately five hours of ground school pertaining to "Body in Flight," altitude chamber tests, and decompression tests. Gini Richardson is chairman, for the sixth years, of Operation Airlift, a program sponsored by the pilots in Yakima Valley. The 99's in Eastern Washington will help with the program this year. The four chapters in Washington have plans to fly to the capitol in Olympia for a meeting with their new governor to discuss general aviation, discuss their interest in the problems of flying, the promotion of flying and safety of flying. They hope for a discussion of the organizational set-up of the Aeronautics Commission in order to better understand how it functions, and the areas where the 99's can be of assistance. This should call

attention to the existence of the 99's and their desire to contribute to the overall policy-making within the state, plus focus attention on 99 activities, of a national interest, happening in the state in 1966 . . . the International Convention and the start of the Powder Puff Derby. The suggestion that all chapters, within each state, meet as a group with the governor and Aeronautics Commissions to promote flying and the 99's is certainly a worthwhile one.

The 99's in the Seattle area have been involved in a weekly series of flying activities on an educational channel of TV, a series lasting 12 weeks. Each member was responsible for a program on a particular facet of aviation such as airplane parts, pilot training, aerodynamics, weather and other related subjects. Each 99 felt she had gained much by participating in this program.

From the North Central Section word comes that congratulations are in order to the winners of St. Louis Chapter's Annual Achievement Award . . . Adela Schorr, Ruth Taksel, Dorothy Haupt, Irene Rawlings and Amy Laws. Congrats are also due to Loretta Slavick who has been elected second vice president of National Pilots' Association. The Kansas City Chapter continues its monthly fly-outs and is participating in an aviation rally in February to promote a ye a vote in the bond election which will allow Mid-Continent International Airport to be developed into a major jetport. If the stitches on the Pussy Galore outfits are completed in time, the 99's hope to take credit for the passage of the bonds!

Since the Powder Puff Derby is the major flying activity of the Ninety-Nines, this report should include some of the thinking among the chapters re. increased financial support by the 99's. Several chapters favor an increase in dues, the increase to be specifically designed for AWTAR, Inc. One group believes the International Board set a minimum for each Section to contribute to the fund. Kansas City voted in February to return the refund from International, on new members, to the AWTAR Fund, feel this is a painless way of raising a few dollars and believe this would be a good national policy. KC has also adopted a new policy of charging \$2.00 per member for each dinner meeting served in a member's home, whether pot-luck or on the hostess, the proceeds going to AWTAR Fund. Since all meetings are dinner meetings and with our membership increasing rapid-

ly, the pot should grow quickly. For the past two years our contribution has averaged \$5.00 per member, but the goal for '65 is \$500! The 99 membership is divided into roughly 75 chapters and you don't have to be very good at multiplication to perceive how an average donation of \$500 per chapter would change the financial picture of the Powder Puff Derby!

**Serious Note:** keep informed re. user charges proposed by the FAA. Sit down and write your senator!

**Medium Serious Note:** if you're the proud owner of a new TV set in your aircraft don't forget the placard demanded by FAA — "Do not operate during IFR!"

**More Serious Note:** re. weight and balance, remember an aircraft is somewhat like a woman concerned with her weight. It isn't only pounds that count, it's also where they're put!

Happy flying to all Section Meetings!

## SCRAPBOOK

More and more chapters are sending in material and will have a place in this year's Scrapbook. The book is filling up fast — BUT — more pages can be added. Be sure your chapter's accomplishments are among those represented.

The 99's from Texas and California have really answered my pleas — as have Nevada, New York, New Jersey, Pennsylvania, Ohio, Florida, Washington, Oregon, Idaho, Minnesota, Oklahoma, Arizona, Michigan, England and Australia.

The next endeavor is to catalogue the materials by chapter or section and report to you. So please, fellow 99's, get those "clippers" clipping. Let's have everything pertaining to the 99's and women in aviation in the scrapbook for all to see. Be sure to date them and give the source of material. Thank you for your past response and keep up the good work.

Charlotte Dodson  
Scrapbook Chairman  
9231 SE Tenino Ct.  
Portland, Ore. 97266

## "OUR 49½ERS"

Our 49½ers are VIP's. Without their help and cooperation many of you would not be flying. Are you doing your part in making them a part of the Ninety-Nine organization?

You have if you have presented them with their 49½er card.

If your husband does not officially

## Section Scoreboard

	New Eng.	N.Y.N.J.	Mid. East	So. East	No. Cent.	So. Cent.	No. West	So. West	Aust.	Brit.	Total %
Members 9/1/64	?	102	118	120	488	342	232	517	?	5	1914
Members 12/31/64	?	107	127	138	520	362	244	568	?	11	2077
Percent Increase	?	+5% 5%	+9% 7%	+18% 15%	+32% 6%	+20% 5%	+12% 5%	+51% 9%	?	+6% 120%	16% 8%
Chapters 9/1/64	?	2	3	7	13	18	11	21	?	0	75
Chapters 12/31/64	?	2	3	7	13	18	11	22	?	0	76
Members Attending Fall Sectional	?	17	37	17	142	62	62	?	?	5	342
Percent Members Attending Fall Sect.	?	16%	31%	14%	29%	18%	26%	?	?	100%	16%
Chapters Represented At Fall Sectional	?	1	3	4	11	14	11	21	?	0	65
Percent Chapters Represented Fall Sect.	?	50%	100%	57%	84%	77%	100%	100%	?	0	80%

belong to the 49½ers, I suggest you get in touch immediately with your chapter chairman and request his official card. The card is 10 cents.

**Chapter Chairman** — On May 8, 1964, a letter was mailed to all chapter chairmen listing the necessary information needed to issue 49½er cards.

In case this letter was not placed in your file, I am listing below the information needed to issue the 49½er card.

1. Give me the name of the Ninety-Nine.
2. The husband's name (no card will be issued blank).
3. Name of your chapter.
4. Attach coins or check (10 cents for each card).
5. A five cent stamp for each three cards ordered.
6. No stamped envelopes as they usually do not fit the holders.

I suggest you request your secretary or membership chairman to check your membership and order immediately cards for all who do not have them. I should like to suggest a special meeting for their presentation in a group. I have an initiation ceremony which I will send upon request.

Allaseba (Becky) Thatcher  
International Chairman  
49½er Records



## ABILENE CHAPTER

By Mel Hall

Our January meeting was held on the 18th. We spent most of the day at Sweetwater, Texas, touring the facilities, which are part of the North American Air Defense Control. The main headquarters and center of this enormous control system is at Colorado Springs.

The facilities at Sweetwater are very unassuming and not very elegant and many people would not give it a passing glance, even if they were aware of the important work that goes on there day after day. There are no modern buildings, recreational facilities or conveniences that one might expect to find at such a center. Many of you may recall Sweetwater was the training center for women pilots during World War II, conducted by Jacqueline Cochran. These women were trained as ferry pilots for such aircraft as BT-13's, B-25's and C-47's. Our company pilot, C. J. Collier, was a flight instructor in

California at that time and he tells me many of the women pilots from the Sweetwater Flight School were also sent to many places as co-pilots with our men in uniform. Sweetwater was a site of bustling activity during the war, but now it looks deserted. The runways are broken concrete with grass growing between the cracks, the facilities are quonset huts, partitioned off in various size rooms and cubbyholes. There are many uniformed guards around and men who look like civilians. These men work around the clock in a very monotonous routine of tracing every plane that comes within their scope on a large illuminated screen that covers several states in area. I won't try to outline everything, most of it went over my head completely, but it was fascinating to watch these men work together, the perfect teamwork among them is something to observe. We were privileged to watch a military "scramble" of two or more airplanes with an interceptor. The controller on the ground is in contact with the airplanes, sometimes at altitudes of over 30,000 feet and his job is to instruct them in their interception of "strange" aircraft which, of course, they cannot see.

The most amazing thing of this control center is the accuracy, precision timing and speed with which they can maintain control and contact Colorado Springs, Omaha, or the extreme North American sector, which is Thule, Greenland. It is all a matter of direct telephone lines which they can relay messages and/or orders within a matter of seconds.

I, for one, was extremely impressed with the skill and efficiency with which our men in the North American Air Defense Control do their job. It does make one feel more secure in the knowledge our country is in good hands, even while we sleep.

#### **ALBUQUERQUE CHAPTER**

**By Georgia Tillery**

Pictured is our chairman, Randa Sutherland, who was guest speaker last month at a joint meeting of the 99's and the Zontas, at the Robin Hood Inn with about 50 people. She told of her many flying experiences which included flying a tri-pacer to Alaska, Cuba, and even from one island to another in the Hawaiian Islands (I understand they did fly commercial to Hawaii!). Randa has been in three Powder Puff Derbies,



**Randa Sutherland, Chairman  
Albuquerque Chapter**

and aids in Search and Rescue from Albuquerque.

Our guest student, Coila Moeller, expressed her doubts about civilian flying when it took her seven hours to go to Omaha for Christmas when 49½-er-to-be Col. Moeller flits to the Canal Zone in about that time (there is a bit of difference between a Cessna 170B and a Canberra, I believe!).

We were glad to learn that Albuquerque was judged third for its size in the nation for cleanliness. Plenty of credit should go to our Donna Downey for her work done in the past clean-up campaigns with the Chamber of Commerce.

We've all stayed close to home lately with the snow. Margaret and Gene Perez did go to Phoenix and Las Vegas to a couple of conventions, the Tillerys to Amarillo and Shirley Morris is working hard on her instrument rating.

#### **AUSTIN CHAPTER**

**By Bea Nolen**

Down here in central Texas, a seige of foggy, rainy, wintery weather has grounded a lot of us VFR pilots recently. What a real incentive toward instrument training!

'Twas cold at our January potluck supper, but the lake cottage meeting place had a big fireplace with a roaring fire when we arrived. Dr. and Mrs. Banner Gregg, parents of our chairman's 49½, were hosts for the evening of fun and food. Counting guests, 99's, 49½'s, 66's, 33's, there were 28 of us. Quiet hangar talk was the order of the evening until one non-pilot 49, facetiously, low-rated "transportation by airplane". Raucously, rapidly the verbal bullets and brickbats flew his way. He soon realized that these pilots

were as addicted to flying as his own 99.

Our small chapter is growing slowly—two new 66's. One 66, Barbara McKeown, has become a 99 since we first organized. Unfortunately, we are losing her to another city. One prospect needs one more birthday to be eligible for The Ninety-Nines. We hope the 66 who soloed recently will soon be a 99.

On February 7, 1965, our city newspaper proclaimed us an official flying organization—with pictures, even.

Sadly we relate that our vice chairman, Mimi Muldrow, lost her mother. After graduating from the University of Texas at mid-term, Mimi took over the family business at Midland, Texas. Mimi commutes to Austin as necessity arises for her duties as vice-chairman. We have nominated Mimi Muldrow as our candidate for the Amelia Earhart Scholarship.

Until next time, let's keep flying—safely.

#### **COLORADO**

**By Janie Oesch**

If you see a plane circling for no apparent reason and there is a 99 at the controls, you can bet she is riding a thermal—an easy way to gain altitude—so said our speakers at the February meeting held at the home of Grace Longbrook in Lakewood, with Marion Tankersley acting as co-hostess. Speakers for the evening were Glider Guiders Capt. James W. Leland, holder of SSA Diamond Badge No. 36, holder of the Colorado altitude soaring record, and a soon to be instructor for the Air Force in 102's; David C. Johnson, Mr. Soaring himself, who also has an SSA Diamond Badge with soaring experience dating back to 1938; and Mark D. Wild, owner and operator of the Black Forest Gliderport near Colorado Springs. These gentlemen spoke on: the Mountain Waves of Colorado, Thermals, CAT, also how to understand and use the weather. Time lapse pictures of various cloud formations were shown and identified. Many thanks to these gentlemen. I'm sure we will all find the sky much more interesting to watch. Prospective members, 49½'s, and guests attended this meeting making our attendance soar to 37. It was good to see Marie Engleman from the Kansas Chapter at our meeting.

New member, Mrs. Lou Andrews III, Quarters 4301 D, USAF Academy, Colo.,

Bets, as she is known to us, holds a private ticket. It was on the island of Honshu that Bets learned to fly—wearing a life jacket instead of the usual chute. Bets graduated from Duke University majoring in romance languages, but found enough time to commute to West Point where she met husband Lou, and she hasn't stopped traveling having lived in six states, Japan and France. Capt. Lou, her 49½er, is a fighter pilot for the Air Force. Being a good mother to four children keeps her busy but she and Lou find time to sponsor the Senior High Fellowship of the Chapel, a youth church school group, and to sing in the base choir here at the Academy. Bets has also served as president of the Academy Officers' Wives Club and the Eisenhower Golf Association, parliamentarian of the Protestant Women of Church, and is a Girl Scout leader. Welcome to the 99's, Bets.

From her Evergreen spot in the mountains, Mary sends a "hello" to everyone and wishes to announce the arrival of son Patrick, on January 25. As soon as they get used to No. 3, we can expect to see more of Dave and Mary Robb.

Our Whirly Girl No. 52, Betty Pfister, and 49½er, Art, have become the first husband and wife team to get their helicopter ratings from 99 Dottie Young, who, to our knowledge, is the first woman in the U.S. to be designated by the FAA as a helicopter examiner. Donna Myers has been riding around in a helicopter with Dottie; another rating coming up, Donna?

Trixie Ann Schubert—I knew her for only a few short hours, but in that short time she managed to convey to me her sincere joy for flying. She did not fly for the glory it gave to her nor for the sensationalism women pilots still cause, but for the pure joy of winging through the sky. Trixie visited a fly-in our chapter had while she was in Boulder last summer with her husband. It so happened that day we were all getting rides in the sailplanes. Trixie flew a high performance sailplane from an aero tow, a new phase of flying to her. After all her hours of flying her enthusiasm for a new experience in flying, was amazing to me. Then, after listening to her tell about her flying experiences in the '64 Powder Puff Derby, I was convinced here was the finest example of what a 99 should be. We have lost a true ambassador of good will. God rest her soul.

## DALLAS CHAPTER

By Hazel McKendrick

The January meeting was held at Annie Laurie Drew's house and was a business meeting.

New multi-engine pilot Ann Mentzer. She got her rating in an Aztec. Your reporter became Whirly Girl No. 85 on February 12. She received her rating in a Kitz Kopter Bell. Three new members were voted on: Mrs. Nita Shuhart, Mrs. Doris Holmes and Mrs. Peggy Ladenberger. We are might glad to have these new gals.

We had a very special guest: Charter member Josephine Wood Worthington. We hope that she will become a regular at our meetings for it was a real thrill and pleasure to meet her.

Jerry Sloan became Mrs. Joe Truhill on New Year's Eve in Las Vegas, Nev. Marg Barr stood up with them and after the business meeting regaled us

Phyllis called one day and the president returned her call the next day and announced that it was all ready to go. How 'bout that!

Mr. Bill McCaleb, executive vice president of the Oak Cliff Chamber of Commerce has been most cooperative in getting the ball rolling and throwing the support of the Chamber behind us. Sally Brown had the schedule all made up for manning the time clock, so guess we are off and running.

Our next meeting will be at Southwest Airmotive and will be a dinner meeting and we should have a report on some prizes, leg prizes, etc., from our Chairman Marge Bunch.

## EL PASO CHAPTER

By Bonnie Link

I'm kicking myself for not getting a hold of that picture that was in the paper of a new pilot and our newest member, Jackie Williams, wife of our mayor, Judson Williams. Welcome, Jackie!

Ruby Tatman, Ruth Fleisher and Betty Rogers on their flying Bonanza trip to Florida, reported an unbelievably strong tail-wind.

We regret the loss of one of our most beloved 49½ers, Norvel Peerce, husband of Polly Peerce, who passed away quite suddenly.

Lela Carwardine is off again. This time to the Orient for a month. Juanita and Tex Brudick are flying in Mexico and will be gone a month.

We've had some charming out-of-town visitors: Gay Maher from the Eastern Pennsylvania Chapter flying coast to coast solo in the copter. Was entertained at dinner by Win Griffin, Ruth Deerman and 49½er Charlie. She was ever so colorful in her western attire, reminding us that she was from the "Flying W Ranch" at Lake Pine. And stopping to visit on their way home to Colorado from a two weeks stay in Acapulco and flying their Comanche were Betty Pfister and husband, Art.

We are also expecting Marian Jensen from the San Diego Chapter Feb. 25, who will be flying the '65 AWTAR course. AND WHAT'S MORE, we are expecting Francis Slate to hop in her new J-3 at Demming, N. M., and scoot down here for our next meeting.

## HIGH SKY CHAPTER

By Hettie Currie

Our chapter was extremely fortunate in that Mr. Sloan, meteorologist in charge, Midland Weather Station, donated his time and knowledge, to give

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July 8, 9 and 10

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with all the things that went wrong before the knot was tied, such as losing the ring several times, etc. Congratulations to them both.

Pat Jetton told us of an aviation spectacular to be held May 16 thru 23 at Market Hall in Dallas. It will have exhibits of everything pertaining to aviation and they have offered the 99's either a booth or requested that we act as official hostess for the show. We thought this a great idea and plans are now underway for a skirt making party so that we will all be dressed alike in 99 blue skirts, white blouses and have the 99 patch on the blouse. Real good chance to spread the word.

Things are popping for the AWTAR stop. Phyllis Emmert announced that the Dallas Amateur Radio Club has the bit in their teeth and have the radios all set for the stop. Their organization is set up to go into action on a project of this kind with very little notice and

us a very informative and inspiring program. His clear explanation, with the help of slides, made us all familiar with all information (including recent changes) available in the weather station and how to obtain it. (Girls, you may want to try this for your program. The FAA personnel are most helpful and gracious.) That seemed to be the shortest hour in history.

Velma Copeland reported that she had checked with the Bureau of Internal Revenue on tax regulations and with FAA on regulations effecting penny-a-pound rides. All is in readiness for starting that project now. We can hardly wait.

It always makes the meeting interesting to have visitors, especially if they are male. We were blessed with four: Mr. W. T. Goodson, Mr. Bob Currie, Mr. Curtis Erwin, and Mr. Tillet.

We were deeply saddened by the fact that Jeannette Kelly is not renewing her membership. She has been a most enthusiastic member. We shall miss her greatly. Mildred Goodson will replace her as membership chairman.

It came as a happy surprise when KMID-TV gave to our chapter, the film made for news reports at the appreciation dinner arranged by us for our airport manager who was leaving last month. At our last meeting, those who were unable to attend the dinner enjoyed review of the films.

#### **HOUSTON CHAPTER**

**By Louise Bickford**

First, I would like to thank Marilyn Stoneberg for writing last month's news letter for me while I was in Albuquerque. As my husband was sent out there on business for two weeks, I took the opportunity for another vacation and went along.

While in ABQ I got in touch with Irene Kay and Randa Sutherland. One evening I attended the Amelia Earhart Banquet with Randa and her husband, John. This is an annual banquet attended jointly by the Albuquerque 99's and the Albuquerque Club of Zonta International. Randa was the guest speaker and it was a most delightful evening. This was also an opportunity to renew my acquaintances with Donna Dowrey and Marie Grossetere.

Speaking of the Zonta's, Mary Burke was the guest speaker at the Houston Zonta Club meeting last month.

Ida Morton Ross and her son, Kent, recently completed a 16-hour course in physiological training for pilots at Brooks Air Force Base in San Antonio.

Besides studying such things as respiration, circulation, hypoxia, hyper-ventilation and dysbarisms (decompression sickness), the class went through the flight chamber. Ida Morton was good enough to send me all the study material they used. It certainly looks interesting and would be well worth anyone's time.

Our latest campaign on air marking certainly started off with a bang. The day we began a norther blew in and just about blew everyone off the roof. It took several days to finish the first marker and the weather was bad every time we went out to work. We have another airport scheduled for this Saturday, and we all hope the weather will give us a break this time.

