

JUNE, 1965

Ninety-Nine News





JUNE, 1965

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NO JULY NEWS.

**Deadline for July - August
Issue, July 20.**

President's Column

The potential of Ninety-Nines is infinite. If we are ever to achieve this potential, the scope of Ninety-Nines must be broadened. As I told you in one of my previous President's columns, Operation SCOPE is underway—Set Concrete Objectives, Pursue 'Em. One of the objectives I set for myself this year is to see a Student Pilot Program recognized by Ninety-Nines at the International level, and I need the help of every chapter and every member to achieve this.

In looking at the overall aviation program that is recognized by Ninety-Nines, we have an officially recognized Aero Space Education program that begins with the first graders; an officially recognized Wing Scouts program provided for junior and senior high schoolers; then we have a gap until a woman has her pilot's license and is eligible for Ninety-Nines. As a consequence, our connections with persons interested in aviation come to a standstill after high school graduation. This contact resumes only after these persons have obtained a private pilot's license and are invited to join the Ninety-Nines.

Because student pilots are our potential Ninety-Nines, I believe a program recognized by Ninety-Nines at the International level would be mutually beneficial to both the students and the membership of the Ninety-Nines. A program that continues where Aero Space Education and Wing Scouts leave off would do much to fill the gap that now exists between high school and the time a license is obtained.

Other organizations have asked why Ninety-Nines have no official student pilot program. True, many of our chapters have a program and they are called by many different names, such as Little Sisters, Petticoat Pilots, etc.

I feel that in recognizing such a program it should have a uniform name. Personally, I like the name 66, because of the tie-in with 99. The name 66 is actually 99 upside down. When a student earns her license required for membership in Ninety-Nines, she may be invited to become a Ninety-Nine. The fact that 99s is an invitational organization should be impressed on all 66s.

The benefits of such a student pilot program would be mutually beneficial to both Ninety-Nines and the student pilot, but just as with the Aero Space Education and Wing Scout programs, the inclusion of a 66 program should be the prerogative of each individual chapter.

In almost every person's stint as a student pilot there comes a time when the student is ripe for quitting. She feels she is too stupid, too un-coordinated, too scared or too something to ever get her license. And she is of the opinion that she is the only student pilot who ever felt this way. An understanding instructor might possibly get her over the hump, but a fellow 66 or 99 is certain to, because they are women and they have gone through exactly what she is going through.

What the average student wouldn't give for someone to stand by when she is boning up for the written, someone who is willing to help her and give her the assurance she needs when she is ready to take the examination. What better incentive could a student have than the association with women pilots who have attained and surpassed the goal she seeks.

The 99s benefits derived from such a program will consistently be greater than the benefits received by 66s. Just as 66s need us, so do we need them.

Sheer lack of numbers often prevents a chapter from taking over a project, despite the fact that every member is interested and wants to participate. Each 66, who is a potential 99, increases the labor force and working ability of the Ninety-Nine Chapter.

Many of our members would possibly find it difficult to pass a pop check ride or written exam without preparation. What member wouldn't give a little thought to better precision flying when she is being watched by a 66? How many 99 members wouldn't do a little boning up on the work they need when they are constantly being piled with questions by 66s?

Despite the great growth in our membership over the past few years, we still have a pitifully small task force to accomplish the job of "selling"

— SPECIAL —

TO: All Sections, Chapters and Members of the Ninety-Nines

FROM: Ruth Deerman, President

RE: "Ninety-Nine Medal" — A Medal to be presented to persons who have accomplished exceptionally meritorious achievements in the field of aviation.

One of the items of business that will be brought up at the International Convention for delegate vote in Chattanooga, Tennessee, July 8-10, 1965, will be that of an official recognition medal for exceptional achievement in the field of aviation. The recipients of this medal should not be confined to Ninety-Nines.

Since the beginning of time, peoples' outstanding accomplishments have been recognized by the presentation of prizes and awards. The Pulitzer Prize, the Harmon Trophy, the Oscar and the Emmy, through the years have all become coveted awards. The presentation of these awards accomplishes two goals. First, the recipient is recognized for his outstanding feat or accomplishment, and second, the organization or group presenting the award becomes recognized as an official body whose stature qualifies it for selecting the recipient.