Marilyn Stoneberg reported that the Texas State Aviation Assn. toured the Manned Spacecraft Center last weekend and that it was very interesting. They were shown movies of the Apollo and X-15, toured the control center and shop where the Apollo and Gemini are made. Those attending from our chapter besides Marilyn and Chuck were Celia and Hank Parrish.

The same weekend as the NASA tour the Houston Air Tour Club flew to Nacogdoches for lunch, so Mary Jane Stepchinski flew up there with your reporter. Ora Mae and Ben Boswell also attended this fly-in and two prospective 99's, Jerry Smith and Del Hightower, were there with their husbands.

Our February meeting was held at the home of Martha Akins. We had a very good attendance, several prospective 99's were present and we welcomed Virgie Ellison as a new member. Virgie has worked for the FAA here in Houston for several years and has just recently obtained her license.

#### **LAST FLIGHT**

**GERALDINE LEE**

**Member**

**Kansas Chapter**

**South Central Section**

**February 24, 1965**

#### **OKLAHOMA CHAPTER**

**By Nema Masonhall**

Hope you've read Broneta's very

interesting and well-written account of the IFF Carribean trip on page 20 of the January issue of the FF magazine. Jane is home from Venezuela and her son's wedding. Marie, Arlene and Carol flew to Austin to attend the Region 8 and Texas FF convention Feb. 12-14. Marie Ketchum's daughters, Linda and Jacklyn, are to be delegates to the 4-H Citizenship Workshop in Washington, D. C., next summer. Ninety-Nines attending the OFF director's and committee at Lindsay were: Mary Cornelison, Arlene Walkup, Carol Waddell, and Marie Ketchum. Arlene has been commuting to PNC and back to Stillwater via plane for several months now. She and Hoyt have a flight service there.

After several days of beautiful no-wind weather, you guessed it, a three-link log chain wind for our 99 meeting at Broneta's, but this didn't daunt Arlene, who flew down bringing Sharon Fisher, Jo Petropoly and guest Nancy Frith. Nancy is a private pilot, member of the Flying Aggies and will receive her master's degree this spring from OSU. Dottie brought Helen Games, Indiana 99, who has just finished getting her "chopper" rating from Dottie. Helen became Whirly Girl No. 86 February 20. Sara Ellis from Chickasha and OCV brought Mrs. Faye Welch, who recently passed her private written. It's always nice to have other 99's visit us and to have such nice guests. We hope, Nancy and Faye, that you will join the 99's in the near future.

Members attending the brunch at Broneta's were: Dorothy Morgan, Dottie Young, Jo Petropoly, Marie Ketchum, Sharon Fisher, Jane Abbott, Betty Black, Emily Frost, Susie Sewell, Arlene Walkup, Velma Woodward (who has made at least five trips on the "Cherokee Trail" — Florida to Oklahoma — picking up new Cherokees for Catlin Aviation), and your reporter, Nema Masonhall. Sorry more of you couldn't come, the food and gab were delish. Beth Smith, Ruth Jones and Skip Carter missed the meeting as they were on a buying trip in Dallas for Beth's Gift Shop.

Our chapter would like to extend its sincerest sympathy to the relatives, friends and chapters who have lost members recently. They were wonderful gals and they will be sorely missed by all of us.

## **SAN ANTONIO CHAPTER**

**By Marian Burke**

The San Antonio Chapter wishes to extend its heart-felt sympathy to Norman Smith. Losing Elsie was a great blow to Norman and to every one of us 99's. I have never flown a Powder Puff Derby without seeing Elsie and Norm in the cheering section during the race take-off. After flying across the country to the race destination, the first people I'd see again would be Elsie and Norm cheering for every Derby plane as it safely "buzzed" the finish line. To me those two have always been as much a part of the Powder Puff Derby as every contestant and plane. We will certainly miss Elsie in all 99 activities.

The San Antonio Chapter is busy making plans for the "Hill Country" fly-in. The original fly-in date had to be changed. Everyone please note that the new date is Sunday, March 14, 1965. We hope that everyone can attend. Detailed information is being sent to all chapter chairmen. Proceeds will go for 99 activities and Texas state air-marking.

We are very pleased to have a reinstatement in our chapter. It certainly is nice to have Janet Allison back in our group. We also want to welcome a brand new member to our San Antonio group. She is Rosa Lea Meek from Kerrville. She and husband, Carl, operate a real estate business in Kerrville, and they have just recently become the Kerrville Mooney aircraft dealers. They have two children. Rosa Lea was a WASP (class 43-W4) during World War II. Flyers in her family include herself, husband Carl, and a real active flying father. She has a commercial pilot certificate and is presently taking an instrument course at Marian Burke's school in San Antonio. We are real proud to have you join us, Rosa Lea.

A closing thought — have fun — fly safe — and let's all get together at the "Hill Country" fly-in Sunday, March 14 at Burke Ranch, 18 miles northwest of San Antonio. Call Burke Ranch Union on 122.8 before entering pattern.

## **SHREVEPORT CHAPTER**

**By Sarah Henley**

Wedding bells will be ringing in June for Lee Wheless. The lucky groom-to-be is Tom Hogan, who recently received his private ticket. Lee is taking a course in aviation at Oklahoma University, and from all accounts is enjoying it tremendously, especially the flight time in a Champ.

We are delighted to welcome Jenny McWilliams into our membership. Jenny and her husband, Don, are newcomers to our city. Don is associated with Southern Aviation at Downtown Airport as flight instructor.

Our January meeting was held at the Christy residence. Members attending were Jenny McWilliams, Helen Hewitt, Jere Saur, Joan Carroll, Lee Wheless (home between semesters at OU), Peggy Sue Wenk, Hazel Nealey, Dottie Ports, Sarah Henley and our hostess, Martha Christy.

Our guest speaker for this meeting, Mrs. Frank Brookings, kept us enthralled with an account of her WASP career during World War II. Her graphic account made us feel that we had been eye witnesses to this exciting adventure. The candid snapshots that she brought along, taken during her training, told a story in themselves. We were all impressed with the dedication of these girls in their desire to be of service to their country.

Our meeting ended on a sweet note with delicious chocolate sodas and cookies.

Congratulations to Martha Christy

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### **Next International Convention.**

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who has added advanced ground school instructor to her other ratings of commercial and instrument.

Peggy Sue Wenk has been finding time lately, between college classes and studying, for instruction in a Comanche and is quite excited about it.

A twister hit our city on Friday, Jan. 22, dipping down here and there, doing inconsequential damage mostly, with the exception of the dip on Downtown Airport — doing an estimated one-half million dollars in damage to light aircraft that was not hangared. We are keenly sympathetic with those losing their planes to this disaster; however,

we are glad to report that none of our 99's lost their planes to this mishap.

On Sunday, Feb. 14, a special Valentine's treat was ours. The Arkansas Chapter flew in as our guests for lunch. Those making the flight were Mary DuKett, Cindy Morris, Donna Hale, Mary Jane McKillip and Bettye Bollen. Those from our chapter present were Martha Christy, Dottie Ports, Helen Hewitt, Sarah Henley and Peggy Sue Wenk along with 49½ers.

It was a perfect day for flying and the Arkansas girls reported an enjoyable flight, even though one plane occupied by three of the girls had to make three starts to get here — radio failure, engine trouble — but they were determined.

The East Ridge Country Club was the scene of our buffet luncheon. We thoroughly enjoyed getting acquainted with these girls and as we watched them depart, we were already making verbal plans for a similar get-together in the near future.

## **TIP OF TEXAS CHAPTER**

**By Elaine Needham**

Hello, fellow women fliers and aviation enthusiasts! We've had lots of activities since our last report. During the Christmas holidays we painted six new air-markers way down in the valley of Texas. On New Year's Day three of us climbed up on roof tops to complete two more air-markers with the kind help of Frances Brown, who is not a pilot, but is hoping some day to become one.

January 8, which is designated "Amelia Earhart Day" in Corpus Christi by the mayor, was the date set by the Zonta Club to pay special honor to women in aviation. Blanche Noyes, FAA airmaking chief, flew in from Washington, D. C., as honored guest and speaker. He talk included a brief history of the famous aviatrix, Amelia Earhart, along with some of her own most interesting experiences as a pilot.

On the following day, Jan. 9, Blanche Noyes was guest and speaker for The Tip of Texas Chapter. Members at this meeting included Ardath McCreery, Veda Tennent, Shirley Pagan, Elaine Needham, Pauline Glasson, Lena Jackson and guests Rooky Biehn, Loanna Hayley, Frances Brown, Pat McNeil and Jean Beck.

On January 11 Blanche Noyes was guest and speaker with the Zonta Club in Kingsville. Lena Jackson then "flew" Blanche to McAllen, picked up Ardath McCreery and flew on down to Browns-



Elaine Needham, Tip of Texas Chapter, put finishing touches on their air-marking station wagon while Blanch Noyes, charter member of Ninety-Nines and FAA air-marking specialist, observes.

ville in Lena's Cadillac to be guests of the Zontas in Brownsville.

The photograph, taken by Pauline's husband, Claude, is of Blanche Noyes looking on while Elaine Needham applies the finishing touches on a sign recently painted on the doors of the air-marking station wagon. We've found that these door signs are good advertising as well as a help in adding a bit of prestige to the work we do.

#### TULSA CHAPTER

By Jean Engler

Annahlee Jones presented a program on navigation at our January meeting the 19th in her lovely home. She just returned from trips to Chicago and Dallas, shopping for her new accessory shop in London Square.

Trish Smith drove from Fairfax to join namely us, Mary Krutsch, Jean Williams, Colleen White, Agnes Hellman, Dorothy Johnson, Jan Mauritsen, Lee Baker and Betty Plummer. We also were delighted to have Mary Tharel guesting with us. Agnes read a card from Gay. While the rest of us were buying car tags, groceries and nasal spray, Agnes went over to Louisville, Jan to Mexico and Lee tried the slopes at Aspen.

Missed the rest of you at the meeting.

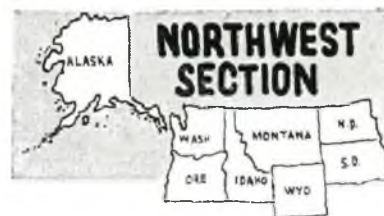
Come along now. Chop! Chop!

We put Lee Baker to work at our February meeting. We had five guests, Nancy Cain came in with Betty Nation from Pryor, Shirley Greenberg visiting for the second time and sporting a brand new private rating, Betty Therell and Evelyn Higgins also for the second time around, and Myrna Elliott, who is a student.

Lee gave us a test on regulations which caught us all a little foggy headed, and entertained us with her coffee pot. Besides Betty Nation and Lee, we had Jean Williams, Colleen White, Jan Mauritsen back from a swing through Louisiana, Mississippi and Texas, Betty Plummer and me. Agnes, Liz and Trish are in Florida, or some place warm. We'll find out howcum and whatfor next meeting.

Betty Plummer has ventured out to Norman and Fort Worth, and with Liz helping found Holdenville. Whee! Annahlee is down Mexico way again.

I finish this with a tight throat. The news of Joan and Trixi is still ringing in our ears. We didn't know them personally, but that little fact hardly lessens the pride we feel toward the 99's who carry the banner a little higher than we will ever be able to do. Adios from your Tulsa sisters.



#### EASTERN IDAHO CHAPTER

By Selma Van Dercreek

Diane Jex, newest member in the Eastern Idaho Chapter, was hostess for the February meeting. She served a delicious lunch to seven members present. The business meeting was very short, our chairman, Betty Stoops, appointed Diane to serve as secretary for the chapter to finish the unexpired term of Esther Stone.

Selma Van Dercreek is to write a tribute to Esther for "Ninety-Nine News". The remainder of time available was spent in writing appreciation cards to the many people who sent flowers for Esther and her 49½, Gayln.

In 1954 effervescent little Esther Stone came to the Idaho Ninety-Nines and this past month she left us very suddenly. The loss has made us all aware of the legacy she gave us.

Her password was "let's share" and she had a way of getting inside of anything. She shared with those in her presence their gladness and their sadness, their experiences and hers; she shared work and play; she shared her airplane and anyone else's, the flourishing plant life from her yard, and—most of all—her time. Now and then it almost seemed she shared too eagerly, but, we didn't know her time was so short and there were so many of us with whom to share.

Her other password was love. She was always eager to tell you with shining eyes and adoration in every word about her precious Gayln. Her example as a wife is one that would do honor to any woman. She loved flying and all of its appurtenances. She worked long and hard to improve the status of women in the air in any way she could. Teaching others about flying was her favorite way and "sharing" is such an appealing way to teach. So, on she went to share her loves.

Credit is Esther's for having carved the Eastern Idaho Chapter of Ninety-Nines into existence. She worked hard and long to get it on its feet. The sisterhood we all share was her reward. Just as George Washington is considered the Father of our Country —Esther Stone could be considered the

Mother of the Eastern Idaho Ninety-Nines and her gifts of sharing and love will keep her in our hearts for a very long time. Perhaps we may even be able to pass them on to others.

## **LAST FLIGHT**

**ESTHER B. STONE**

**Member**

**Eastern Idaho Chapter  
Northwest Section**

**January 27, 1965**

## **EASTERN WASHINGTON CHAPTER**

**By Helen R. Crum**

At last we have visited the RAPCON facilities at Fairchild Air Force Base. We have made plans several times but something has always interfered. Chairman Barbara Thisted and husband, Ginny Harper, Helen Dewey, Millie Shinn, Terrie Becker, Bobbie Price and 49½er, Nita Hoyle and her's, Peggy Adams and her's, Beverly McCall, Kam Hitchcock and Helen Crum joined pilot members of the Aviation Round Table in Spokane for their monthly luncheon February 6th at the Felts Field Airport restaurant before driving out to the base.

After the tour we had our meeting at the base. Peggy and Beverly were welcomed as new members by Barbara and presented with their pins. Lygie Hagan, who had returned from Mexico recently, arrived in time for the meeting. Helen Dewey reported \$106 in the treasury.

Ginny Harper has passed her instrument written. Beverly McCall and Kathleen Hitchcock, who could not be with us because she was being co-pilot for her husband on a business trip, are both attending instrument ground school. Ethel Wikstrom and Minnie Boyd were in Palm Springs with their husbands. Gini Richardson gave an account of her December session of the Women's Aviation National Advisory Group to the January meeting of the aviation committee of the Yakima Chamber of Commerce.

The March meeting will be either in Walla Walla or Lewiston the 7th of the month.

## **FAR WEST CHAPTER**

**By Barbara LaRue**

We met on our alternate date at our alternate place for the January meeting. The weather probably isn't any worse than the rest of the nation has had; it just seems that way! We hope to fly to Bellingham for the February meeting, as we have been unable to meet the girls on the "other side" all winter.

Plans are in the making for an art show as a fund-raising project this spring. Tentative plans are for local artists to show their paintings, with part of the proceeds going to a local charity.

Our chapter will again sponsor a no-host luncheon in May and we hope to all our friends from other chapters. More about this later, when plans are more complete.

Mary Kochanek was appointed section nomination chairman. She is also

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## **Convention.**

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chapter nomination and membership chairman, so is quite busy.

Mary celebrated her birthday February 9 so Dave treated her to lunch downtown. The following day, she and Jerry Kochanek drove to Forks, near the ocean, and reported sunshine. That is something the rest of us haven't seen for some time.

Carole Phillips Morris, member-at-large from Powell River, B. C., reports that she and her husband are off in their Colt to the Bahamas. She promised to have some pictures to show us at the March meeting. We are look-forward to them.

Most of our chapter members fly from fields without benefit of tower so are understandably a little radio shy. Recently one of our members, who shall remain nameless, prepared for a landing at a large airport in Montana. After touchdown, she was anxiously awaiting instructions to change to ground con-

trol. After receiving none, she nervously picked up the mike and announced, "Hey you guys, I've landed!" The reply? "Yes, we see you have," in a mild tone. At last report her husband had deprived her of all radio privileges while he is aboard.

## **IDAHO CHAPTER**

**By Jacque Batt**

The Idaho 99's were invited by the Boise Chapter of Zonta International to have a joint meeting with them in January. A member of the Zonta Club gave a book review on "Courage is the Price," a biography of Amelia Earhart. The book was written by the sister of Amelia Earhart, Muriel Earhart Morrissey. Zonta's are the only other woman's organization to which Amelia Earhart was a member. Following the book review we held a short business meeting. Refreshments were served by the Zontas.

In February we had a Saturday luncheon meeting at the Royal, downtown Boise. The hangar dance was discussed. The date for the dance has been set for April 3 and will be held at Loening Air Hangar, Boise Municipal Airport. We also made some tentative plans for the annual air derby which will probably be the second or third Saturday of July. Claire Justad is chairman of the derby committee — assisting Claire will be Fern Lake and Carolyn Greiner.

Laura Conner is staying busy at Loening Air — besides all of her flying time she is conducting ground school for both private and commercial fliers.

Carlene Church recently spent a week at Sun Valley learning to ski. On Valentine's Day she will make a jump from helicopter. Carlene is working on her commercial too. Also working on her commercial is Fern Lake — Fern has passed her written test. Carolyn Greiner reports that she is feeling well again and has returned to beauty college. Her baby is due in May.

## **MONTANA CHAPTER**

**By Betty Nunn**

We missed the deadline of February newsletter; our meeting was held just a few days after the deadline. The only news sent to me was the announcement of a new granddaughter for Dorothy Sabo, born in Bozeman in December.

Our January 23 meeting, held at Havre, brought out 18 gals. Three of these were guests and two were new pilots. The guests were Doreen Fowler, who flew in with Eleanor Bailey from

Lethbridge, Rhonda Johnson from Malta, and Dottie Payne from Great Falls. The two new pilots were Patricia Ecton, flies out of Belgrade, and Rosemary Bowman, who flies out of Great Falls. We hope to persuade both of them to join us. Rosemary lives on a ranch near Belt—drove almost 50 miles round trip for her lessons. She started flying in November and got her license in January, in spite of the rough winter we have had. Her husband, Don, just purchased a new Cessna Skylane. They have a strip at the ranch, but it is snow covered in the winter months.

The Montana Big Sky Race got off to a good start, with co-chairmen being named: Elsie Johnson at the starting point in Missoula, and Louella Nelson at the finish in Great Falls. The route should prove to be very interesting; from Missoula up over Flathead Lake to Kalispel, across the mountains to Havre, and home to Great Falls. The date has been set for July 24, so circle that date on your calendar and come race with us.

Beverly Ledbetter stopped on her way from Havre to the state capitol in Helena with 25 Girl Scouts. She only had six in her car but said she would rather be flying.

Louella Nelson and 49½ Ken flew commercial to East Lansing, Mich., with their oldest daughter, Beverly, who is taking scholarship examinations there. Beverly is a senior in high school and one of the top in her class.

Laulette Hansen's 49½er½ Eral, has his instrument license now, congratulations! Their Cessna 182 is in the shop now, but the 150 is in good shape.

Let's hear from some of you gals who can't get to the meetings. Drop me a card and let me know what you are doing. I would sure appreciate this. I almost forgot to report, Pud Lovelace had traded her trustworthy Cessna 175 for a Bonanza. This is old news, but I didn't know it until I saw her in Havre. Keep me up to date, you gals.



#### BAKERSFIELD CHAPTER By Rhoda Thompson

Sometimes when giving someone something you receive far greater than you gave. That was the sentiment of



Priscilla Spencer, chairman of the Bakersfield Chapter, presents a check for \$50.00 to Major Orvin Harber, commander of the C.A.P. Cadet Squadron 121 for the cadet educational fund. Priscilla is also a captain in the Bakersfield C.A.P. Senior Squadron.

members of Bakersfield Chapter when we went to Civil Air Patrol headquarters to present a check to the CAP cadets for their educational fund. We were inspired by the dedication and leadership of Major Orvin Harber, the commander, and by the bright young men and women working so earnestly as cadet members. Everyone was busy, some were in a lecture, others at the radio set, others doing office work, and all were punctual and correct. You read so much about the youth of America, it makes you feel good to see what the youth of America are really doing. Priscilla Spencer and Edna Long, both holding captain rank in the CAP senior squadron, and Rhoda Thompson were present at the CAP meeting.