It has been proposed that a "99 Medal" be designed, in the form of a simple medallion, and that this medal be presented to those persons who

have accomplished exceptionally meritorious achievements in the field of aviation. The presentation of the medal would be our official 99 recognition of these achievements. By keeping the standards and the requirements at the highest possible level the "99 Medal" can become one of aviation's most coveted awards. The important factor would be in limiting the presentation to those persons whose achievements have been truly unusual and outstanding. It is possible that one or more years would pass without the presentation of a medal, while in another year more than one person's achievements would be recognized.

The mechanics of awarding this medal may be handled through the submitting of suggested nominees for the award by members, chapters and sections to your Executive Board, who would be responsible for selecting the recipients of the medals. At the following International Convention the "99 Medal" would be presented by the President of the 99s.

We, as an international organization of licensed women pilots, have grown in number and stature, and with our growth we must now begin to accept more of the responsibilities of our position. Our official recognition of exceptionally meritorious achievements in the field of aviation is one way of acknowledging and fulfilling one of our obligations.

Please discuss this item of business in your chapters and instruct your delegates how to vote. I shall appreciate your approval and support.

Ninety-Nines to the non-flying public. Every student pilot who learns about Ninety-Nines and becomes a 66 will become an enthusiastic ambassador of good will for the 99s. She will spread the story of who the Ninety-Nines are and what they do. There is a potential "story" in every 66. Newspapers will carry a story and picture about a woman who is learning to fly, how she happened to start flying, when she solos, when she does her cross-country and when she gets her license. In each of these stories there can be a story about 99s if the student is a 66.

Contacts are especially important. When small chapters have a job to do, their difficulty is often not what they know, but who they know. Each 66 automatically increases the available

contacts for the 99 chapter.

With a successful 66 program there will be "ready made" 99s joining the chapter at all times. A new 99 who has been a 66 is already indoctrinated. She knows all about the Ninety-Nines and is equipped to take over her responsibilities as a 99 member at the time she is invited to join.

Not every chapter is ready to take over the responsibility of a 66 program, just as some chapters do not have a Wing Scout program, but for those chapters who are ready, recognition on an International level is essential. Such recognition will broaden the SCOPE of Ninety-Nines and be another step toward achieving our potential.

Sincerely,
Ruth Deerman, President

1965 International Convention

RESOLUTIONS PROPOSING CHANGES IN CONSTITUTION AND BY-LAWS to be voted upon at International Convention 1965

1. Western New York Chapter: Constitution, Art. II, p. 109. Purpose: "The purpose of the Ninety-Nines, Inc., is to **inspire close relationships among women pilots, to assist them in any of their aeronautical endeavors, and to help promote general aviation.**"

Reasons: 1. The word "provide" means to "make available." The close relationships desired are not automatically provided. It seems that the real purpose is to "inspire" the relationships.

2. If the word "among" is used, "relationship" should be plural.

3. "... to unite them in any movement that may be for their benefit or for that of aviation in general" sounds vague and even mysterious.

2. Greater New York Chapter and Eastern Pennsylvania Chapter: By-laws, Art. VII, Sec. 1, B, p. 115. "The Nominating Committee shall request each chapter to submit a list of one name for each of the elective officers. **If no chapter/s exist in a section, then the section shall submit one name for each of the elective officers . . .**"

Reasons: Each chapter sends in a suggested slate. It is practically impossible for a section to submit a slate consistent with those submitted by its chapters. The slate would have to be voted on at the Fall Sectional business meeting.

3. Executive Board: By-laws, Art. X, Sec. 1, p. 117. Change the name of "the Contest Committee" to the **Competitive Events Committee.**

Reasons: The title "Contest Committee" may be misleading and is not considered descriptive of function.

4. Greater Kansas City Chapter: By-laws, Art. XV, Dues, Sec. 1, A, p. 119. Delete "1.00 to the Treasury of the Chapter from which the dues originated." Substitute "\$1.00 to the AWTAR."

Reasons: We have already paid this money . . . it's gone, so why refund it to the individual chapters? If it were all lumped together, it would make quite a sizable amount for the Derby.

5. Georgia Chapter: By-laws, Art. XV, Dues, Sec. 1, A., p. 119. "Dues shall be **\$15.00** annually, payable to The Ninety-

Nines, Inc., at its International Headquarters, to be divided as follows: \$13.00 to remain in the International Treasury . . ."

Reasons: Contributions made during each year to the Amelia Earhart Scholarship Fund and other International activities are made by the actively participating members personally or from chapter and section treasuries using funds raised primarily by efforts of these members.

The expense of such contributions should be borne by the entire membership of The Ninety-Nines, Inc. An increase in annual membership dues would spread the expense of such contributions over the entire membership if a portion of such membership dues was so allocated.