Edna Long and June Edwards attended the California Aviation Education meeting in Los Angeles, in January. Featured speaker, Harriet Porch, formerly with United Airlines, now with Rand Corp., presented a program on her research on Russian Aviation. Her illustrated talk covered all phases of aviation in Russia.

The California Agricultural Aircraft Association convention held in Fresno, Jan. 27, 28, and 29 was attended by June Edwards. While there she met an

old friend, Ruby Williams, a 99 from Tutwiler, Miss., also active in agricultural aviation. Ruby had just returned from flying her Cessna 210 to Nicaragua to deliver parts to their agricultural spraying operation there.

#### EL CAJON VALLEY CHAPTER By Boo Christensen

Isabelle McCrae, back from a world cruise on board the MS Seven Seas, the floating university, was honored at a potluck at the home of Ida Gay. Pictures and fascinating tales filled the evening.

New members Beverly Buckwalter and Roslyn Heath joined the forces at the two-penny-a-pound flights at Gillespie and Montgomery Fields. One highlight was the Air Force Association donating one-half cent per pound in order to let their members fly at a cut-rate of one and one-half cents.

Jean Bussy and 49½er Dick are off to the ski slopes, and Judy Backman airlined to Wichita in order to ferry a Cessna 210 back to El Cajon Flying Service with 29½er Wess.

Oblivious of other motorists and pedestrians stares, Ida Gay drove her VW through busy midtown traffic to the Aerospace Museum, deposited her car-

go then realized that perhaps it was a little unusual to have one mannequin in the passenger side and another one with feet extended out the window—both not yet clothed.

But as of this date these "young ladies" are replicas of the Amelia Earhart and the typical flying young lady of today. Pictures and 99 symbols surround the Ninety-Nine display at the museum.

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### FALLON CHAPTER

By Joyce Beall

Much to the delight of all Nevadians, especially the flying people, our weather has settled down and we are having very beautiful sun filled days.

Our last meeting was held in a natural setting at Bertha Cline's, in Shurz. They have a nice long strip across the highway from their new home, where one can land and then taxi across the road into a large and accommodating parking lot. Also they have a hangar for their Cessna 175 in their back yard. The layout is just made to order for the flying family of today. We arrived just before noon and were shown through their new home. The massive rock fireplace drew the most oh's and ah's, however, her table was very impressive and appropriate with a centerpiece consisting of a beautifully polished wooden prop with tulips and greenery inserted in the hub. All of which made a beautiful setting for a lovely dinner. We then settled down to the business at hand, which consisted of winding up unfinished details of the San Diego-Fallon Fun Race. As far as I'm concerned, "we're off and flying".

Bertha flew her 175 for the city of Hawthorne in their March of Dimes fund raising campaign. She was kept busy flying passengers for the "pennies a pound rides".

Pat Henning has been busy flying to Las Vegas and Sacramento.

Dorothy Stauff, our newest member from Reno, has flown to Mexico.

Mary and Verge Little airlined back to Iowa.

Several of the girls are working very hard plotting courses and getting everything ready for the Fun Race. Ora Destree, Pat Henning and Bertha Cline are going to make a "dry run" or two, to sort of get the feel of the course. As time narrows down I think the competition FUN spirit is creeping out a bit.

Remember girls, if you want to have "fun" get out the planes, invite your

best friend along for your co-pilot and come join our San Diego-Fallon Fun Race.

Just think of the scenic views, one will encounter along the race course. The beautiful Pacific Ocean, rolling green coastal hills, cities, huge dry lakes, beautiful Owens Valley bordered by the majestic Sierra Nevada Mountains with the breath taking view of Mt. Whitney, the many smaller lakes, along the way, nestled in the mountains and hills and finally to the vast Nevada desert and wastelands. Now I ask you, what more could one ask for? Don't this sound like FUN?

Just a reminder, for the ones not participating in the race itself, we are having a fly-in at Fallon in conjunction with the race. So, come one, come all, to the "San Diego-Fallon Fun Race" June 12 and 13.

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### FRESNO CHAPTER

By Voline Dodgson

On February 13, we celebrated our first anniversary with a dinner at the Tradewinds. The highlight of the evening was the presentation of 49½er cards to our husbands. Chairman Carol Bugay made the presentation and Stan Faller our first 49½er, gave the oath. The ceremony was comical and Carol and Stan did a hilarious job. On the more serious side, David Faller was presented with the 1964 "Mr. 99" plaque. Dave has been a tremendous help to our chapter during the year and organized and operated the transportation for contestants during the Derby start.

Betty and Cal MacPherson and Paul and I arrived at the dinner a bit travel weary having just that afternoon returned from a week's trip into Mexico—and what a wonderful week that was. We left Fresno on February 5th, along with two other couples — Marie and Duaine Kemple and Edith and Jim Herring — and flew to Calexico. Early Saturday morning we took off from Mexicali, stopped for lunch in Muleje, Baja, Calif., and all met that evening in La Paz at the Las Cocos Hotel. The Kemples and the Herrings stayed the week in Baja, visiting Palmillos and San Lucas. We crossed the Gulf of California early Sunday morning, stopped at Mazatlan for lunch and spent Sunday night at San Blas. Monday morning we arrived at our destination, Puerto Vallarta. We had three wonderful days there — and got Betty off the beach long enough to take a side trip to Guadalajara. On our return trip we

spent the last night in Mexico at Casa de Los Tesoros in Alamos, a quaint bit of Mexico that recalls living in the 17th and 18th centuries. This was a pleasure trip that was a real pleasure — the four of us are ready for a return trip.

Stan and Barbara Faller took their children and headed for Wickenburg, Ariz., for a week's vacation. They stayed at "Rancho de Los Caballeros," a deluxe dude ranch in every sense of the word, they even provided child care so the Fallers could go swimming, riding and relax. Pat Lambart, our Southwest Section governor, and her family were there. Barbara and Stan enjoyed visiting with her and her family.

The sun is starting to shine again in Fresno so we should have a lot of flying news next month.

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### LAS VEGAS VALLEY CHAPTER

By Gerry Whitton

People — planes — Carefree, Ariz., January 17, 1965 — Sunday.

What a wonderful time everyone had at the invitational Phoenix fly-in at Carefree. Along with 14 people and five airplanes the Las Vegas Valley Chapter was represented by Lois-Ann Larson, Juanita Daly, Florence Murphy and Fran Johnson.

We really enjoyed meeting the Phoenix 99's and all the other girls from the West Coast areas who flew in for the activities. Our International President, Ruth Deerman, was there along with Vice President Alice Roberts, Southwest Section Governor Pat Lambart, Life Charter Member Melba Beard, and many, many others. We received numerous compliments on our "outfits".

Governor Pat had new co-pilot, born December 1, 1964, with her and our chapter presented them with a "Log of Life" baby book. Generously donated by Juanita Daly.

We are eagerly anticipating our next visit with the Phoenix Chapter which will be held Sunday, Feb. 21, at Havasu City (Site 6), Ariz. The invitation includes a tour of the new city, boat ride and lunch at the Havasu City Hotel. See you there!

We are delighted to welcome into our chapter Norma Guderson, a transferee from Long Beach, Calif. Norma has a private license and is employed by Alamo Airways. Her new address is 3605 Tioga Way, Las Vegas, Nev. We've only been with Norma a couple of times but we've thoroughly enjoyed her company.

The LVV 99's met recently with the local Zonta organization and together

they formally declared January as Amelia Earhart Month. As you all know, Amelia Earhart was a Zontian—hence the common denominator of the two groups.

Our group was asked to present a program at this time and Chairman Fran Johnson spoke on "What is a '99'?" Fran's speech was very well received and especially illuminating to the non-pilots.

We made our monthly visit to the county patients at Desert Retreat and distributed some more "goodies".

Our dinner meeting this month was held at El Cholo Restaurant and we had as our guests Ruth Di Bias, Dorothy Johnson, both student pilots, and Nancy Marsenich, private pilot.

Unfortunately for us Juanita Daly was unable to attend the meeting but we were all happy to know that she was on her way to Guatemala in her twin Beech 299JD. She plans on being gone two weeks — with her first stop Acapulco.

Lois Ann Larson has really been stacking up the flying hours lately. A trip to Furnace Creek Ranch with the LV Aero Society, Palm Springs for luncheon with her girl friend and her friend's mother as her guests and Los Angeles with her two daughters. Los Angeles weather being what it is, she was searching for a hole to get through, which she did (her thoughts being she hoped a jet didn't decide to go through at the same time) and found herself 2,000 feet over International Airport. Her plans were to land at Hawthorne so this wasn't too bad!

Pris Alexander, our national champion race car driver, is sporting a red TR Spitfire — roll bar and all! So, off to the races Pris.

Pat Flower is really busy these days. She's executive secretary to the manager of the newly planned Montgomery Wards.

Florence Murphy has become somewhat of a celebrity in our parts as she is handling Las Vegas area real estate holdings for Irene Dunne and Dr. Frances Griffen.

Gerry Whitton is moving into her new home (2109 Valley Drive). She's most impressed with her extra large double garage in which she and her husband can keep their race cars along with their five year old daughter's quarter midget.

Fran was pleasantly surprised recently when she picked up the phone and



Flora Dungan, left, former Nevada Assemblywoman, Las Vegas president of Zonta, and second from left, LAS VEGAS VALLEY CHAPTER Chairman Fran Johnson, as they jointly proclaimed J A N U A R Y as AMELIA EARHART MONTH. Center to right are LVV Ninety-Nines Gerry Whitton, Florence Murphy and Norma Gunderson.

heard the voice of Ilovene Potter, a 99 from Seattle, Wash. She saw our framed roster in the flight service station.

She and her husband were stopping over in Las Vegas on their way to Mexico. There were five airplanes in their party. Their next stop was Tucson where they were to pick up four more airplanes with 99's, co-pilots and friends to continue their journey to Mexico. She had her roster in the airplane — but it hadn't occurred to her to call anyone until she saw our roster—which she thought was an excellent idea.

If anyone has any old AWTAR programs they would be willing to give Chairman Fran for historical purposes she needs the following editions: 1947, 1948, 1949, 1950, 1951 and 1953. There may not have been any for the first few years but if there is even a printed sheet, it would be appreciated. If more than one copy is received they will be forwarded to our International Headquarters for their files. Especially the '50, '51 and '53 editions are needed.

Also, does anyone have an extra 1961 December 99 News that they no longer want? It carries our charter presentation pictures. They are no longer avail-

able at Headquarters and we would like to have a few extra copies. We will be happy to refund the postage on any of these publications.

#### LONG BEACH CHAPTER

By Carole B. Dunn

February meeting at Judy Wagner's was delicious. We discussed the nominations for national and sectional officers and then Mae Sharp showed her slides on her trip to Alaska last July when she visited with Florence and Dick Young. Mae is a rockhound and brought back some beauties—even gold and silver. After refreshments Lee Title and Joan Merriam Smith showed slides of their trip to the AOPA party in Florida and then some pictures of Joan's plane when she had to land in the desert a month ago because of fire in the heater of one engine. Now we say goodbye or 'til we meet again to Joan and to Trixie Ann Schubert. Their last flight on earth was today, February 17, 1965.

Congratulations got to Mary Pinkney for getting her commercial license and to Doris Lockness for getting her multi-engine rating and to Ellie Peterson for getting her commercial license, also to Fran Bera for selling a DC-3. Mary

Pinkney and Iris Critchell flew to Navojoa, Mexico with the girls from the Orange County Chapter to deliver some medical supplies to the villages there. Emma McGuire, Jackie Sepulveda and yours truly expected to go also but got grounded by fog. So long for now.

Dear Friends and Associates:

I suppose you've heard of the demise of my beloved Apache N3251P in the Ord Mountains near Lucerne Valley, Calif., as a result of a sudden fire on January 9 while flying from Las Vegas to Los Angeles?

She was totalled and there's just the tail section and outer wing panels left. The loss is painfully felt since 51P was earmarked for an air museum within a few months. Now, only the tail and wing sections will be available to place in the Movieland of the Air Museum, Orange County Airport, Calif. A display consisting of mementoes and pictures collected during the 1964 world flight, plus these remaining sections is planned. Perhaps somehow too, a one-sixth scale model could be fabricated to be added to the collection.

I received only minor injuries, but I was temporarily grounded—no plane, and my contracts for international flights to Alaska, Mexico, Central and South America in 51P were shelved. I'm back in the air again however flight testing turbochargers for Rajay at Long Beach. In addition I am a sales representative. Sandwiched between these activities I still have the pleasure of frequently telling the story of my global flight to aviation and non-aviation groups throughout the country. Somehow I feel I should duplicate 51P as the "City of Long Beach II," frankly I just don't know.

The fire started as a result of an electrical fire in the nose. The final evaluation of the several fire damaged components removed by the FAA for inspection is yet to come. We had no airports in range and had to make a wheels up landing on a mountainous road at the 4,000 foot level because of heavy smoke, fumes and heat in the cabin. I will try to tell the complete story in an early issue of the AOPA PILOT magazine.

I wish to thank those of you who have called, wired, or written. Your concern is sincerely appreciated.

Yours in flying,  
Joan Merriam

## LAST FLIGHT

JOAN MERRIAM SMITH

Member

Long Beach Chapter

Southwest Section

February 17, 1965

### LOS ANGELES CHAPTER

By Dee Kluppel

We've been very busy gals in the last few weeks. Rebecca Held had a ride in a brand new Aztec. I'm afraid that her head is still in the clouds over it. Rebecca also got checked out in a

postponed for weather at least two weeks. That was the omen of the day. We flew to Elsinore and found quite a turnout. In addition to about a dozen of our chapter, we were joined by a number of guests including the South Bay Flying Club. The plans for the day included a picnic lunch, soaring, and parachute jumping for those so inclined. Almost everyone took advantage of the soaring ride provided by the Orange County Soaring Club. And what a ride it was! I just didn't want to come down to earth. About the parachute jumping — well, I don't think anyone with us jumped. It's really because we like staying in the airplanes so well. Everyone flew home with a little regret; the day had been really perfect.

The Los Angeles Chapter wishes to express deepest sympathy to the families of Joan Merriam Smith and Trixie Ann Schubert. We, too, suffer their loss.

### NORTHERN ARIZONA CHAPTER

By Marilyn J. Bills

Ordinarily our monthly meetings are held in Flagstaff because the bulk of our members reside here, but we had a special treat when our February luncheon-meeting was held in Prescott. Seven Prescott women entertained 12 99's and 66's from Northern Arizona. That trip by air from Flagstaff to Prescott over Oak Creek Canyon is always something enjoyable. The highlight of our meeting was the chit-chat and getting acquainted with Prescott friends. Pat Lambart, our sectional governor, and son, Patrick, surprised us by arriving just before lunch — she further enlightened us as to her job and what our southwest section actually consists of.

Ruth Smith (99) and Katherine Shaw (66) filled us in on a fly-in recently held at Carefree, Ariz. They had a wonderful day's outing along with husbands, Bill and Art.

Number 16 members is about to join our 99's. Mary Ellen Liken of Holbrook received her private license since the last news letter. We're real happy to have her.

### ORANGE COUNTY CHAPTER

By Thon Abbott

Since I am membership chairman as well as your reporter, it is always a personal victory when I can write about a new member. This time we really made a fine choice — Ann Cantillon no sooner was welcomed into the club than she had TWO jobs assigned to her! We

## Plan Now To Attend

## Next International

## Convention.

July 8, 9 and 10

at

Chattanooga, Tenn.

Cherokee 140. Anne Lodwig and her husband, Maury, have been flying their Cessna 170 everywhere. They were at Furnace Creek in Death Valley just recently. Anne said they saw Fran Johnson's 180 there, but missed seeing Fran. Where were you, Fran? Anne checked out in a 182; I can't get her to make a comparison between it and her 170. Sally LaForge has joined a flying club which uses a Comanche 250 and a Cessna 172. She is getting her commercial rating in the Comanche. Frances Heany is attending aircraft engine school at Long Beach City College. She said that Ruth Nitzen and Margaret Ross from the Long Beach Chapter are also in attendance. Fritzie and Betty Duport had their first ride in a Bell helicopter. I wonder if that means they are on their way to being Whirly Girls?

The morning of February 14 dawned beautiful and clear. What a switch! Usually if we plan a fly-in, it gets

believe that new 99's are wonderful enthusiastic people and with her abilities and apparent willingness, we have a real winner. Ann plans to fly the Derby this year too.

If you have been reading this column (and if not, why not?) you have seen "The Mexico Project" mentioned from time to time. Well, we did it. You may remember that Bruce Jacobs visited our October meeting and told a group of doctors (an incorporated group) who had been going into old Mexico for some 40 years giving of their time and administering medical aid to the Mexicans in remote villages in the southern part of the state of Sonora. First they traveled by mule, then auto, and finally private aircraft. So where did we fit? People from all over the United States donate to "The League" (not the full name — it's so long that one and all use this abbreviation). The donations of clothes, medicines, medical supplies, and seeds are stored in Hangar 8 at Orange County Airport, Santa Ana, Calif. These articles had been slowly getting ahead of the doctors, dentists, and volunteers who regularly fly to Navojoa, so Bruce (a volunteer pilot) came to us for assistance that we might make a mass flight and help empty out Hangar 8. Frankly, there was so much to take that we hardly made a dent in the supplies.

Our departure date of February 5 was a day we looked forward to for weeks beforehand. We planned, and saved, and plotted, and each of us looked for another 99 to share expenses. We got together as often as possible to talk of the trip to the hinterlands (no omni—is a rough translation of that word). The weather preceding Friday, the 5th, was miserable. Fog was at its peak and we made sick jokes about reverting to mule transportation in order not to let the doctors down . . . you see, by this time, we had been known to talk big on occasions (it helped to bolster our confidence). We had noticed that the weather cleared at night, however, so most of the girls left Thursday night after work and after loading the supplies we were to take. I was farsighted enough to be flying with Tig Pennock who has an instrument rating (and a regular job as a flight instructor) so we left early Friday in a Cherokee 235 —on instruments. From this time on—considering the fact that we all loaded to the fullest extent possible—carefully watching our CG—we were nevertheless affectionately called "The Draggins"

Ladies". It sure was light and feathery coming home though!

Those who arrived in Hermosillo Friday early afternoon (to our mutual surprise) were: Nancy Thomas and Vee Walensky in a Cherokee 180; Mary Pinkney (Long Beach Chapter) and Iris Meyerett (student pilot who will soon be an Orange County 99, I hope) in Iris' Cessna 182; Bitsy Rettew and Helen Hedges (student, same "classification" as Iris) in Bitsy's Cessna 175.

Chris Hoffman with Mr. and Mrs. Ed Armstrong. Chris flying Ed's Cessna 210. Ann Cantillon and 49½er Ned in their Cherokee 235. The Cantillons left us Saturday morning in order to continue on to a convention in Mazatlan. Incidentally, Ann, upon returning home, found her commercial exam score from the FAA. It was so high if it had been mine, I would have slipped it in this article somehow. And of course, Tig Pennock with yours truly Thon Abbott, and Thon's brave mother, Florence Earl, in a Cherokee 235.

Three other planes were unable to leave Thursday night and the weather prevented them from leaving Friday morning, so with any luck at all, these gals will head up another contingent and repeat the performance in the near future — I believe they all had their planes loaded with the supplies assigned to them.

From Hermosillo, the port of entry, we continued on to Navojoa — our destination. Funny how spoiled one gets with that little "to/from" gadget and how attentive a pilot becomes to the little dry river off the left wing and the road paralleling it that intersects the cow trail over there, verdad? We were obviously among those who had no ADF.

On Saturday morning in Navojoa we would unload various cargoes, the doctors in charge there would redistribute them and decide who and what was to go to which village. The villages were located in the mountains behind and inland from Navojoa. Odd names were bandied about by those familiar with the area and we were each becoming anxious to know our destinations. Names like Tesopaca, Cedros, Yecora and others my sub-conscious probably didn't want to remember anyway. The description of the fields gave rise to some inward doubts (we were still outwardly courageous — or full of bravado) but game to go, go, go.

Well since I wasn't in the other planes, you'll just have to hear my impressions of what befalls us. Mom

wandered over to Alamos leaving our plane light enough to carry Manuel, a resident of Yecora (which settled at least one place we would be going). We were to go straight to Cedros — wherever that was, and thence to Yecora. The dirt strip at Cedros had an "interesting" dog leg in it, but the 210 landed first so I felt considerably braver — and anyway Tig didn't look at all anxious to take over and convince me it was her turn (in fact to this point she had been a very pleasant traveling companion and interested spectator — which for a flight instructor I found rather remarkable). The ride to the pueblo from the airstrip standing in the back of a stake truck was far more thrilling than any part of the trip so far. The road was indescribable (here) and all I could think of to boost morale during that wild ride was to holler, "RIDE, RED." Most of them just screamed.

In the beautiful little pueblo, the townsfolk had gathered around the front of the school. Needless to say, the roads were dirt and therefore, although flowers and other flora flourished, everything was dust and dirt covered. The work performed by these wonderful doctors and dentists, men used to the last work in equipment, sterile conditions and professional assistance was incredible. I saw only the dentists at work, unable to fill teeth for lack of drills (and electricity of course) but pulling teeth that were long a lost cause. Our plane carried a generator from home which we understand will some day fairly soon be a part of a small power plant in a hospital to be located near where we were — too far from Navojoa to walk, but the residents of the many, many small outlying pueblos will be taken to it for fillings, dental work of all kinds, operations, severe illnesses, etc., We heard many unbelievable tales of the work these devoted doctors are doing on a strictly volunteer basis. Boy, do they need help.

While in the pueblo, the cumulus began to build. I thought it would be exciting to refer to the situation as towering, building cumulus in all quadrants, but Tig felt this to be a slight exaggeration of the condition. After an hour or so, no one argued the amount of cloud cover we were beginning to enjoy. It had been a clear cloudless sky—now there were a few blue spots here and there. We decided to head for (that expression purposely used) Yecora with our passenger, Manuel. This take-off was almost too much for

Tig, I nearly lost her to a case of happy hysterics. As we began to taxi, some cattle calmly ambled out on the runway. Thereupon, a cowboy, replete with a truly elegant hand-tooled leather cowboy outfit and traditional whip, came galloping past us whooping in the manner cowboys do at cattle who are where they shouldn't be. I began wondering how much cows cost — Tig was happily clapping her hands and laughing and Manuel was unconcerned by the whole performance. Ed Armstrong, seeing that we had done our run-up while slowly taxiing to the other end of the field, contacted us on unicom (which we kept on at all times when in the airplanes) and quietly announced, "Don't plan on an immediate take-off, they're back". By this time, even Manuel, who probably saw nothing humorous at all, was belly laughing with us. Our vaquero again came to the rescue and we took off without delay "when cleared".

Now the problem of where they had left Yecora was to be solved. It was barely possible, we reasoned, that in the maze of mountain peaks, Manuel would recognize a familiar one hiding Yecora if our navigation failed us—not that we planned for it to, but the wind she blew and the ceiling was 7,500 feet. We weren't scared, but extremely alert. We knew that the strip at Yecora was at a 5,000 foot elevation surrounded by higher mountains on all sides. Upon reaching the valley where Yecora was cleverly tucked away, one began to circle inside the bowl formed by the surrounding mountains. At the end of the strip was a mountain, but the strip was very long and uphill so stopping was no problem. The narrowness of it, with accompanying "healthy" cross-wind was pause for consideration, so I "let" Tig make the landing. If there had been eggs on the runway, she wouldn't have cracked even one it was so gentle — I made a nice one once.

Evenings at El Rancho Hotel in Navajo were like the travel posters describe—we digressed once — stuffed nine assorted Americans in ONE taxi (plus driver) and hunted up the greatest place in Mexico to eat, dance, and listen to a nine (9) piece mariachi band! It was baseball season (or maybe practice season) and the visiting team from Empalme entered our cantina after the game. We were so impressed with these young men that most of us attended the baseball game the following night. I certainly hope our keeping them up until midnight the



**Pat Lambert, governor, Southwest Section and ex-chairman of Phoenix Chapter, and Alice Roberts, International Vice-President.**

previous night wasn't responsible for the score Saturday night!

Sunday dawned with questionable weather conditions, but we were confident — hadn't we left home in worse weather? Weren't we now seasoned bush pilots? Frankly, no. We flew the short distance to Obregon for gasoline as we were all very low by then. After refueling (a simple procedure in the States, but in Mexico a procedure too involved to go into now) some of the gals headed for Hermosillo and some for Guaymas. I proudly announced at this point that my mother no longer has reservations about "little planes". When they run into what she calls a fog with heavy rain and the pilots were calling a front, the little planes all turned around and went back to Obregon. The rest of the story isn't too fascinating — what's exciting about standing in a tower, getting Mexican weather reports, and making a sincere and concerted effort to wish the clouds away? We arrived home just one day late, dog tired, delightfully happy and looking for sponsors to make this a regular project for us too.

#### **PHOENIX CHAPTER By Vee Shawver**

Tis a grand and glorious day here in Phoenix — perfect for flying!

On January 17, Gretchen Yingling, our able membership chairman, held a "Fashions for Flying" fly-in luncheon at Carefree Inn. Ruth Deerman, our International President, flew in from El Paso, and Alice Roberts, Inter-

national Vice President, along with Pat Lambert, were there. We had a large crowd attending. Reservations were made from San Gabriel Chapter, Calif., Las Vegas, Nev., Coachella Chapter, Calif., and Northern Arizona Chapter. Many new airplanes were on display and after the luncheon and the awarding of the fabulous door prizes, we were treated to an aerobatic air show. Mr. Jack Ghis, who built the small two-wing "Pitt" plane, provided this show for us. I must admit, he lost me on the first hammer head maneuver. We are sorry all of you could not be with us.

One of our members, Jimmy Lou Shelton, is reported in the hospital. We hope she continues to make good progress.

Melba Beard, who is president of the Antique Airplane Association, reports there is an antique fly-in February 6 and 7 at Marana, Ariz. We know this will be an interesting air show as over 50 antique planes were there last year and more are expected this year.

The Executive Board of 99's Inc. will have their meeting here April 5, 6 and 7 rather than as scheduled in Oklahoma City.

Jessie Wimmers, one of our members who recently received her instructor's rating, will ferry a Cessna 150 to Lima, Peru within the next few weeks.

Lois Grange, a 99 from Iowa, visited us at our last meeting.

(Hear Ye!) After three years, Trudy Murphy is back in the air again in a Cessna 172! I know that Trudy is glad

to get behind the controls of a plane. Happiness is being pilot in command, eh, Trudy?

Mary Francis (chapter chairman) and Hank Seidel of El Paso spent New Year's Day with Pat and Ric Lambert here in Phoenix when they were forced to RON because of a frozen gas line.

During the holidays, our Juanita Newell spent a great deal of time in the air doing ambulance transport work. Incidentally, she spends her weekends and spare time with her husband and dog quail hunting.

Wilma Bland hasn't done much flying recently as she is in the middle of house redecorating.

One of our members, Kay Patterson, has entered the state of matrimony having recently married John Pavormina. Good luck and good flying, Kay!

Phoenix Chapter 99's plan a fly-in to Lake Havasu on February 21. Susan Storm is in charge of the arrangements for this fly-in.

We had a delightful time at our Christmas party at Trudy Murphy's. Here our past president, Pat Lambert, was given a gift expressing our appreciation for her able leadership and hard work. We were also privileged to get to meet the newest member of the Lambert family, Patrick, who charmed everyone there.

Ruth Reinhold was co-pilot when Barry Goldwater flew his "Red Nose" airplane to northern Arizona for a Christmas party on the Indian Reservation — continuing a tradition of many years. (Ruth was too modest to report this — your reporter heard it on the radio!)

Here's for carefree, safe flying until next month.

#### REDWOOD EMPIRE CHAPTER

By Bette Smith

As I attempt to write the newsletter today, my heart is heavy with sadness as I have just read the news of Joan Merriam and Trixie Ann Schubert. To accomplish what she did, then escape the crash of her twin seems to leave me so at loss to understand. I know she is happy in her accomplishments on this earth, and we all wish her contentment and peace in the heavens she loved.

On January 28, our chapter was invited to attend the Zonta Club dinner meeting by our Anna Brenner. Several service clubs were in attendance and



Ninety-Nines guest of Vacaville Soroptimist Club, January 13, left to right: Vacaville Soroptimist publicity chairman, name unknown; Vacaville President Mrs. George Thomas; Gladys Cobb, Bay Cities Chapter; Betty Hernden, student and friend of Nancy Lynam; Nancy Lynam, speaker for the day, Bay Cities Chapter; Dorothy Huntley, Sacramento Valley Chapter; June Devine, chairman of Sacramento Valley Chapter; Hialeah Reilich, speaker for the day, Bay Cities Chapter; Joyce Evans, Sacramento Valley Chapter; Carol Hammond, Sacramento Valley Chapter; LaRue Brown, chairman of meeting, Sacramento Valley Chapter; Florence Breen, Sacramento Valley Chapter; and Lillian Gray, Sacramento Valley Chapter.

we enjoyed a very nice dinner at the Saddle and Sirloin in Santa Rosa. Myrtle Wright, Anita Conley, Phyllis Cantrell and Becky Lightfoot gave a short resume on their Powder Puff Derby flight last year.

On February 14th, Valentine's Day, we had our regular monthly meeting at the Saddle and Sirloin. Mr. William Barnard with the California State Aeronautical Commission, gave us an interesting discussion of the legislative and senate bills coming up for vote. As it was a beautiful day several of the girls had a chance to fly since we were meeting at the Coddington Airport in Santa Rosa. Pat Stouffer, June O'Donnell and Myrtle Wright flew over in Mert's Cessna Skyhawk. My Bob and I flew over in our Cessna 120, Bob and Dorothy Banzhaf came from Santa Cruz in a Bonanza. The other girls lived too close to fly so they drove, Betty Foster and the Cantrells. Twins Sandy and Peggy Cantrell did the driving from the airport to the meeting. Mardo Crane, Betty and Bill Shunn also drove.

See you next month.

#### SACRAMENTO VALLEY CHAPTER By Florence Breen

What an interesting month of January, as well as it being busy for many of our members. I first want to make a favorable comment on the new addition to our Ninety-Nine News, "Hangar Flying". It is not only interesting but such a help. No matter how many years a person has been flying, an addition like the Hangar Flying is much needed. A pilot can forget such things so easily. I am sure the rest of our Sacramento Valley Chapter members feel the same way. We realize that it takes much more work with this addition, but, Dorothy, your efforts are appreciated.

Sacramento Valley Ninety-Nines had two joint meetings with other organizations. The first meeting we were invited to tell the Vacaville Soroptimist Club about the Powder Puff Race and what the Ninety-Nines were. La Rue Brown, who is also a member of the Rio Vista Soroptimist Club was in charge of the meeting. She asked Hialeah Reilich and Nancy Lynam (thanks to Bay Cities Chapter — you can surely be proud of your representation) if they would tell of their experiences in the

race. (They were so excellent and interesting, that I think they should hire out as paid speakers.) LaRue gave a brief history of the Ninety-Nines and several of the other Ninety-Nine pilots gave some highlights on flying. In as much as weather was marginal in Sacramento on account of the fog, Dorothy Gray drove us down in her new car that she received for Christmas. June Devine, Joyce Evans, Carol Hammond, Dorothy Huntley, and Florence Breen were passengers. Our meeting place was the Nut Tree and our Bay Cities friends flew in under the fog in Gladys Cobb's airplane with Nancy Lynam, Hialeah Reilich, co-pilot, and Betty Herndon, a student, as passengers. LaRue drove over from Rio Vista with a friend of hers. After they took our pictures for the paper, the Soroptimists members that met us, led us over to Vacaville for lunch and the meeting. This was the 13th of January. The Ninety-Nines impressed them so much you could hear a pin drop when Nancy and Hi were telling of their experiences. Also, much interest was shown when the rest were telling of their experiences. I'm not bragging — it must have been O.K. as the Fairfield and Rio Vista Soroptimist Clubs want us to put on a program for them.

In as much as I was in charge of the joint meeting on the 27th of January with the Zonta Club of Sacramento, I saw no reason of not giving them the same treat of Nancy and Hi being the speakers for that night. Unfortunately, Hi was having final exams (she is back being a school girl again), but Nancy was more than gracious in accepting and helping me out. Sacramento Valley Chapter again wants to thank Nancy for the time and efforts that she gave to help our meeting to be a success. I feel that her talk to the Zonta Club was even better than the one she gave at the Soroptimist Club, if that could be. Again, another Sacramento organization wanted Nancy to speak for them, but Nancy tells us that she will be moving back East and re-joining the Washington, D. C. Chapter sometime in March. What a gain for Washington, D. C. Chapter and such a loss to both Bay Cities and Sacramento Valley Chapter of Ninety-Nines. Also the Ladybugs. Equally as interesting were the talks that LaRue Brown and Geri Mickelsen gave at this meeting. LaRue again gave a very thorough and factual history of the Ninety-Nines and Geri talked about the survey of a race and Amelia Earhart. The pictures of

Amelia Earhart that Geri has possession of, I think were the envy of the Zonta members. The pictures are so clear and realistic of Amelia.

Geri Mickelsen reports that she more than enjoyed her 14 days vacation in Guatemala, Central America, during Christmas vacation. She and her friend from Stockton flew Pan Am both ways. Said she hated to come back to work.

Trish and her 49½er, Jim, went over to the Hawaiian Islands with Bob and Mary Lou Watts of Capitol Sky Park, Inc. This trip was the results of our Christmas Party, but it only ended up that those two couples went. The card I received from Trish was—wonderful time, beautiful weather and exciting fun here in Hawaii. Trish gave us the sad news that she is moving to Bakersfield, think she has already moved. I do hope that the chapters that get our good members appreciate them. Trish to Bakersfield, Barbara Graber and Janet Meyer to Redwood Empire, and Hialeah Reilich to Bay Cities. But thank goodness for airplanes and Ladybug fly-ins. We get to see each other once in awhile.

"Clarabelle II" Claire Raley's 182 Cessna is the proud owner of a new King Radio. Christmas present from 49½er Tom. Don't know if the radio has had any use as yet, with such weather as we have had.

We have had one or two decent flying days, and the first day that you could squeeze VFR weather, June and Jim hopped in their Bonanza and headed for Long Beach. During the flood the Brown's twin Comanche was being overworked by the Solano Red Cross Disaster chief and flying for the CAP. LaRue and Norm Brown left the 1st of February for Palmilla Las Cruces, Baja, Mexico, with two Rio Vista friends. Hear that Lillian Gray and Dave are leaving around the 14th of February for Mazatlan, and maybe Mexico City with their friends, Judge and Mrs. Shreck. The Breen's twin Bonanza will be tied down the 13th of February at Cabo Las Cruces, Baja, Mexico, for three days. Carol Hammond has been shopping for emergency rations, to be sure her 49½er, Al, and Jack and Florence won't starve in case both engines fail over Baja.

We have one member that is really working. Esther Phipps was honored by Santa Barbara Aviation and Western States Aviation News; in much as they offered her the opportunity to get her helicopter license. They are furnishing her lessons, a station wagon, motel

room and meals all for free. (Esther, what do you have that the rest of us don't have, an instrument license maybe?) She reports that she has put in seven and a half hours helicopter pilot time and has done most maneuvers including autorotations. She is taking her flight check on February 10. Good luck to you, Esther.

It was mighty good to see Ruth Wagner at the meeting with the Zonta Club after her painful stay in Sutter Memorial Hospital. Life really is worth while after it is all over, isn't it, Ruth?

Vija and Haskell Berry are still studying for their instrument license. The days that weather would let Vija fly—she has been running a taxi for Haskell to Redding and back.

The past has been good — but the future looks still better. March 17th—a joint meeting with Sacramento County Aero Squadron with Joan Merriam Smith as speaker. It has been a year since her flight around the world. Southwest Sectional at Tucson, Ariz., April 23 to 25. Fly-in to Lincoln Field the 22nd of May and a great big fly-in for our sister chapters to visit us at Capitol Sky Park. Save the dates!

## SAN DIEGO CHAPTER

By Ruth Ebey

This one eluded us until just recently: Maxine Smith jetted (first time—she was thrilled!) to Washington, D. C., St. Louis, and Oklahoma last fall.

Betty Wharton reports a gay time on a fly-in to Wickenburg, Ariz., organized by Air-Oasis.

Gertie Lockwood, Marian Jepsen and your newsletter reporter represented our chapter at the Phoenix fly-in luncheon and fashion show at Carefree last month. Lovely flying weather, delicious lunch and charming fashions, to say nothing of Phoenix Chapter's hospitality!

Phoenix is getting to be a popular place for our members to fly to: Lois Bartling visited there in the last month; Jamie Swanson met her father, who was there on business.

Lily Sandoval and June Hickox both went (different planes) to the Antique Aircraft Association fly-in at Marana, Ariz., the first weekend in February.

Ruby and Jack Keaveny flew to Las Vegas for Valentine's Day (their wedding anniversary) in the 250 Comanche they are sharing with Marian Jepsen.

Jessie Ostrander is planning to go to Kauai in April.

Our February meeting at Lynn Briggs'

home was tinged with sadness by the announcement that Dottie Daub, our capable and enthusiastic secretary, is moving to Seattle March 1. While we wish her well, she will be sorely missed. Lyn rose to the occasion by devising a clever dessert decoration with toy planes and banners bidding Dottie farewell.

Our chapter, jointly with El Cajon Valley Chapter, is awarding for the second time a scholarship for a solo course to the girl CAP cadet who best meets the qualifications previously established.

Elsie Watson has agreed to be coordinator for the newly activated Wing Scout troop we are sponsoring.

Terry Vasques is a member of an engineering team developing an Integrated Manned Space Systems Simulator (IMSSS). She says it should be completed by June and she will work with El Cajon Valley Chapter and General Dynamics to arrange a possible tour of this man-in-space facility as one pre-race activity for race contestants and 99's at the start of the 1965 AWTAR.

Lily Sandoval and yours truly at February meeting of Antique Aircraft Association's San Diego Chapter thoroughly enjoyed hearing Waldo K. Waterman, a local aviation celebrity, tell about his experiences designing small planes — the Whatsit, the Arrowplane (small-plane version of the Flying Wing), and the Arrowcar, which left its wings at the airport and went off to town.

Last, but not least, we welcome Donna Leach as our newest member.

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

**By Trixie-Ann Schubert**

(Ed note: Copy postmarked Feb. 16)

Twenty-three members met at the Schubert home for a Valentine party and to discuss ways and means of TAR promotion. Mary Kemper read a letter from Francis Fox, manager of LAX, pledging the initial requisite money for the race start here in 1968.

Members Thom, Crowley, Barton, Dittmar, Fry, Malone, Ricci, Rainwater, Schutte, Mauer, Johnson, Hogins, Woodward, Arnold, Black, Hardin, Svenson, and Schubert (did we miss anyone?) and Bertrand Richter, Helen Reeves, and children David and Leslie Dittmar, Bette Malone's son, Patrice Schubert, and B. Woodward's nephew worked long weekend hours selling hot dogs at a concession arranged by Mary Kemper through Skyways at their Antique and Experimental Aircraft

Show. Profits? For the '68 Derby start.