A savings in postage for letters soliciting contributions would further augment the International treasury.

Although an increase in annual membership dues might result in a decrease in membership, an increase in annual dues would more than offset such loss.

Funds needed for the support of the Amelia Earhart Scholarship Fund and for other activities that occur from time to time should be drawn from the International treasury to the extent authorized by the Executive Committee.

6. Carolinas Chapter, By-laws, Art. XVII, Sec. 2, (1), p. 120. "No member shall permit the use of the membership roster or any membership list for any purpose, other than the conduct of Ninety-Nine business, without the approval of the Executive Committee."

Reason: The change is self-explanatory, permitting the membership the use of the roster as intended for Ninety-Nine purposes, but prohibiting its use for any commercial or political purposes.

7. Executive Committee, By-laws, Art. II, Sec. 3, Termination of Membership, C, p. 112. Add new paragraph: "Unauthorized use of the Ninety-Nine name or membership roster or other failure to abide by the Constitution and By-laws may be cause for disciplinary action, even to disqualification from membership in the Ninety-Nines, Inc."

8. Southwest Section: Standard Constitution for Sections and Chapters, Art. IV, Sec. 2, B, p. 121. "The Nominating Committee shall consist of no less than three and no more than seven members. They shall be selected by direct ballot from a slate of candidates representing the different chapters. The candidate receiving the largest num-

ber of votes shall serve as chairman."

Reason: The Standard Constitution requires one appointed member from each chapter, an awkward number for the larger sections, who agree on the need for a smaller Section Nominating Committee. This amendment parallels the International By-laws, Art. VII, Sec. 1, A, p. 115. The North Central Section submitted a somewhat similar resolution.

9. Executive Committee, By-laws, Art. II, C, Life Members (3) a, p. 112. "Life members shall be exempt from payment of dues and shall have all of the rights and privileges of an active member, except to hold office. Life members meeting the requirements of active members may also hold office."

Reason: Life memberships guarantee a sum which can be invested and bring in operating capital. A study of our members would show that most do not pay dues for more than twenty years, so we would, in the long run, probably hold membership participation, and make money by encouraging, rather than discouraging, life membership. Few organizations forbid office-holding by life members. In fact, to eliminate paper work, bank charges, audit detail, etc., they encourage life membership. The Ninety-Nines say, "You can be a life member if you want, but if you are, you can't hold office." Yet many of these potential life members are active, and excellent officer material.

10. Executive Committee: Bylaws, Art. III, Sec. 4, Sections Outside the United States of America Territorial Limits, A. "Five women pilots of any country who meet all qualifications set forth under Art. III, Sec. 1, parts A-1, 2, & 3, of the Constitution, may apply for a Chapter Charter by stating the boundaries of the proposed Chapter, the names of the applicants, and by attaching affidavits certifying that they are government certified pilots. When there are two or more chapters in the area, these chapters will be awarded a Section Charter to encompass such chapters."

Reason: With the increasing number of women pilots, Section 4a is outmoded and should be made to accommodate the tremendous growth of the Ninety-Nines, particularly outside the limits of the U.S. Britain has been issued a Section Charter. When they request a charter for a second chapter, the first group is no longer a Section, but becomes a chapter. Also it is now proposed that France, Germany, etc.,

organize a chapter and form a European Section. Britain has proposed this and wants to become a member of the European Section. When this is accomplished, they will no longer be a "British Section", but will be a "British Chapter."

11. Executive Committee: Change name of the "Executive Committee" to the "Executive Board", Constitution, Art. II, Sec. 1, A (2), Art. IV, Sec. 1, E; Art. IV, Sec. 1, F; Art. IV, Sec. 3 A; Art. V, Sec. 1, A; Art. VI, Sec. 1, A, (1); Bylaws, Art. II, Sec. 1, B; Art. II, Sec. 1, C, (2); Art. II, Sec. 1, C, (3) b.; Art. II, Sec. 1, D; Art. II, Sec. 3, B; Art. IV, Sec. 1, A, (1); Art. IX, Sec. 1; Art. X, Sec. 1; Art. XI, Sec. 1; Art. XIII, Sec. 1, A, (1); Art. XIII, Sec. 1, A, (2); Art. XVII, Sec. 2, A, (1), and wherever else applicable.

Reason: Conventional usage is "Board" rather than "Committee" when applied to the executive group of most organizations.

12. Executive Committee: Bylaws, Art. IX Elective Officers: Delete from the heading the word "Elective"; add the words and Directors to read "Officers and Directors."

Reason: The Marshal and Sentinel are appointed, not elected, officers.

13. Executive Committee: Bylaws, Art. XI, Duties of Committees, p 117 Remove Sec. 1, Executive Committee, from Art. XI and place it in Art. IX, as new Section 7. Renumber Sec. 2, 3, and 4 in Art. XI to conform.

14. Executive Committee: Bylaws, Art. X, Committees, Sec. 1, p. 117, "The Permanent Committees shall be the Aero Space Education Committee, the Air Marking Committee, the Auditing Committee, the Budget Committee, the Competitive Events Committee, the 49 1/2 er Records Committee, the Flying Activities Committee, the Historian, the Membership Committee, the Nominating Committee, the Public Relations Committee, the Committee to Read and Approve the Minutes, the Resolutions Committee, and the Scrapbook Committee, the Headquarters Committee."

Reason: A temporary committee is one that is not expected to continue indefinitely . . . a committee appointed to do a particular job at the time the need arises and one that will be displaced at the completion of that job. Most of the committees listed in the roster are permanent in nature. They have been active for many years in the past and in all likelihood will be active for many years in the future.

1965 International Convention

CONVENTION AGENDA

Read House Hotel & Motor Inn - Chattanooga, Tenn.

Thursday, July 8

- 9:00 AM—Registration opens
- 11:30 AM—Governors Luncheon and meeting with President Ruth Deerman and Executive Committee Members
- 2:30 PM—Fashion Show at Tivoli Theatre sponsored by Retail Merchants Association of Chattanooga.
- 6:30 PM—Social Hour
- 7:30 PM—AWTAR Awards Banquet. Speaker, Dr. John Furbay, Director of World Education Program, Trans-World Airlines

Friday, July 9

- 9:00 AM—Registration continues
- 9:00 AM—Chapter Chairmen's Coffee
- 12:30 PM—Luncheon. Packing Clinic by Delta Airlines Co-ordinator
- 2:00 PM—International business meeting begins
- 6:00 PM—Chattanooga Flyers Club Old Timers Dinner. Speaker, Frank K. Smith, Executive Director of NATA
- 10:00 PM - 1:00 AM—2nd Annual Dance by Tennessee Chapter of 99s

Saturday, July 10

- 8:30 AM—International business meeting continues
- 10:30 AM—Coffee Break
- 12:30 PM—Luncheon in honor of Cora McDonald, Mississippi Chapter and Past Governor Southeast Section (last flight February 27, 1965).
Amelia Earhart Awards
- 2:00 PM—Business meeting continues, if necessary
- 6:30 PM—Social Hour
- 7:30 PM—International Convention Banquet.
Speaker. Dr. Stanley R. Mohler,
Director of Civil Aeromedical Research Institute, FAA

For those not having meetings on Thursday or Friday mornings there will be tours of Lookout Mountain, Rock City and Ruby Falls available and the buses will depart the hotel. The time will have to be set later but can be obtained from Registration.

Dear Ninety-Nines:

In reading the news for the last few months you should have by now the idea that the 1965 Powder Puff Derby will terminate in Chattanooga and the International Convention will follow. I have been asked by many just how this event came about and have answered that on previous occasions the AWTAR and IAR have stopped in Chattanooga and they want to return.

We consider it a great honor to have the 99s coming and hope our plans meet with your approval.

We will be sending our mailings from the Chamber of Commerce to each and

everyone but this being our last opportunity to reach you through our Newsletter we wanted to list the events we have planned and hope your plans are being made for you to join us.

We do have a beautiful "All America" City and we want to afford each of you the opportunity to see it at its best.

The Read House and Tennessee Chapter of 99s look forward to greeting you.

Y'all come,
Dorothy B. Patten,
Chairman,
Tennessee Chapter

15 Executive Committee: Bylaws, Art. XI, Sec. 5, p. 118, "The Committee to Read and Approve the Minutes shall be composed of three members appointed by the President at the Annual International Meeting, to read and approve the condensed minutes of the Annual Meeting, that have been prepared by the Secretary from the detailed stenotypist draft. These minutes are approved by comparison with the detailed minutes.

16. Executive Committee, Bylaws, Art. XVII Publications, Sec. 1, "The Ninety-Nine News: A. The Ninety-Nine News shall be sent to all members without additional cost."

Reason: The Ninety-Nine News is the official name of our publication.