Phoenix's fly-in to Carefree, Ariz., found Mary Johnson, Florence Dittmar, Libby Svenson and Ellen Trindle winging eastward. Libby also flew to Barstow and Ellen to Las Vegas. Our own Ventura fly-in brought Audrey Schutte, Ellen Trindle and her mother, Pat Demitter, Lois Miles, Florence Dittmar, Virginia Rainwater and guests Rannah Gurican and daughter, Bettye Fry and guest Micky Dugdale, Anna Reitz of Santa Barbara, guests Pat Carlson, Yvonne Lavender, Ellen Barnett, Carol Robertson, Bertrand Richter, Lana Boxger, Vera Stensvold, and chugging in by car, Lola Ricci, Shirley Thom and Lois Mauer. The latter Lois is fly-in chairman and was determined to get there, by Pontiac in lieu of Piper.

Lois Miles' flight to Las Vegas and Oxnard was eclipsed by excitement at home. She was robbed of jewelry, furs, silver, household effects to the tune of about \$10,000 worth.

We haven't yet appreciated the extent of publicity given the pix of the 12 of us who ferried in the winter Wichita flight last year. Liz Crowley received a letter from a back-east state prison from one of its inmates saying he had the pix tacked on the wall.

Cathy Black flew instrument cross-country and Rose Ann Ford took a four day cross-country to La Paz, flew a Comanche 400. Marilyn Arnold has one and a half hours dual in the 400, and flew to Oxnard.

Ellen Heiman brought a 182 from Salt Lake City where there was over 200 inches of snow. She also flew to San Diego and Las Vegas. Mary Kemper to Las Vegas. Bette Malone to Desert Air, Mammoth, and Brackett. Jan Hardin to Brackett twice for lunch; food MUST be good.

Pat Barton, who soloed at 16 and taught Navy WTS at Embry Riddle is transferring to our chapter; used to be an Illinois 99.

Liz Cuadra flew in a 707 to New York to give a technical reading before the National Institute of Aeronautics. She saw the Goddard prize awarded Sir Frank Whittle for his part in developing the first jet. A talented girl, Liz, and we're fortunate to add her to the 99 roster.

Another newcomer, Pat Demitter, got her license January 8. She flew to Monterey and to Oxnard. Loreli Cangiani has been on jury duty and just got her M.S. in math from UCLA. Another talented gal.

Irene Leverton, who moved too far

away to get to our meetings, sent a letter this time thanking those who wrote her congratulations for her participation in the Reno races. Irene is pushing for more female competition in the races next year.

Those most clever notices of meetings with the art work embellishments, are the handicraft of Jeanne Day.

Three of our members already have race sponsors. Bettye Fry and Jan Hardin will fly a Mooney in the Powder Puff and let's get in a sponsor plug: Monarch Flight Sales and Service at Lockheed Airport, Burbank, managed by Eldon Willis and Richard Artz, are their backers. Judy's shops, managed by Lawrence Israel whose wife was an L.A. Times woman of the year this year, will furnish the wardrobe. Both Bettye and Jan were in the WAVES.

Lois Miles has a sponsor for the Fallon race in June. UPA aviation of Van Nuys is backing Lois who hasn't, as yet, picked a plane for the race.

Trixie flew to Santa Paula to engage Mira Slovak as speaker for the March 20 Woman Pilot of the Year banquet (the same who hi-jacked the Czech plane into West Germany, and won the unlimited class pylon race at Reno), flew to Ventura and Bakersfield, and flew the turbo-charged experimental 182 with Joan Merriam.

### **LAST FLIGHT**

**TRIXIE-ANN SCHUBERT**

**Member**

**San Fernando Valley Chapter  
Southwest Section**

**February 17, 1965**

#### **SAN GABRIEL VALLEY CHAPTER By Rose Ann Ford**

Despite the general non-cooperation of the elements, Ginny Graham and Virginia Wegener received their commercial licenses since our last meeting; and Dorothy Geddes, June Denney and yours truly are diligently studying for the written. Some day!

That was close! Almost lost Norma Wilcox to Hawthorne due to a pending job change for 49½er; but were saved by the bell. Norma has flown her blue

and white bird to San Jose several times these past weeks.

In addition to or in celebration of being picking up a new Debonair in her new commercial, Ginny Graham's Apache is having a paint job. Libby Kirk joined the Glendale Flying Club in Palm Springs for breakfast and checked out the 172 for the first time. Isabel Owen has had her month of good and bad news; the "goodest" of news Wichita and having a painting on exhibition at the Arcadia Public Library; the bad, their house was robbed and camera equipment and pictures stolen. Isabel made a cover for our chapter scrapbook and brought the clippings up to date.

Margaret Medrano flying again after a seige of ground time. Marilyn Norton had "an experience" — passenger timing it in a Cherokee with a 19 year old male type pilot, a nephew on semester break time.

Shirley Gilmore had her first helicopter ride at Ontario. Report — Great! She and Trixie-Ann Schubert of the San Fernando Chapter have been flipping about the airways, first to Santa Paula, where they met Miro Slovak and had a look at his super aircraft; and then to Bakersfield for lunch.

Our chapter is in the throes of preparation for the two cents per pound flight scheduled for March 21 at Brackett Field in La Verne, Calif. Purpose, making loot for the AWTAR.

#### **SAN JOAQUIN VALLEY CHAPTER**

**By Laverne Gudget**

Hello again, and welcome to our new chapter member Evelyn Johnson. Our big news this month is our anniversary party coming up March 12, in Merced. We're having Lt. Carl Freeman, chief of the Internal Information Division, Flight Test Center Office, Edwards Air Force Base, as a banquet speaker. His program includes pictures and information on the B-70 being tested there. We're sending an invitation to our Southwest Section governor, Pat Lambert, and hope to see here there.

A few of our members have been doing some flying on the few days of permissible weather this last month. Our chairman, Marie McDowell, spent the first part of February in Bullhead City on the Colorado River recuperating from a virus infection. Doctor's orders! Marie and Alan, California Flying Farmer president, are planning to fly to Flagstaff to the Arizona Flying Farmer Convention this weekend.

Since we missed Martha Graham at

our last meeting, she informed us of their newly purchased Apache, which they flew to Yuma on Christmas Day. Congrats! New member Evelyn Johnson reports she has been doing some local practice flying with a short flight to Hayward. Jean Murray attended our last meeting at the Branding Iron in Merced, with a newly acquired Mexican suntan, having just returned from a flight and week's vacation with hubby Harley in Bahia Palmas. Ev Hendley has been so wrapped up in her present project of remodeling her kitchen that she missed our meeting and Margaret Andrews was still cruising the waters of the Gulf of California aboard their cruiser. Lucky people!

Gene and Laura May Crawford reported their commercial flight to Hawaii as great. Terry and doctor husband, Dick Holm, are getting in some

## **Plan Now To Attend**

## **Next International**

## **Convention.**

**July 8, 9 and 10**

**at**

**Chattanooga, Tenn.**

skiing this winter with a week's vacation at the Sugar Bowl. Reporter Laverne and husband, Bob, attended the California Agricultural Aircraft Assn. annual convention held in Fresno in January. Met and talked to two 99's, Shirley Robinson who was covering the meeting for General Aviation News, and June Edwards of the Bakersfield Chapter. We were also cheated out of a flight to Sateline, Lake Tahoe, when it snowed on the departure date and had to go the hard way with chains on the auto. We did manage a quick flight to Watsonville last Sunday to do some clamming on the beach.

Many happy flying hours to all of you. So long until next month.

#### **TUCSON CHAPTER**

**By Maggie Schock**

Tucson's big news of the months is, of course, our coming Spring Sectional Meeting April 23 to 25. The meeting

place, as reported last month, is the beautiful and luxurious Arizona Inn. The food is delicious, the atmosphere relaxing and rates moderate. Add a tour of Kitt Peak (decided this would be more interesting than Mexico at this time) and Tucson's delightful spring weather for an irresistible combination. Reservation and information brochures are in the mail to you now. Be sure and note that there is NO registration fee. If you are not on our sectional mailing list, write Dot Jenkins, 2534 E. Richards Place, Tucson, and she will send you one. We hope to see you all in Tucson in April.

Coming up before the sectional is the First International Hangar Session by the FAA. We understand that this is Mr. Najeab Halaby's own idea and he hopes to have several of these throughout the country. The time and place for the first one is Tucson International Airport, March 19 (fly-in), March 20 (session), March 21 (fly-out). The Tucson 99's will be helping the Tucson Airport Authority by acting as hostesses for the event. Mr. Halaby will be here to answer questions from pilots and others interested in or connected with aviation. His counter-part in Mexico, Senor Ing. Ramo Perez Morquecho, will also be present for the same purpose concerning flying in Mexico. If one of these seminars is not planned for your area, be sure and attend this one in Tucson. You will be able to get all those answers to the questions you have been asking each other for the past few years.

Patty Lietha, first recipient of our Bob Echmidt Scholarship Award, has finished her ground school course and passed the private written examination with a grade of 98 per cent. Looks like we picked a real winner!

Virginia Edwards and Pat Morse flew up to the Phoenix luncheon and style show presented by the 99's there and held at Carefree Airpark. They took the 150 and were joined by Patsy and Bob Brooks and Virginia's husband, Lum, in the Brooks' Baron. The girls felt pretty smug when the 150 beat the Baron back to Tucson! Their route was a little more direct than the Baron's, but it still left a nice feeling. They all said the Phoenix 99's put on a delightful affair and that Carefree Airpark is a lovely place to fly in to.

At our February meeting at Pat Polan's, we saw movies of the aircraft being towed to the El Con Mall for last month's display. We also saw those of the 1963 penny-a-pound and

of Pat and Truly's trip to Tahati in November. Beautiful underwater shots. Of Tahati — not penny-a-pound!

At the meeting we made plans for a dinner for prospective 99's. It is to be pot-luck and will be held March 10. We expect to meet many of the women who fly in the Tucson area but are not now 99's and to renew acquaintances with old friends who have not been with us recently.

Just heard from Shirley Marshall that she is now an admiral of the Flagship Fleet of American Airlines, one of the few women to be so honored. She merely laughed when I asked her if we had to salute from now on.

We had another "very unusual" bit of weather in Tucson February 10 when it snowed again. This was a real all night stay-on-the-ground snow and gave us several inches in the colder areas. Ken and Virginia Cook were kind enough to take me along in their Comanche for some spectacular color pictures. I don't think I would like wiping snow off an airplane **every** time before I flew it.

There are so many things that make a demand on our time these days. But there is one thing that I would recommend as a **must** for you to see if the opportunity arises. If the NASA Space-mobile is anywhere in your area DO NOT MISS IT. The Spacemobile travels throughout the country presenting lectures and demonstrations for the public schools. They usually set up a teacher's workshop for the area and it is fascinating. You can probably get information concerning it from the Science Department of your public schools. NASA stands for National Aeronautics and Space Administration and the young men presenting the demonstration and giving the lectures are highly skilled as teachers and lecturers and are extensively informed. The informality of the workshops make possible a rapport that brings out intimate facts about our space program, life of the astronauts and not only what is coming, but what is already here. If you have not been particularly interested in our space program, or only superficially so, a few hours with the NASA representative will turn you into an avid student, intent on learning as much as possible about the years ahead. Your children are learning this today. You will be missing an unequalled opportunity if you don't learn something about it, too.

We were all shocked, as was the rest of the nation, when we received word last night that Joan Merriam and Trixie

Schubert had been killed when Joan's ship crashed in California. We do not have any details at this time but join with pilots everywhere who knew her, as well as the thousands who knew of her, to mourn her death. Our member, Norma Romisch, called from Florida last night and will convey our solicitude to Joan's mother who lives there. Her great contribution to flying, and women who fly, will remain as one of the great events in aviation history.

#### UTAH CHAPTER L. Christopherson

Snow and more snow has hit the mountain west but in between we catch a slight glimpse of spring and feel it's warmth and sunshine. Not too many days hence we'll find that winter has gone and that clearing skies will be the order of the day!

As you might ascertain, our flying activities have been somewhat hampered but we have kept busy either with occasional flights or ground work.

January 27: Our monthly meeting was held at the home of Alberta Nicholson. Loretta Gabrielson was assistant co-hostess. After the current business of the organization was discussed, the following items were agreed upon and voted for acceptance:

In the name of Eunice Naylor (deceased Dec. 5) a scholarship fund would be established by the group for the furtherance of aviation activities in Utah. Each year a scholarship of \$75 or more will be presented, by the organization through the Civil Air Patrol, to an outstanding girl cadet for the advancement of her flying education.

The Utah Chapter also went on record to promote the AOPA Pinch-Hitter Course. This course will be held for four consecutive weeks, commencing February 18. All 99's are to be responsible for the success of this ground course by securing four additional people to be in attendance. This is to be a four-week ground school course (cost \$1.00) to be followed by four hours of dual on landings from a flight school of the student's choice.

It was moved and seconded that Lucile Christopherson be appointed to act as aerospace education chairman for the Utah Chapter.

The guest speaker, Mr. John Quinn, of the Flight Service Weather Bureau, gave a stimulating talk to the group on weather forecasting and stressed that the best safety factor for us in forecasting was for the pilot to use her own eyes and judgment.

The following members were present: Jane Andreason, Lyle Beckstrand, Lois Frederickson, Loretta Gabrielson, Marjorie Mackey, Louise Morrison, Maxine Nielson, Nancy Reuling, Ruth Walker, Bonnie York, Alberta Nicholson and guests Kay Beer, Marilyn Schaugaard, Paula Swaner, Sue Ellie and Diana Anderson.

On January 23, 1965 Virginia Reidel became Mrs. Ron Lavin. It couldn't happen to a nicer gal and we surely wish her happiness.

Maurice Shurtleff informs us that she has been in contact with Belle Hetzel who was removed to a convalescent home in Ogden.

Diane Anderson, our newest private pilot (Jan. 27), formerly of Rochester, N. Y., determined when she came to Brigham Young University this last fall that she would complete her lessons and obtain her pilot's license. We are delighted to announce that Utah's 99's will soon have a new member.

February 17th we shall hold our monthly meeting at the old terminal building to reacquaint the group regarding current procedures of weather information.

See you next month!



By Margaret Kentley

Recently one of our members, Nancy Leebold, who is a former Amelia Earhart Scholarship winner, and our only member to have flown a jet aircraft, was greatly honoured by being made a "Fellow of the Australian Institute of Navigation" which institute includes both sea and air pilots and has only about 20 Fellows. We are very proud of her.

Our former secretary, Evelyn Koren, last year became the proud owner of an aircraft carrying her own initials for registration. Her head has been in the clouds ever since!

We have had several new members lately and our chapter now extends about 3,500 miles from east to west—New Zealand to Perth — and about 2,000 miles from north to south, from New Guinea to Tasmania. At our last fall meeting we had a 50 per cent attendance with half the girls flying in from over 500 miles away, both north and south. Our next meeting will be in

Perth, W. A., 2,000 miles from Sydney and 3,500 miles from New Zealand, on the weekend of 11 April.

Please send our love to Belle Hetzel, who spent a very busy two days here with us last year, she is a truly wonderful woman, but how we wish she had had more than two days to see our vast country!

We are terribly upset to read of the death of Joan Merriam Smith who was greeted on our behalf by the pilot husband of one of our Australian pilots when she flew through New Guinea on her world flight. We all have something, either great or small to accomplish in life and she certainly achieved greatness.

We were very pleased to read of the formation of the English Section of the Ninety-Nines and send them our very best wishes. The "Rules for 49½'s" that were read at their inaugural meeting are to be published in our next Australian Women Pilot's Association newsletter! There are about 300 members of AWP, about 10 per cent own their own aircraft and about 10 per cent earn their living in some branch of aviation, either in control towers or as instructors or charter pilots, etc.

We were very disappointed to read that there will be no more Powder Puff Derbys, apart from the tremendous interest we all take in them, and the prestige they give women pilots all over the world, several of our new members were contemplating the idea of a visit to the USA to take part in one of the races. We hope you will find it possible to organize something similar in the future.

We love seeing visiting 99's and their 49½ers of which we have had the pleasure of entertaining several during the past year. But PLEASE allow more than two days for our wonderful country, it is quite vast in area, and has some very interesting places, mostly great distances apart.

My very best wishes to you all.



#### CONNECTICUT CHAPTER

By Nancy Ghen

"Walking in a Winter Wonderland." That's just what we have been doing every weekend for this past month. Those who can fly during the week have had beautiful skies — but we can al-

most count on snow for the weekend. Sometimes we forget that many of our Southern 99's have never experienced winter flying. One a nice bright day, we look down upon a whole new white world and almost forget the problems it brings.

February brought 21 members and guests to Worchester to hear Marie Lepore talk on aerospace education. Peg reports good flying and a very nice luncheon.

Exciting plans are hatching for the section meeting on April 17 at the Groton Submarine Base. We know it is going to interest everyone.

Florida sun is calling some of us Connecticut 99's and we sure hope it shines for us during that precious week!

Happy flying.

## Plan Now To Attend

### Next International Convention.

July 8, 9 and 10

at

Chattanooga, Tenn.



#### GREATER NEW YORK CHAPTER

By Charlotte M. McCollum

Our January meeting was well attended by 40 members and guests. All enjoyed guest speaker Larry Moody, National Guard major, flight instructor, and ex-WW II fighter pilot, recount his North Atlantic ditching in a small single-engine plane last fall.

In reference to an item formerly reported, Jeanne Spielberg never did reach her destination on that cruise. She was on the Shalom when it hit the Norwegian freighter, and returned to the pier.

Louise Hyde is not only looking forward to sailing in the Virgin Islands, but is also busy building a home in North Salem, New York.

Selma Cronan is conducting an AOPA Pinch-Hitter course for the wives of 10

members of the Paramus Flying Club of Teterboro, N. J. This is something more flying clubs might look into. From what Selma says, it's great fun.

Marj Gray has a new job in the Space Division of Kollsman Instrument Company on Long Island as senior documentation analyst. She hopes to help put a man on the moon by 1970.

Agnes Havey and her family took a combination business and pleasure trip in their Beech Baron, going first to Albuquerque for Julie vom Saal's daughter's wedding, then on to Grand Canyon, Las Vegas, and Los Angeles. Just having returned home, Agnes is to leave almost immediately for another vacation to Ft. Lauderdale.

Bobby Prestas flew to Chicago via the commercial airlines, there joined Bobby Johansson and her Aztec for a flight to Denver and the ski slopes. Eleanor and her 49½er have been skiing in Vermont.

My 49½er and I had a fabulous flight to the Bahamas—enjoyed every minute of it. Stayed a week at the Lloyds on Spanish Wells (No. Eleuthera Airport), then went on to the Two Turtles Inn at Georgetown, Great Exuma, The Cape Santa Maria Club on Long Island, and back to Nassau. If anyone wants any testimonials on the Bahamian "out islands" just ask me. If you have lots of time to listen, that is.

At the Republic Aviation annual sports banquet, Ellie McCullough was the recipient of an award for her flying club activities.

The Greater New York Chapter will host the start of the All Women's International Air Race, scheduled to leave Caldwell-Wright Airport, N. J., at 8 a.m. Wednesday, May 26, and to land at Nassau on Friday, May 28. Impound deadline is Sunday, May 23, at 5 p.m. Race Chairman Kaye Hilbrandt has set the take off banquet for Monday, May 24, at The Holster, Wayne, N. J.

Penny-a-Pound Chairman Barbara Brotherton has set the tentative date for the first week in June, at Morris-town Airport. Pat Wilson, chapter chairman, says the tentative date for the weather seminar to be held at La Guardia Airport is Saturday, March 27, 10 a.m. to 4 p.m. Let's go, girls — no landing fees, no parking fees. Box lunches will be available for \$1.50.

Several from our chapter are planning to attend the aviation seminar, "The Coming Revolution in Aeronautics," to be held on Tuesday, Feb.

23, at the Garden City Hotel, Garden City, L. I. It sounds like an interesting, informative program, and we are hoping for a good attendance from this area.

If anyone wants to know how Barbara's Cherokee beat Chorlotte's Comanche back to Somerset, ask Pat. (Sorry — I felt a "cliff hanger" might be a good ending for a change.)

## WESTERN NEW YORK CHAPTER

By Jean Mutchler

The meeting included the customary pleasant, friendly gathering with news of this and that; most notable was word that Helen Moore won her commercial after a sojourn in Ft. Worth. Congratulations!

Impressive indeed was Dorita Norton's organization of our business agenda; with this kind of efficiency, progress is inevitable. And the cleverness of those reproductions — a complete list of what's been done, what's to be decided, and what's to be done was given to each of us — but the paper will start disintegrating in two months, so get cracking! Peg Wahl accepted chairmanship for the air-marking program, and Lori Moore volunteered to contact the local schools to see what we can do toward their benefitting from the activities of the National Aerospace Education Council.

Keeper of the coins Joanne Kohler informed us that we were solvent, but not excessively. This kind of news precipitated much discussion about such worthwhile endeavors as the Amelia Earhart Scholarship Fund and the AW-TAR. We are a small group so a bit of brain exercise is going to be necessary to render these things compatible. Necessity is supposed to be the mother of invention; clever ideas will be gratefully accepted.

We were very pleased to welcome new member Donna Joss, who joined Ethel Fedders and Naomi Meker in active contributions to the meeting's success. Everyone was pleased to hear the letters from Shirley Butts and Helen Moore and prospective member Betty Haesloop who were unable to be with us; we hope they will join us next time.

Dorita Norton has been furthering aviation and the 99's through addresses to Zonta groups; Dunkirk-Fredonia last month, Buffalo this month. Good work, Dorita.



## EASTERN PENNSYLVANIA CHAPTER

By Caroline Bregler

Gay Maher has just completed the longest womens solar cross-country flight on record in a helicopter (Hughes model 300). Gay left Sulver City, Calif., but, so she could say she flew coast to coast, she went out over the Pacific Ocean before heading East to the Atlantic Ocean just off the coast of New Jersey. This took Gay 45 hours and 25 minutes. When she arrived at the Flying W Ranch (a day late) the Eastern Pennsylvania 99's were waiting to greet her along with other well-wishers.

Our chapter, as part of the air education committee program under the leadership of Beth Sturtevant who was hostess for the month, held a teen-age seminar at North Philadelphia Airport. Approximately 90 interested teen-agers from Father Judd High School, Neshaminy High School, the Langhorne Wing Scout Troop and interested friends of the 99's had courses in aerodynamics, instructor, Barbara Morrison; navigation, instructor, Marie D'Alterio; and meteorology by instructor Anne Shield. Also a film titled "Traveling by Light Plane" was shown.

After the classroom briefing a drawing was held and several teen-agers who are prospective pilots were given a 15 minute free instruction flight by Flight Instructor, Anne Shield, Gay Maher and Mary June Loch. The Air Age Education Committee, under the chairmanship of Beth Sturtevant, is Marcia Musson and Helen Zubrow.

Louise Sacchi, who forced landed a plane near Gander, Newfoundland, is now at home in Jenkintown. The Philadelphia Bulletin stated that she is a cool, cool woman and if the pilot had been male, he would have killed himself. Louise was ferrying the plane from Boston to Germany.

Peggy Borek, chapter chairman, is taking a vacation, but this time on the high seas. After a brief course in sailing in Miami she will take a schooner cruise through the Bahamas for two weeks. Sounds like real fun!

So till next month, let's hope for better weather and better flying.

## MARYLAND CHAPTER

By Ada R. Mitchell

We, the Maryland Chapter, declare this chapter the busiest chapter in the

99 organization. Last evening we had our monthly meeting in the home of Gerry Storm, Baltimore, Md. We sat around a huge banquet table in the dining room and along with our business transactions, we made more plans for the spring sections. It will be our FIRST and we think it will be an outstanding one. We will hold it in Carvel Hall, which is an old historical hotel in Annapolis, the capital of Maryland, and the home of the Naval Academy. So we are all excited and are all looking forward to the sectional meeting.

We hate to be bragging all of the time but we have added two new members to our membership and listen to this: Jean Greer has just been elected the Maryland State Queen of the Flying Farmers. Now we can brag of our Queen Jean as of last evening. Also, joining our group is the Queen of the Apple Orchard, Elizabeth Sullivan. Not only does Elizabeth have an apple orchard, but operates the Doersom's Airport, in Gettysburg, Pa. Don't forget if you are flying cross-country and in that area look for a 3,000 foot runway and you will be greeted by the handsome 49½, Donald.

Our March meeting will be held at Leah Stinchcomb's home. We enjoy our meeting so much that we plan on making it an all day affair. Most of our meetings have been held in the evening hours and the 49½ers hangar talk, but lately they have been having meeting and the table has turned. They used to wonder what we were talking about upstairs, and now with all of the laughter going on downstairs, we are wondering what goes on down there.

Ellen Bateman has been getting in a lot flying lately ferrying planes. And I understand that she has made a hit as the "Striking Ninety-Nine" every place she landed. Lois Baty is still doing a nice job of telling the folks at all Flying Farmers meetings just what the Ninety-Nines stand for. As one man put it (and he was a stranger to me) "I certainly admire that organization of women who are doing so much to advance aviation, and we do need workers like that." Betty Bohn is our inventor of the head scarfs which you will all see at the sectional. We are all standing by Lenora Eaton as her mother is very ill. Lenora and her 49½er certainly come through with anything we need such as ideas and suggestions let alone the beautiful decorations at our Christmas parties. Our prayers always include mentioning of Lenora's mother and for her recovery.

Edith Albrecht and Eleanor Echols are planning on being our representatives in the Powder Puff Derby. Our Jackie Geiger is very active in all of the space age activities. We all love to hangar-talk with Jackie about her experiences when she was learning to fly. As for that 49½er, Jim, you will all meet him if you attend the sectional. I must admit its hard to stay one jump ahead of 49½ers Bruce Baty, Jim Geiger, Ray Stinchcomb, John Jacobson, Howard Eaton, Tom Hill, Morris Lake and now we have to put up with the two new 49½ers, Donald Sullivan and Jim Greer. They will try to sell you a helmet used by the Wright brother and it will turn out to be a paper bag from your own kitchen. Bettie Hill is trying to get the yacht ready for summer sailing and we hope that we can have the invitation to meet aboard this summer as we did in 1964. Am sure Doris Jacobson enjoyed her visit with the Wisconsin girls while on her trip back home. Doris is doing a nice job as membership chairman.

Margie Lake and 49½er, Morris, have been doing a lot of flying and are very active in the Flying Farmers. Rosemary Lane has sold her home and plans on organizing a flying club. Rosemary is an instructor and we are very happy to have her in our midst as she has many accomplishments. That goes for Ruth Freckleton also. Ruth can hold your attention for hours about her experiences in flying. Our Thelma McNemar needs no introduction as she is known all through the area as Mrs. Mac. Thelma is the operator of the Rutherford Airport in the Baltimore area and is doing so much for the future generation of the flying population. Our May meeting will be a fly-in at Thelma's Airport. Georgenna Rokes, our secretary, is working on getting more ratings so that she can fly in the Powder Puff Derby. Leah Stinchcomb is our sectional committee chairman and doing a wonderful job. So is her 49½er, Raymond, and you will all meet him April 3, only don't buy that Wright brothers helmet. Gerry Storm is planning on a big vacation in her native land of Canada this summer. And as for me— I have just had a heart operation and now that I have a cracked heart I am waiting for leap year as my chances for a husband are slim. So I am going to put my flying to good use during leap year. I am going to take some eligible guy for his first plane ride. After I get upstairs I'll give him a few stalls, etc., and then propose, and

if he says "No," give him more. In other words he "ain't" coming down 'til he says "yes". So my thought for the days is, "Fly no matter what the occasion might be".

#### WASHINGTON, D. C. CHAPTER By Jacqueline M. C. Smith

On Wednesday, Feb. 3, our chapter member, Blanche Noyes, was chairman of the Zonta Amelia Earhart dinner here in Washington, D. C. The famous balloon pilot, Connie Wolf (a 99 too!) was the guest speaker. Among the Washington, D. C. Chapter members attending the dinner were Faye Wells and guests Paul Garber and Kay Horkan; Nona Quarles; Jean Howard; Katherine Stinson and guest; Maryanne Shelley; Hedy Paffe and guest Ruth Freckleton from the Maryland Chapter; Ruth Barclay and 49½er; Chapter Chairman Laura Zerener; and Margaret Boylan,

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a prospective reinstatement to our chapter.

At last our chapter is going to have a baby! That is, Doris White is going to have it for us, and it won't be long now before we know whether or not IT will swell our ranks in the future! We had a wonderful surprise shower for Doris at Ruth Barclay's on Friday, Feb. 12, and scads of wonderful "little things" were brought by the following members: Hazel Dwiggins, Laura Zerener, Jackie Smith, Bea Wilder, Josie Cook, Eve McIlveen, Jane Ralston, Virginia Thompson, Nancy Tier, Doris White, Ruth Barclay and prospective member Evelyn Sizemore. We had a short business meeting before the "surprise" took place and then a table was set up in front of Doris and the cutest little pink, white and blue baby carriage placed on it. An announcement was made to the effect that we were welcoming a prospective member and even

then Doris had a blank look on her face! Then some of the presents were brought and put in front of her and she finally realized what it was all about! It was really fun. We should have a lot more of them! One must think of the future of the 99's!

Nobody seems to have been doing much flying lately, but one of these weekends you are going to be in for a surprise — the sun is going to shine!



#### CAROLINAS CHAPTER By Louise M. Smith

The February chapter meeting was held at the airport in Raleigh, N. C. Page Shamburger, Estelle Bradshaw, Louise Thaden, Burnette Spencer, Hortense McGee, Emily Kelley and Louise Smith, all arrived on four wheels in the pouring down rain.

Mr. C. B. Seidel, FAA area supervisor from the General Aviation District office, met with us. Mr. Seidel presented an accident statistical comparison of 1963 and 1964 and led a discussion, emphasizing the need of more thorough basic training and the familiarity of the plane being flown, and asked for ideas and suggestions that might improve the safety record.

Louise Thaden, flying activities chairman, reported plans for a "penny-a-pound" to be held at the Spartanburg, S. C. Airport, on Sunday, May 16, and tentative plans for a similar event in the fall. Louise Thaden was guest speaker at the High Point Kiwanis Club last week. Also, Louise Smith made a flying trip to Greenville, S. C., to speak at the Zonta annual meeting, in commemoration of Amelia Earhart.

The Southeastern Section spring meeting, to be the weekend of April 30 thru May 2, is going to be "A can't miss event". With Frank Kingston Smith, Major Frank Wood, Mr. Jack Barrie of the South Carolina Aeronautics, Bob Farrington of Raleigh Radio — how can we miss?

Dates to remember:

March 7 — Chapter meeting, Winston-Salem Airport.

April 4 — Chapter meeting, Asheville Airport.

April 30 — Southeastern Spring Sectional, Asheville, N. C.

May 16 — Pennay-a-Pound, Spartanburg, S. C.

May 26-27 — IAR Stop, Greensboro-High Point Airport.

## FLORIDA CHAPTER

By Jan Wagner

The February meeting of the Florida Chapter was held at the home of our chairman, Virginia Britt, with 12 members and four guests present. It was a pleasant surprise to have two 99's from the Eastern Pennsylvania Chapter with us for our meeting. Here in Florida we call them "Snow Birds". Namely, Beth Sturtevant, who is membership chairman for Middle East Section and areospace chairman of Eastern Pennsylvania Chapter, also a member of the Flying Farmers. Cass Bastianelli, also a member of the Eastern Pennsylvania Chapter, who co-piloted for her 49½er in their Cessna. Cass informed us that she was queen of their Flying Farmers club in that area. Beth informed us that she did a little back-seat piloting and that the three of them safely guided a student pilot on his first cross-country (who no doubt was lot) to his destination.

The new "Sun Coast Chapter on the west coast of Florida has been informed that they have been granted their charter. They have invited any 99 member to attend a luncheon at the Yacht Club in St. Petersburg on March 10 when they will officially receive their charter. Fly into Albert Whitted Field in St. Pete (call them on Unicom). Anyone planning to attend, please contact Virginia Britt here in Fort Lauderdale by March 1.

The March meeting will be held at the home of Cecile Adler in North Miami. Cecile recently underwent surgery, but by now is feeling very much herself again.

Virginia and myself attended the January meeting of the "Grasshoppers" in Gainesville. Met with approximately 25 girls for lunch. It was a delightful meeting and they do have such fun at each meeting. Virginia flew up and back under the hood; so I did the co-piloting for her — also was on the lookout for those jets that go buzzing around the state every day.

Check this newsletter for some very, very interesting information pertaining to the IAR — particularly those who intend to fly the race, and perhaps those of you who have the urge can be persuaded to join in with us for one of the most happy and glorious weeks that you will long remember. Keep flying.

## GEORGIA CHAPTER

By Betty W. McNabb

Despite dubious weather, seven Georgia 99's and several guests met at the James Miller home in Tifton for a delayed January meeting. Frances and Jack Peacock of Atlanta drove to Albany where Jack had a meeting of his own, Frances drove on down to Tifton with Betty McNabb. Frances Nichols of Valdosta drove over with her mother. Two other 99 planes flew in, Jean Voyles of Atlanta 210'd in bringing our newest member, Carol Harp; Carolyn and Biff Kennedy Comanched over from Parrott.

Ruth served a marvelous lunch and we had a busy and productive business meeting. We have decided that the Georgia Chapter must surely be one of the most congenial groups in the Ninety-Nines. We do enjoy each other so much.

Frances Peacock, who is section air-marking chairman, read a news letter from Georgia's state aviation representative which described efforts at state level to set up an air-marking program. We feel a bit self-congratulatory, as we think we sparked the program and we hope to continue our aid in line with the Indiana program, a copy of which we sent Mr. John Bennett, our Georgia aviation director.

Plans were discussed for the numerous activities of spring and summer—next month we plan to hold a joint meeting with Tennessee way up in Rome, Ga.; sectional is coming along with promise of a marvelous program—modestly we say Friday night's star will be Frank B. Wood, who was at Kitty Hawk (he's your column writer's dad), and Saturday will feature another Frank — Frank Kingston Smith, NATA director, attorney, writer, pilot, AND humorist.

Carolyn Kennedy hopes to fly the IAR again, she and Betty McNabb are both eyeing the U.S. Air Derby at Winter Haven. Georgians expect to man the Macon IAR stop and handle impound for AWTAR — so it looks like a busy year.

Meanwhile Lois Lacy of Atlanta has rejoined the chapter and we are working on a trio of prospectives in Albany, as well as several across the state.

See you other section gals in Asheville!

## MEMPHIS CHAPTER

By Mary Stanley

These days the thoughts and plans of Memphis 99's are centered on the

assistance we hope to give the Tennessee Chapter at the AWTAR terminus and convention in Chattanooga in July. We are planning to be there en masse. Chris Brown, Rosemary Williams, Ina Walker, Hilda Savage, Martha Tobey, and Josie McCoy drove through ice and snow to Nashville Jan. 16 for the purpose of meeting with the Tennessee Chapter to discuss plans for the above. Irene Llewellyn and Dorothy Patton represented the Tennessee Chapter. They flew in IFR from Chattanooga.

Chris Brown was appointed finance officer for the Memphis Squadron of CAP. She also flew ten hours on actual CAP search missions in December.

Mary Stanley flew three members of the White River Valley CAP Squadron to Topeka, Kan., to pick up a newly acquired T34. She is currently working toward getting checked out in it.

Ina Walker visited in Hattiesburg, Miss. She went by to see Cora McDonald, who is ill and hospitalized there.

Nine Worthington is working hard toward acquiring her instrument rating.

Our Southeast Section vice governor, Martha Tobey, with husband, Frank, just returned from a jet flight to Hawaii, and sends along this late news flash! "The highlight of our trip was our flight in a Skyhawk around the Island of Oahu. We had hoped to fly to the islands of Molokai and Maui, but it was so late before we could get an airplane that we had to discard this plan. This was the most beautiful flight that we have ever had. Flying along the beaches with the blue Pacific on one side and the mountains rising high above us on the other — we were surely looking at some of the most spectacular scenery in the world! It is at times like these that we feel sorry for our earth-bound friends. They just don't know what they are missing."

## MISSISSIPPI CHAPTER

By Bernice Kelly

The January meeting of the Mississippi Chapter was held in New Orleans on a windy, below freezing day, but the warm hospitality of our hosts compensated for the weather. We met at Municipal Airport with Alice Cagle, Clyde Ricks and Trans-Air greeting us. Alice and Clyde instruct for Trans-Air and gave us our check-rides in the Cessna 185. We had to wait until after lunch to go because the water froze on the rudder on take-off and landing and that would sorta complicate matters. So off we all went for lunch. We were pleasantly surprised to have our host

Trans-Air treat us to lunch After lunch we hurried back and waited while Dot and Lucille checked out, since they had flown down from Greenville and had to get away early to combat a headwind. While they were gone Janet flew Ethel and Bernice around in the Bonanza she flew over from the coast. It was a nice change for Janet who flies the Commander most of the time. Later on after Dot and Lucille left, Janet checked out in the 185 and Ethel and Bernice went along for the ride. After more than 12 take-offs and landings on the water, your reporter was plenty air-sick from sitting on the back seat, an unaccustomed position. On Saturday before the meeting on Sunday, Paul and Ethel and Bernice and Tim drove down to New Orleans and had a wonderful night on the town. We had hoped others might get down but the weather interfered.

Cora McDonald is in the hospital in Hattiesburg and will be for some time. We hope all of her friends will drop her a line. The address is 413 Hall Ave., Hattiesburg, Miss.

Those attending the meeting were Dot and Bob Etheridge, Lucille and Bob Wolfe, Janet Green and children, Paul and Ethel Radzekicz, Bernice and Tim Kelly.

We will not have a meeting in February. March meeting will be in Mobile, Ala., for a tour of Bellengrath Gardens.

#### **TENNESSEE CHAPTER**

**By Valerie Grant**

Since our last report we have had a meeting at Mr. and Mrs. Leroy Jones' home where we covered our standing operating procedures for the termius very carefully. We are getting prepared and making our plans for the 1965 terminus and convention. This will be old news to some of you, but to those who haven't read it before, why not get out your charts and plan a vacation trip to Chattanooga for your 99 convention in July. We guarantee that the greetings and the weather will be warm.

After much blood, sweat and tears, I finally got that commercial license and incidentally, any other ratings will be nil until this chapter chairman stops hounding me on this convention and terminus.

There was a planned joint meeting with the Georgia Chapter on Sunday, Feb. 14, but due to rain in south Georgia, meeting was cancelled until the 21st. Since this will be past our

deadline we will report on that next month.



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

**By Edy Maxim**

The Farmers' Almanac predicted stormy weather for our regular meeting date — January 17, and that's precisely what happened. This was the best blizzard of the winter season. The Wooster meeting postponed. However, we were able to cope with the rain on the following Sunday. I think our large attendance really overwhelmed our hostesses — Joann Stype, Bonnie Buehler and Jean Funk. We did have one fly-in, despite the WX. Helen and Fred

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Morgan and Virginia Schumacher Bonanza'd in from Dayton.