17. Executive Committee: Standard Constitution for Sections and Chapters, Art. IV, Sec. 2, Elections, C., p. 121 "The election shall be held as soon as practicable and not later than September 1."

Art. IX, Sec. 3, Elections, A, (1), p. 123, "The time of the election shall be as soon as practicable and not later than September 1.

Reason: Changing the election date of Sections and Chapters to September, will facilitate getting the roster out on time.

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TYPOGRAPHICAL AND GRAMMATICAL CORRECTIONS

1. Long Beach Chapter and Carolinas Chapter: Bylaws, Art. XVII, Sec. 2, A (1) p. 120 "No member shall permit the membership roster to be used for commercial purposes without the approval of the Executive Committee." Word commercial omitted in roster.

2. Executive Committee: "Bylaws" should not be hyphenated. "Marshall" has only one "l": change to "marshal".

3. Eastern Pennsylvania Chapter. Constitution, p. 109, Art. I 1st line—"the" should be "The Ninety-Nines" p. 110, Art IV, Sec. F - 1st line - first word "A" should be "An" Bylaws p. 111, Art. I The words "Section 1" should be in dark type to conform. p. 112, Art. II, C (3) "c" should be indented to come under "b", p. 113, Art. III, Sec. 1 - "1. Australian" is indented too much. p. 113, Art. III - There is no Section 3; just 1, 2, and 4. The Section Officers are not listed here. Perhaps this should be Section 3. Maybe it was inadvertently omitted. p. 114, Art. IV, Sec. 3, A - Reference to IX, Sec. 2-A, 3-A, B, C, and D is incorrect.

There are no B, C, and D. p. 116, Art. IX, Sec. 3- Reference to Art. III, Sec. 4 may be incorrect unless a Section 3 is inserted as noted above. p. 117, Art. IX, Sec. 6 should be dark type to conform. p. 119, Art. XV - Title "Section 1" omitted. Standard Constitution for Sections and Chapters, p. 123, Art. IX, Sec. 3 - Second line reference to "Section 3" should be "Section 2."

Pat Lambart, Chm.,
Resolutions Com.

NOTAMS

On May 12, 1965, California Congressman Craig Hosmer introduced in the 1st Session, 89th Congress, HOUSE JOINT RESOLUTION 464, in honor of Joan Merriam Smith. HOUSE JOINT RESOLUTION 462 was introduced the same day by Congressman Paul Fino, New York; Don Clausen, California; Dante Fascell, Florida; and Martha Griffiths, Michigan. Following is the text of both Resolutions:

JOINT RESOLUTION

In Honor of Joan Merriam Smith

Whereas the Congress of the United States wishes officially to recognize the historic, unique achievement of Joan Merriam Smith (1936-1965) in American aviation history; and

Whereas Joan Merriam Smith was a young, courageous, pioneer American aviatrix, "a true daughter of the sky", who, during the period March 17 to May 12, 1964, followed and completed the 1937 Amelia Earhart route around the Equator; and

Whereas she officially holds the aviation record for the longest solo flight around the world — twenty-seven thousand seven hundred and fifty miles — and the aviation records as (1) the first person to fly solo around the world at the Equator, (2) the first woman to fly a twin-engine aircraft around the world, (3) the first woman to receive airline transport rating at age twenty-three, (4) the first woman to fly the Pacific Ocean west-east in a twin-engine plane, and (5) the first woman to fly the following solo: from Africa to Australia, from Australia to Guam via New Guinea, from Wake to Midway Island: Now, therefore, be it

Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, That the Congress and the people of

the United States extend their sincere sympathy to the family of Joan Merriam Smith, including her mother, Mrs. Ann Merriam, of Miami, Florida, and her husband, Lieutenant Commander Marvin Smith, United States Navy, of Long Beach, California, and to the family of her companion flier, Trixie-Ann Schubert, of Hollywood, California, on the occasion of the fliers' accidental deaths on February 17, 1965.

Sec. 2. The 12th day of May of each year is designated as "Joan Merriam Smith- Amelia Earhart Aviation Day" in honor of all women fliers of the United States and especially of these two women aviation pioneers: Amelia Earhart, who blazed the frontier of aviation for women, and Joan Merriam Smith, who dreamed, lived, and fulfilled the achievement of flying solo the uncompleted 1937 Amelia Earhart route around the Equator, in 1964.