Attending: Helen and Jim Sammon, Joan Hrubec, Jean Hixson, Rosalie Bracht, Sue Hively, Helen and Fred Morgan, Virginia Schumacher, Jean and Doc Bonar, Marge and Jim Gorman, Pat Rogers and Myron Collier, Marion and Charles Betzler, Connie Jones and Adolph Luhta, Bev (Mather) and Bob Lang, Helen McConnell and her son, Keith, Joann and Roy Stype, Marilyn Collette, Jean Funk, Bobbie and Wayne Buehler, Guest Ruth Shuey, and prospective 99's Judith Evans, Marion Stacks, Blanche Shelley, Faye Bucklew, Helen Baucher, Marge Shaffler, Jackie Davis, and Louise Toster.

Jay Knox, president of Magna Power Company of Wooster, and an enthusiastic member of the EAA, programmed a most interesting color film of the 1964 annual EAA fly-in at Rockford (Ill.)

Airport. Interesting shots of intriguing experimental aircraft designs.

Susie Lutha, 17 year old licensed pilot and prospective 99, flew a Tri-Pacer from Concord Airpark to New Smyrna Beach, Fla., the weekend of January 23-24.

Sue Hively (commercial and instrument rated) moved to Sandusky in October. Sue was formerly in the Indiana Chapter. She is women's editor of the "Sandusky Register". At present, she doesn't have anything to fly, but can't stand being grounded and so hopes to be flying by spring.

Marilyn Collette managed to get 20 minutes in an Aero Commander, courtesy of Akron Vault Company, Akron.

Virginia Schumacher passed instrument written. VFR trip via 250 Comanche to visit family in Tampa, Fla., in January.

Connie Jones took Janet Gibbs for a ride in the Stearman PT-17 from Concord Airpark on Sunday, Jan. 3. Both had knit face masks, leather helmets and goggles and quilted flying suits. Temperature 34 degrees F. Rumor has it that when they landed at a nearby airport, nobody could tell they were girls!

Jo Ann Stype took commercial written December 15, 1964. Passed with grade of 84 per cent. Her family is glad mom put the books away for awhile.

Mary Scheafer and 49½er Hap enjoying a well-deserved vacation at Sarasota, Fla.

Doc and Jean Bonar off to Los Angeles in February for a medical meeting.

Jean Bonar and Pat Rogers were guest speakers with Jerrie Mock at a Colony Club meeting in Mansfield, Ohio, on January 14.

Jerrie Mock also gave a talk on her "Round the World" flight at the Cleveland Zonta Club's Amelia Earhart Scholarship Dinner on January 21. Ninety-Nines attending were Kay Gasker, Mildred and Liz Musy, Connie Jones, Joan Hrubec, Sue Hively, Helen Sammon and Edy Maxim.

Helen Morgan piloted Brig. Gen. McClernon to a Zonta luncheon meeting, honoring Amelia Earhart on January 14 in Cincinnati.

Nancylee Malm (China Lake, Calif.) recently checked out in Comanche. She, 49½er Lorry, and Lee flew the Comanche to Apple Valley to see Roy Rogers' Inn. Much fun, and of course the Comanche has much more spirit than the Cessna 150 she's been flying.

New to Sankusky and to Ohio Chapter

are prospective 99 Judy Evans and her husband, James. Both are registered pharmacists and pilots, and are members of the Flying Pharmacists. The Evanses met while both were attending pharmacy school at Ohio Northern University. Jim was already a student pilot, and earned his private license shortly after they were married. After graduation, Jim joined the Air Force. It was while at Scott Air Force Base that Judy took her flying lessons at the aero club.

Now at Sandusky, Judy is a pharmacist at the Ohio Soldiers and Sailors Home and Jim is a pharmacist at Providence Hospital.

A welcome to our new members: Elizabeth Piechocki of Rocky River, Jerrie Mock of Columbus and Marion Stocks of Cleveland. Reinstated are: Helen Sullivan of Lima and Mary Wenclaw of Wickliffe.

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#### **CAPE GIRARDEAU AREA CHAPTER** By Alice Godwin

Wednesday, our chapter meeting date, was a beautiful flying day. Mary Elders flew in from Cuba, Mo., and had no room for passengers because, by our request, she brought all of her trophies that she has won throughout the year for all of us to see.

In December she and her son, Mike, flew out to Long Beach, Calif., for an enjoyable six day meeting of the National Pilots Association. At this convention Paul Vance, president of NPA, named Mary the "Most Proficient Pilot in the Nation". Her accomplishments have made us very proud and Wednesday Margie Hall, our chairman, presented her our chapter's 1964 Outstanding Woman Pilot trophy. Keep up the excellent flying, Mary, even if you have to build a trophy room.

Audrey Blaich, from Poplar Bluff, also flew in. She was named second "Most Proficient Pilot in the Nation". Oh, how I enjoy writing this news letter; especially when these gals give me such wonderful flying news to tell you about.

Of course, I've found out we have some sneaky Ninety-Nines too. They surprise me by presenting me a multi-engine plaque which was designed by Polly Freytag. I will cherish their thoughtfulness forever.

Our meeting was held at the airport, Mary Blue, Southeast Missourian News reporter and the paper's photographer were guests. We did create some interest. All the members looked fetch-

ing and Cape Central Airways personnel, who were supposed to be working, and the local and transient pilots stopped to see what was happening. I must admit, Mary, in her light green suit, sitting there with all of her trophies and the rest of us beaming because we had a first and second place winner made everyone passing take notice. All this publicity wasn't planned. It happened just because we were enthusiastic and enjoyed our meeting so much.

Nell Rice and Polly Freytag, from Kennett, Mo., flew up in Nell's "Little Jewel". Lois Feigenbaum has been in the hospital for foot surgery. She is making a speedy recovery but she has had to miss the last two meetings. In March we're flying to Carbondale, Ill. If she can't come to Cape, we'll take the meeting to her.

Margie and Frank Hall flew to Texas last Month. Their passenger was their champion Boxer. This month they're in New York.

Millie Limbaugh was one of the chaperons who went to Miami with our Cape State College Golden Eagle Band. All the way by bus and she says this isn't the way to travel. While she was gone, her 182 Cessna got a new paint job. Really looks sharp. She and the rest of us are just waiting for more beautiful flying weather.

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#### **CHICAGO AREA CHAPTER** By Doris Mullen

January 28 was the frigid night of our Chicago Area Chapter meeting. "Pilot Training" at Midway Airport was our host and Mr. "Van" Den Broeck, who is manager and chief pilot, presented an excellent film "Approaching the Speed of Sound". Although the planes in the film were much faster than most of us fly, it was fascinating to learn of the problems presented with increased speeds. Hostesses for the meeting were Alice Kudrna and Gerry Krause, assisted by Virginia Coffeen, Doris Mullen, Claire Hallgren, Helen Budwash, Barbara Friddle and Sue Roscoe. Many welcome guests were present. Sue Roscoe brought the new Wing Scouts from Aurora. They have only had three meetings and at one Tracy Pilurs spoke on "Women Pilots". Barbara Pence brought two guests from Hinsdale Airport. Val Chochola, who has her private license, and Carolyn Vaisin, student pilot and also secretary at St. Bernmain Aviation at Hinsdale. Mary Shumway is a prospective member who has 165 hours and enjoys flying with her hus-

band, John, in their Skyhawk.

Our Amelia Earhart Scholarship candidates are Joan Shoger, Dorothy White and Virginia Rabung. We wish them good luck.

The warm clime of the islands has called John and Toni Teiber to the Virgin Islands. They are flying the Cessna 310I.

Irene and Adam Gabriel took a month's vacation over the holidays. Two weeks at Camelback Inn in Scottsdale, Ariz., then, Las Vegas for New Year's Eve. Five couples from the Chicago area flew out and kept their pact to celebrate together. The Gabriels also traveled to Mojave, Calif., and then back to Chicago. They made this trip of 6000 miles by car — their first since buying a plane eight years ago.

A quick trip was made by Ralph and Gerry Krause for New Year's Eve to Las Vegas (a surprise for Gerry). Ray and Louise Kokesh made a weekend trip to Springfield in their Bonanza.

Joan Shoger had an unfortunate bit of luck. Her Champ was damaged, a bent prop, wind caught it and messed up a wing and ruffled its feathers. She has her own farm strip and hangar and I'm sure the Champ will be repaired by spring. Joan is working on her commercial license.

Suzette Duetsch, our treasurer, recently acquired her flight instructor's rating and is to be married soon to a flight instructor. What a team!

I'm going to lose my job as reporter if I don't quit blowing my horn. February 2 the ground hog not only saw his shadow, but he saw me take my commercial helicopter ride with the FAA inspector from Du Page Co Airport. It was zero degrees! Daughter Suzie was my first passenger. My husband, Wylie, was my instructor and dual was taken in a Hughes 300 and I took the test in a Hughes 200. Quite a challenge.

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#### **GREATER ST. LOUIS CHAPTER** By Jan Noyes

In spite of old man winter, our "gals" still have their heads in the clouds. Here are a few bits and pieces of things our members have been doing:

Jan Pocock and husband, John, were Florida bound at Christmas time, via the dangerous highways. Jan no sooner got home and she turned right around and flew back as the "stewardess" on the Monsanto plane. Loretta Slavick spent Christmas in of all places, Guatemala, with all the Indians and volcanoes. Since then she has made a trip

to Denver, but now she is getting ready for the deluge of income tax reports which keep her snowed under for a couple of months. Several of our members are busy working on various ratings.

We are convinced giving a dance is a painless way of making money, and our treasury proves it. We are about \$300 richer thanks to our Harvest Hangar Hop.

Many of us are making plans now for our spring sectional in Springfield in April. Hope we might meet with some of you there. Happy flying!

## IOWA CHAPTER

By Mary Lou Ballensky

The Iowa 99's have certainly been on the move this past month. And several accounts of recent trips were available when we met at the Waterloo Airport on Valentine's Day, Verna Mae Prochaska serving as hostess.

Those present included Phyllis Barber, Rick and Irene Griffith, Peg Ong, her daughter and daughter's girl friend, Hazel and Glenn Sigafosse and guest, Dr. Darrell and Maxine Cochran and two children (Maxine is sporting a new license and is a prospective new member), Lois and Ray Grange, John and Mary Lou Ballensky, and Ruth and Frank Schleusner. Ruth is a former 99 and considering rejoining, if their private airport can spare their best Sunday coffee-maker once a month.

A rather important and lengthy meeting was conducted by our favorite high pressure salesman, Lois Grange, substiting for chairman Tina Healy. Among our other accomplishments of the day, we voted to send AWTAR \$50 as a starter, with more support to follow when and if we can afford it.

Now, to a few of the nomadic tales supplied by the most recent gypsies among our number. Peg Ong and family headed towards Colorado and the Southwest the week after Christmas. They ran into Colorado 99 Frances Warner in Denver and visited with Mary Frenzel of Denver as well. They also included two days of sight-seeing in Tucson. On the way home, they crossed paths at Dodge City, Kan., with Lois and Ray Grange, on their way to Phoenix, the West Coast, and Las Vegas.

The Granges spent three weeks hopping back and forth around the Southwest and gave some glowing accounts of the "red carpet" treatment handed out by the Phoenix 99's. Las Vegas



A Kansas City Chapter Sunday Fly-out. Standing, left to right: Ronnie Stafford, Sheldon Stafford, Elaine Morris, Marge Farrell, Aleah Combs, Mary Edwards, Joe Reindl, Bud Combs, and Ray Hendershot. Kneeling, left to right: Ruth Stafford, Sarah Gorelick and Joan Reindl.

didn't seem to trim their pocketbooks too drastically, because they did make it back to Iowa in time for the February meeting.

Bernice Wilson has wandered away the farthest, but certainly not permanently. She is currently spending a month in Spain "on the job" for the College Osteopathic Hospital in Des Moines. She plans to spend an extra week visiting friends when her work is completed. I'm sure she'll have some interesting stories to tell when she returns.

Our last traveller IS leaving us permanently, and for this, we have many, many regrets; at the same time, we are wishing Dawn and Burnie Miller and baby daughter many happy landings in their new home state of Indiana. Burnie is taking up new duties with the coaching staff at Purdue University in LaFayette; and although the suddenness of the move has left us all a bit stunned, we certainly wish them the very best in their new surroundings. ATTENTION ALL YOU INDIANA 99's! We're sending you one of Iowa's finest flying families! Take them into your fold, but send them back to visit with us at the sectionals.

## GREATER KANSAS CITY CHAPTER

By Katie Letcher

The February meeting of the Kansas City Chapter was crowded! Sixteen gals were present and I forgot to count how many 49½ers, which seem to grow with

each meeting. Of the 16 there, four of the ladies were guests and before the meeting was over we had four brand new members.

Our hosts for the evening were Ruth and Sheldon Stafford and the meeting was held in their very lovely Ray town home. Ruth provided a very good dinner and we the money, which goes into a fund we are starting so's to donate it from our chapter to the AWTAR.

Oh, our new members are: Peggy Wright, Ann White, Bea St. John and Rosalind Oliver. I'd like to take this opportunity to welcome them into our group.

After the meeting we were entertained by Mary Ann Noah, who showed us movies of her family's Christmas vacation to Mexico. There we all were down on what looked like nice warm beaches and outside that night I think it was about 10 above zero. We did enjoy the movies.

Our monthly fly-out was planned for two Sundays hence to enable us to fly up to Mid-Continent Airport. The city is having Aviation Day on the 21st of February to promote the bonds that are to enable the city to move its Municipal Airport up to Mid-Continent.

## MICHIGAN CHAPTER

By Claire Ojala

A rustic room at Schuler's Restaurant in Jackson was the meeting place for the February meeting. It was a gorgeous morning for the fly-in with at

least half of the 47 (99's and guests) taking advantage of the beautiful, smooth day by sprouting wings.

A real gab fest and breakfast started the morning off. Mabel Hill, a Jackson Zontian, had everyone spellbound with her presentation of a book review of "Courage is the Price," the story of Amelia Earhart's life as written by her sister. After learning of Amelia's life it seemed she was groomed from the very beginning for the part she was later to play in history.

Several of the gals are all dreamy-eyed thinking of the AWTAR and International. It looks like Michigan will be well represented at both races.

Speaking of races calls to mind our SMALL Race. Mary Creason informs us that the starting base will be Alpena or Grand Haven. It will be a toss up I understand.

Next month the gals will be hard at work selling raffle tickets for the "Pot of Gold".

Mary Clark appeared happier than ever at the meeting. Congratulations on obtaining your commercial ticket.

Although I haven't been able to get in touch with Mary Von Mock, I have heard through the grapevine that she is getting along very well and plans a trip for April.

Some of the gals really got around the past month. Winnie DuPerow airlined to Phoenix.

Maise Stears at the time of this writing is enjoying a vacation in New Orleans with husband, Jim, and son. She doesn't believe in waiting around at home for her second child expected in May.

Dorothy Ligon toured the Beech plant in Wichita — also enjoyed using new T3 equipment in Bonanza.

Alyce Lodge made a quick trip to Minnesota to see her dad who was ill from a heart attack.

Judy Laitsch is now working for Amway Corp. in Ada as secretary in the research laboratory. She has had her commercial since a year ago and is actively promoting aviation and hopes to fly for them some day. She obtained her license from the University of Illinois Institute of Aviation and was a '64 graduate from the university with a B.S. in English literature.

Edith Phillips really got around — in one week she flew American to Denver (her mother broke her foot) then home in time to enter graduate school at Eastern University and had to fly Alle-

## HANGAR FLYING

### PREFLIGHT PLANNING FOR A VFR CROSS - COUNTRY FLIGHT

1. WHAT IS THE PURPOSE IN FILING A VFR FLIGHT PLAN? It is excellent insurance and costs nothing but a few minutes of your time. The information in your flight plan will be used in search and rescue operations in the event of an emergency, so make it accurate. An examination of enroute accidents shows a much greater number of accidents by aircraft not on flight plans than by those that do file a flight plan. (You can't be helped if no one knows you're there).

2. HOW, WHEN, AND WHERE SHOULD A VFR FLIGHT PLAN BE FILED? Pilots are urged to file in person or by telephone to the nearest FSS (Flight Service Station) **prior to departure**. Radio should be used for filing plans **ONLY** when it is impossible to file in person or by telephone to avoid congestion on the already busy communication channels. When filing by telephone or radio, have all the necessary information written down in the order it appears on a flight plan so that you will utilize the least amount of the controller's time and release the telephone circuit or radio frequency for someone else.

3. WHAT MUST YOU DO TO USE THE VFR FLIGHT FOLLOWING SERVICE? You must first have a functioning two-way radio in your airplane; the duration of the proposed flight must exceed one hour; and your route must be such that suitable flight watch stations are available. Then you must file a VFR flight plan with the nearest FSS, request VFR Flight Following Service, and receive a **thorough pre-flight briefing** from FSS personnel. The briefer will give you enroute and destination weather and forecasts, winds aloft, NOTAMS, and will designate the flight watch stations which you should contact. After takeoff, report your "off time" directly to the FSS. Contact each flight watch station designated by your FSS briefer as you pass over it and they will have the latest pertinent information all ready for you. When you reach your destination, **BE SURE TO FILE AN ARRIVAL NOTICE, i. e., CLOSE YOUR FLIGHT PLAN.**

Pilots are urged to "close flight plans" with the nearest FSS when practical to reduce congestion on control tower communications channels.

4. WHAT IS RECOMMENDED BY GOOD OPERATING PRACTICES? **Whether you file a flight plan or not, make regular position reports to FSS stations so that search and rescue action, if necessary, can be focused within the proper area.** These FSS contacts will enable them to give you pertinent FLASH ADVISORIES and current altimeter settings, and upon request, they will provide complete information on weather conditions, status of airports, and nav aids. Monitor the scheduled broadcasts made by these stations.

#### BE SAFER WITH A FLIGHT PLAN.

\* \* \* \*

### GETTING CAUGHT ON TOP OF AN OVERCAST

1. DO YOU HAVE ALL OF THE FOLLOWING REQUISITES FOR INSTRUMENT FLIGHT? (1) An Instrument Rating, (2) an aircraft fully equipped for instrument flight, and (3) recent instrument experience. If not, you should heed the following bit of advice concerning flight over an extensive overcast cloud condition — **DON'T!**

2. SHOULD YOU AVOID FLYING VFR OVER CLOUDS ENTIRELY? No. Many times it is both practical and desirable to select a cross-country cruising altitude above a **scattered** cloud condition to take advantage of smoother air, improved visibility, more favorable winds, or provide for more terrain and obstacle clearance, providing (1) you have **legal cloud separation** for climb, cruise, and destination descent, (2) weather conditions are stable or improving and (3) you **stay alert** and take immediate action if the clouds beneath you increase and the "sucker holes" start to shrink. **Don't wait too long to descend or make a 180 degree turn** (one of aviation's oldest safety devices) if the situation warrants it.

3. WHAT OTHER PRECAUTIONS SHOULD YOU TAKE TO AVOID AN "ON-TOP-OF-AN-OVERCAST" TRAP? (1) Prior to your cross-country flight, visit the local Weather Bureau Airport Station or your nearest FAA Flight Service Station for a thorough weather briefing. Select an altitude that will be compatible with terrain and cloud separation requirements. (2) Use reasonable restraint in exercising the prerogative of VFR flight when conditions are close to minimums.

**Remember that, with the right conditions, a low overcast can form under you in a matter of minutes.** Consider the weather, the terrain you propose flying over, and allow yourself a margin of safety commensurate with your experience level. (3) When you file your VFR flight plan with an FSS, request Flight Following Service in order to take advantage of special weather briefings from your enroute flight watch stations. Also, monitor appropriate frequencies for scheduled weather broadcasts at 15 and 45 minutes past each hour.

4. **WHAT SHOULD YOU DO IF YOU SHOULD GET CAUGHT ABOVE AN OVERCAST?** You are admittedly "in a jam". Loss of orientation, a very probable sequel to loss of ground references, will further complicate your problem. However, you can improve your chances of avoiding disaster by following a few logical procedures. For example, you should (1) establish communications with an FSS or other ground station and **confess your predicament**. The personnel in these stations are well trained in assisting airmen in distress; **give them a chance to help before it's too late**. If necessary, they can alert available VHF Direction Finding and Radar Stations (including military stations) to stand by for possible assistance. (2) If you have trouble establishing contact with a ground station, climbing will increase the range of your VHF radio equipment and improve the chances of ground radar detection. (3) Conserve your fuel by using an economical or maximum endurance power setting. (4) If you really need help, **COMPLY** with instructions received from your ground station.

5. **PREVENTION** is a much better approach to this problem than the cure. If you are a VFR pilot, **AVOID GETTING CAUGHT ON TOP OF AN OVERCAST!**

\* \* \* \*

## LOST PROCEDURES — PILOTAGE

It seems that all who fly cross-country are destined to lose their way or become "temporarily misplaced" at one time or another. Therefore, some **forethought** should be given to procedures and practices that may be used to lead wandering "bird-people" out of the wilderness. Confining the problems to the typical VFR dilemma, we can start with the general and proceed to more specific rules.

### 1. GENERAL:

**Don't fight the problem** — try to solve it! **Stay relaxed** — don't hit the panic button, thus virtually assuring that all the thinking gears will grind to a halt.

**Analyze and evaluate** as to: **Fuel** available and consumption rate. In other words, how much longer can you fly insofar as fuel is concerned? **Be conservative** — not hopelessly optimistic.

**Weather** — is it good, bad, indifferent, improving, or deteriorating?

**Equipment** — is everything functioning? Do you have lights (cockpit, landing, navigation, etc.) or survival gear of any description? (This should also be determined prior to takeoff).

**Terrain** — is it open, flat country, mountains, marshes, semi-desert, sparsely or thickly populated?

**Daylight** — hours remaining (if any). Have you had night or instrument flying? Once you have a reasoned assessment of the situation, you are better prepared to make vital decisions. One of the first is to decide if help is available, or are you all by your lonesome?

### 2. SPECIFIC: URONUROWN (with no radio)

#### Condition One:

- (a) Low on fuel
- (b) Weather deteriorating
- (c) Inadequate experience and darkness imminent
- (d) Engine or equipment malfunctioning

While (d) is not necessarily associated with being lost, the solution which follows would certainly apply if the situation were serious enough.

#### SOLUTION:

**GET IT ON THE GROUND!** Most accidents are the product of mistakes which have multiplied over a period of time. Getting lost is no exception.

**Don't push your luck.** It may well be that in doing so you have added the final mistake which will add another figure to the statistics on accidents. How much better to be on the ground than in it. If terrain or other conditions make

ghany to Wheeling, W. Va., to be present at her uncle's funeral.

Carol Welch tells us they have added a new member to their Alpena Flying Service family — a lady flight instructor who holds all ratings including instrument instructors rating. Marilyn Nethaway has also been a control tower operator. Carol will bring her to one of the meetings soon.

Marilyn Frinkle is a person who does something about the fact that office work was boring and became a mechanic — for the past three years at Prough-Eteo Flying Service. There she finds something new every day—everything from 100 hour checks to recovering planes.

The Flint Board of Education is offering two aviation psychology courses for the professional flight instructor. These two courses, "Principles of Teaching" (March 2-5, 1965) and "Educational Psychology (April 6-9, 1965) are intended to assist the flight instructor in the development of effective teaching techniques. Since no two students are alike in their motivations, aptitude, and learning rate, etc., it is necessary to be well versed in the psychology of teaching if we intend to improve general aviation. Specifically the aims of this program are to make the flight instructor a true professional teacher, provide more effective instruction, eliminate dropouts, improve flying safety and improve the use of teaching aids. Speakers for these courses come from government, military and civilian companies. Further information can be obtained by writing Mrs. Joan Perry, Coordinator, Aviation Instruction, Mott Adult Education Program, 923 E. Kearsley, Flint, Mich. 48503.

Happy flying!

## OZARK CHAPTER

By Hazel Matz

Our February meeting was held at the Kentwood Arms Hotel in SGF and we had a ball! The Lebanon gals are really a bunch of hard working and licking good people and we have the proof. Seems they decided to do their good deed (of the year — I hope) and stuff and seal all of the letters, going to all of you, concerning the spring sectional. Was a marvelous idea EXCEPT we still had the hotel reservation cards, etc., to include with the letter. So, for about two hours we ripped, tore, and extricated 600 letters from 600 envelopes. When then reversed the procedure and stuffed 600 new ones — with all the goodies this time, we hope.

Then came time to address same. Only two membership books amid the eight of us! So, to atone for their omissions the Lebanon gals took them all home with them to address, stamp, seal and mail. As you can see, we may not be very well organized but we work at it.

We got to see a style show at lunch though which lessened the effects of the confusion somewhat. Patty was unable to attend as she was on her way to Mexico, by car, and expected to be gone a couple of weeks. Velma surprised everyone, herself included, and flew in — with Mayme as passenger. Mayme was proudly wearing her "official wings" which she received as a birthday gift from her Air Force jet pilot son. Edythe kept us entertained (and we needed it) by repeating the jokes her 14 year old daughter has been bringing home. Some were rather interesting.

Mary Morriset was in pretty good spirits considering what has happened to her. Someone entered their new home and made off with \$4,000 to \$5,000 worth of jewelry, antiques, silverware, etc., plus ALL of her husband's suits! I think she said 17 of them. Some one is going to be well dressed but it won't be Fred.

Jean McClernon reported a wonderful time in Florida. Good weather, swimming, etc., and she does have a beautiful tan.

Jean Fuldner and I have been busy also. Fifteen of us flew to Tampico, Mexico, and report a most interesting and hilarious time had by all. All were from the SGF area except one couple from Dallas, and we certainly couldn't have done without them! He happened to be the president of the Dead Fly Club of America. It would take me a month and this entire magazine to even try to explain this particular club but take my word for it — IT IS DIFFERENT! We now have dozens of members in Mexico.

Naturally, we had 30 knot headwinds going down and almost that strong returning, so we had ample time to view the country. The four planes met at Brownsville, Texas, the first evening where we stayed overnight. The next morning we hopped over to Matamoros where we started to accumulate all those papers which are so necessary to fly in Mexico. Our flight to Tampico was made at about 500 feet right down the coast line and was beautiful! After only two and a half days, two planes returned to the States. We sure hated

it impossible at the moment, don't waste time, for it is of the essence. Don't search for a field comparable to "International". **Anything** usable will do. Remember, most people on the ground **know** where they are. You know you **do not**. This state of ignorance may well become permanent because the triple "whammy" of getting caught while "dangling, dark, and dreary" will rob you of virtually **all control** of the situation. If there is any alternative whatsoever . . . **NEVER** fly until the petrol peters out. There are few things so nerve shattering as the rustle of the wind when an engine has coughed its last.

**NEVER** fly until the sun slowly sinks in the golden west. It may be a beautiful sight but the goblins will get you if you don't watch out.

**NEVER** fly until the biggest, meanest goblin of them all, Ole Bad Weather, falls flat on his face. He will do his best to take you with him.

Remember the NEVERS, lest in the blink of an eye, they become FOREVERS.

#### Condition Two:

- (a) Plenty of fuel
- (b) Plenty of daylight
- (c) Plenty of good weather

#### SOLUTION:

##### Establish an "Error Semi-Circle"

1. Straighten up and fly right — straight, that is. Establishing a course by hunch or because you "got a feeling" is for the birds. **Don't wander aimlessly.**
2. Use knowledge of last known position, elapsed time, approximate wind and ground speed, (airspeed is better than nothing), to establish how far you may have traveled since your last check point.
3. Use this distance as a radius and draw a semi-circle ahead of last known position on the chart. For example, you estimate your ground speed at 120 mph. If you have been flying 20 minutes since your last check point, then the no-wind radius of your semi-circle is 40 miles projected along the direction of your estimated track. If you believe your wind is from the right, then you are most probably in the left quadrant of your semi-circle. Of course, unless you were sure about the wind direction, you could not ignore the right quadrant. The use of a simple computer can materially reduce the effort required in solving problems of speed, time, distance, and fuel consumption.
4. If you have been flying a steady compass heading and keeping a reasonably accurate navigation log, it's not likely you will have too much difficulty. If you've been operating "fat, dumb, and happy" too long, your search is going to be more difficult.
5. In either case, loosen up the eyeballs and start some first-class pilotage. **DON'T OVERLOOK THE POSSIBILITY OF BEING LOST, YET RIGHT ON COURSE OR VERY NEARLY SO.** First, look for something big. Don't concern yourself with the minute or trivial at this point unless nothing better is available. Often there will be linear features such as rivers, mountain ranges, or prominent highways and railroads easy to spot and identify. By turning either to the right or left, you **can't** miss them. If preferable, you can use them simply as references for orientation purposes. In other words, you can use them as landfalls or backstops, and thus find them of great value in fixing your approximate position. Once you have utilized such features to the fullest extent possible, or if there are none available, you can use anything that might help — don't pass up a thing. Double check all landmarks. Compare and analyze — analyze and compare railroads and highways, topographical features (man-made and natural). Check for available air markers with names on them. But don't go down on the deck and stay there. As a general rule, it is both safer and easier at higher altitudes.

Remember this point. Be sure you have up-to-date charts, including those adjacent to the one in use. Everything which appears on the chart will usually be on the ground, but no standard chart is so detailed that everything you can see on the ground can also be found on the chart. **If you either habitually or occasionally fly without suitable pilotage charts (Sectional or WAC), you deserve to incur the**

full wrath of every goblin that ever hounded airmen. Every VFR flight is involved with pilotage!

One final word — an ounce of preflight planning is worth far more than a pound of in-flight desperation. Sound, adequate pre-flight work will always pay off. It can prevent getting lost in the first place or at least simplify the task of fixing a position if you are "temporarily misplaced".

It can mean the difference between an enjoyable, satisfying experience and a palm-sweating ordeal.

**KNOW AND ABIDE BY YOUR LIMITATIONS and THOSE OF YOUR EQUIPMENT.**

\* \* \* \*

### FUEL CONTAMINATION

DO YOU KNOW — AND PRACTICE — THE PRECAUTIONS YOU SHOULD TAKE TO AVOID FUEL CONTAMINATION? Perhaps you do, but there are many pilots who obviously do not — as evidenced by the alarming increase in the number of fuel contamination-caused accidents. The modern aircraft engine is a remarkably reliable and dependable mechanism but it will not run on water, dirt particles, and other non-combustibles.

#### 1. WHAT CAUSES FUEL CONTAMINATION?

A. **Storing the aircraft with partially filled fuel tanks may cause condensation and water contamination.** You have, no doubt, often noticed moisture (or dew) on the outside of your aircraft early in the morning. When you noticed this, did it occur to you that this same moisture could form on the inside walls of your fuel tanks? Water is the worst offender in these contamination cases, and condensation inside the tank is one of the methods by which it finds its way into your fuel system.

B. **Servicing the aircraft from improperly filtered tanks, particularly small tanks or drums, is another principal source of fuel contamination.** This practice frequently introduces both dirt and water into the aircraft fuel system.

#### 2. WHAT PRECAUTIONS SHOULD THE PILOT TAKE TO AVOID FUEL CONTAMINATION?

A. **PREFLIGHT ACTION:** Drain a generous sample of fuel (several ounces — not just a trickle or two) into a transparent container from each of the fuel sumps. (Notice that we specified EACH of the fuel sumps. This includes not only the main gascolator, but also the wing tank sumps.) Examine the sample of fuel from each sump for water and dirt contamination. **Water will not mix with gasoline.** If present, it will collect at the bottom of the transparent container and will be easily detected. If water or dirt appears, continue to drain fuel from that sump until you are sure the system is clear of all water and dirt.

B. **POST-FLIGHT ACTION:** (1) **Top off your tanks at the end of the day to avoid condensation and water contamination inside your fuel tanks.** Although this is a desirable procedure to follow at the end of each flying day (assuming your loading schedule for the next day will permit a full load of fuel), it is particularly important that this is done if the aircraft is to stand idle for several days — whether it is tied down out-of-doors or stored in a hangar. (2) Avoid, if possible, servicing your aircraft from small tanks or drums. **Should this become necessary, the fuel should always be strained through a chamois skin that is in good condition.**

C. **PRECAUTIONARY MAINTENANCE ACTION:** In addition to the previously discussed precautions, the following maintenance precautions should be performed on your aircraft at periodic intervals: (1) Inspect and clean the tank fuel outlet finger strainer. (2) Inspect and clean the inlet carburetor screen. (3) Flush the carburetor bowl.

BY FOLLOWING ALL OF THESE PRECAUTIONS, YOU CAN GREATLY REDUCE THE HAZARD OF ENGINE FAILURE DUE TO FUEL CONTAMINATION. **GASOLINE IS CHEAPER THAN REPAIRS!**

(Portions of HANGAR FLYING from FAA Exam-O-Grams)

laundry waits for no one. The other two planes, including the Fuldners, continued on to Veracruz where they spent another couple of days. Since this was my first trip south of the Arkansas line, it was particularly interesting to me. I urge you to make the trip but stay longer and see more.

NORTH CENTRAL  
SPRING SECTION MEETING  
SPRINGFIELD, MO.  
APRIL 23-25

### WISCONSIN CHAPTER

By Marie A. Mitzenheim

Our January meeting was a dinner at The Seven Seas followed by a discussion of possible nominations for international officers.

Guests included the Galts, mother and daughter of Galts Airport.

Another guest, Marilyn Ritzman, has her private license and was presented with an application!

Anne Roethke showed the group slides of her trip among the Bahamas, where she did some scuba diving and circled the islands by boat. Anne visited with Jessie Bennett, a Florida 99.

Ramona Huebner came to this meeting by plane, but the good weather did not last so she returned to her home by BUS.

Chairman Toney flew safety pilot for Anne Roethke while Anne flew "on instruments" to Green Bay where ice grounded them for a gala weekend—all of which was spent in slacks! They had a good time anyway.

February, we met at the Mitchell Field dining room for smorgasbord and a meeting followed by a tour of the tower, FSS and weather bureau.

The Huebners flew in from Fond du lac and Aaron Fath flew in from Waukesha.

Marilyn Fifield is now our new vice chairman as Toney moved up to the chairman's spot.

Lucille Frost and Marilyn Ritzman are new members and we enjoyed their company at this meeting. Each was presented with a 99 shoulder patch.

Chris Conrad attended as a guest. We are hoping to make her our 30th member shortly. Chris is the daughter of Max Conrad, whose company was enjoyed by Toney at a recent WATA meeting.

An invitation was read and plans made to attend the EAA banquet on February 20th. Mr. Traub invited the

99's to participate in a joint meeting with the Wisconsin Pilots Assn.

After the tour, Deedo, Dora and Anne flew Helen Siler to Palwaukee, returning home at dusk.

## Deadwood Chapter

By Rita Bowlit

Dear Editor:

Thanks a lot for forwarding the letter from Terry Vasquez answering our SOS on the publicity deal. At least one person is reading the Ninety-Nine News but will that rate you a raise? I hope you can either scrounge up a few more readers, or that Terry is standing by again this month, because we are really in a bind.

The Deadwood Chapter is being sued! Good and legal like, sued, and frankly the whole chapter is teed off about it.

It all started when Juanta got a bug in her bonnet about spreading the word about women in aviation to the surrounding communities. She sent out some letters to various ladies groups offering US as speakers at their meetings. Evidently the local talent was pretty well used up because we began getting offers right and left. One of the first invitations was from the chairman of the "Happy Haus Fraus' Historical Society" in a little town not too far away called Schusselburgh. There's a pretty nice little airstrip there and since the Happy Haus Fraus had invited our entire chapter to their meeting, we decided to take the afternoon off and fly over.

The Happy Haus Fraus were there to meet us when we landed, and a happier bunch of haus fraus you wouldn't want to meet, in fact I began to wonder if Historical shouldn't have been spelled Hysterical. Of course it was real nice of them, but I was in the first plane to land and it was a little disconcerting to have all those women running out onto the runway strewing flowers for us to land on.

After three go arounds, Herman Schusselburgh, the owner of the airport got the girls (?) out of the way and we were able to get down on the ground all right.

We all piled into cars and were driven to one of the member's houses for the meeting, and I was more convinced than ever that the word was hysterical. Either the driver of our car had an

instrument rating, or she was driving by braille because she didn't look through the windshield one time.

We had decided that since this was Juanta's idea we'd let her be the speaker at this first affair. Juanta had just gotten a lot of stuff from the International Air Marking Chairman, so decided to tell the ladies about the Air Marking program of the 99's. The Happy Haus Fraus took to it like ducks to water. Juanta told them how fine it was for airports to be marked, so lost pilots would know where they were, and how proud a community ought to be of their airport if they were fortunate enough to have one, and how one of the great ambitions of the 99's is to mark every airport, and that she had noticed that the Schusselburgh Airport was not marked and how she hoped that some day the Deadwood Chapter would be able to organize a project for marking their airport for them. The ladies were overwhelmed. Every one started talking at once and the chairman had a fair sized dent in the table before she could get things quieted down enough for us to hear a motion that was being made by one of the Haus Fraus in the back row.

Her motion went something like "Madam Chairman, I move that we girls all become ladies in aviation and help the Deadwood Chapter with their airmarking program". There was another crescendo as each Happy Haus Frau tried to second the motion, and before we knew what was happening they had their show on the road with airmarking committee all appointed and raring to go.

I looked over at Juanta and it was like being able to read her mind. She was a little leery of the Hysterical Society but at the same time she wanted to keep Deadwood's finger in the pie so our chapter would get the credit for marking the airstrip. She took a deep breath and plunged. She explained how much the marking of the airstrip meant to her, and how she appreciated their offer, but she was only the chairman, and the Deadwood Chapter of the

99's was a democratic society and it would be necessary for her to bring the matter before the membership before she could accept their offer. This seemed to satisfy the Haus Fraus, so with promises to let them know immediately, they Brailled us back to the airstrip and we took off for Deadwood.

We had a meeting of the Chapter and Juanta laid her cards on the table, I HAD read her mind. We talked about it pro and con and figured that if the 99's wanted airstrips marked and we could get other organizations to help with it, we could get a lot more marked than if we were trying to go it alone, so we voted to OK the Happy Haus Fraus' offer and instructed Juanta to get a letter off to them with instructions to wait until we could get Schusselburgh's permission before they started.

We were still a little jittery from the flower strewing episode.

Permission came from Hermann Schusselburgh by return mail so Juanta got another letter off to the Haus Fraus saying that we had received permission from Hermann and that he had ordered the Templates and as soon as they were ready, their airmarking could begin. Three days later we were served with a summons. Hermann Schusselburgh was suing the Deadwood Chapter of the Ninety-Nines for painting all over his airstrip.

Juanta got on the phone and rounded us up in nothing flat. Emergency meeting! We were acting like a re-run of the Hysterical Society until Juanta's 49½er came in and quieted us down. Right now I think the 49½er program is the best one the 99's ever thought up. Anyway, Will Doogood, Juanta's husband, asked us if we had gotten Hermann's permission and we showed him the letter. Will agreed that Hermann sounded pretty enthusiastic about getting his airstrip marked so he suggested that we phone Hermann and find out what the problem was. We made Will make the call and after he got Hermann on the phone and identified himself, Hermann did all the talking, and all we could hear was Will's . . . . "Did what?" . . . . "Oh, no!" . . . . "Old English Script!" . . . . "Not in Pink!" . . . . "We'll take care of it, and we're sorry."

This weekend our 49½ers are joining us on a fly-in to Schusselburgh, three pick-ups loaded with paint remover will precede us, but notice of our trip is being kept secret from the Happy Haus Fraus' Hysterical Society.

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