Sec. 3. The Postmaster General is authorized and directed to give due consideration to the issuance of a domestic 8-cent commemorative airmail stamp in honor of Joan Merriam Smith. Such stamp shall be issued on the 12th day of May which first occurs more than sixty days after the date of enactment of this Act.

Fran Johnson, Chairman of Las Vegas Valley Chapter, sends the following relative to these Resolutions. "Both Joan and Trixie-Ann were members of the Ninety-Nines. Joan was a member of the Las Vegas Aero Society, APOPO, Zonta, and many other organizations. Each of us, as members of these organizations and friends of aviation, should feel compelled to support these resolutions by contacting our various Congressmen and requesting their aid. Be sure to give your full name and address when writing.

"Please take a few moments of your time, right now, and write a letter or send a telegram to your Congressman. I will list a couple of samples, just in case you might never have done this before.

The Hon. (your Congressman's name)
Member of Congress
U. S. House of Representatives
Washington, D. C.

1. We sincerely urge you to actively support H. J. Res. 464, introduced by Congressman Hosmer of California on May 12, 1965, honoring Joan Merriam Smith. (And/or H. J. Res. 462, introduced by Congressman Paul Fino, New York, on same date.)

2. Please actively support H. J. Res. 464 and/or H. J. Res. 462 memorializing Joan Merriam Smith, the great aviatrix.

3. Please don't allow H. J. Res. 464 or 462 to be lost in committee. We urgently request your immediate attention to ensure enactment in this 1st Session, 89th Congress, honoring the great American aviatrix, Joan Merriam Smith."

Notice to all members: Be sure and read the proposed changes submitted by the Resolutions Committee under "1965 International Convention".

ZIP ZIP ZIP - CODE

MANDATORY ZIP - CODING FOR BULK MAIL (This is how you get your NEWS). Starting July 1 of this year, second and third class bulk mailers will be required to pre-sort by ZIP-Code sectional centers the mail they are now massing at state distribution points. As of January 1, 1967, all bulk second and third class mail must be

Coming Events

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.

August 1, 1965

Fly-In Breakfast and Air Show
Illinois Airport, Urbana, Ill.

September 10, 11, 12, 1965

Northwest Fall Section Meeting
Medford, Oregon

September 24, 25, 26, 1965

North Central Fall Section
Meeting

Minneapolis, Minnesota

September 24, 25, 26, 1965

South Central Fall Section Meeting
Wichita, Kansas

September 1965

Southwest Section Meeting,
Salt Lake City, Utah.

October 1, 2, 3, 1965

Michigan SMALL Race
Grand Haven, Mich.

completely ZIP-Coded if it is to qualify for a rate differential. (Source - Pitney-Bowes Post). It is necessary we take advantage of the lower cost bulk mailing privileges so be sure to put your ZIP-Code on your renewal application or on the next correspondence you have with Headquarters. Your ZIP-Code not only expedites regular mail but unless an organization our size utilizes bulk mailing for our NEWS —our budget just couldn't accommodate the postage costs. So—to assure you'll continue to receive your copy of the NEWS, **include your ZIP-Code in your next contact with Headquarters.**

Members-at-Large

OUR PENDING BRITISH SECTION By Janet Ferguson

The big big news this month is SHEILA SCOTT'S tremendous achievement in her record-breaking flights on May 19 and 20. (The news is so hot in fact that we held up our report for it). Our Governor flew from London to five major European cities and back in a Comanche 400 and in each case broke (or set up) three records — the outward trip, the return journey, and the round trip. This gave her a total of fifteen lightplane records (twelve broken and three new ones) in two days.

On May 19 she flew to The Hague and back, Brussels and back, and Paris and back; and on the 20th to Dublin and Belfast, returning to London in each case. She had to contend with poor weather, an inaccurate compass, and jet fighters, quite apart from the difficulty of making the record flights in skies already filled with a heavy concentration of commercial traffic.

SHEILA has been preparing for these flights for a long time and has needed all her perseverance to overcome the most incredible difficulties in the planning stages. The fact that she "won through" and was able to make the flights at all is an accomplishment in itself, quite apart from the skill and stamina which enabled her to break the records. Her achievement has brought tremendous credit and prestige not only to herself, but to the Ninety-Nines and to our country. Our very great congratulations to SHEILA for her success.

Another exciting event, albeit at a more gentle pace than SHEILA'S average of 200 mph, was the recent international balloon race — the first one

to be held in this country for fifty years. Two of our Section took part as passengers in the balloon which took second place — the German entry. (Just as well they didn't go in the English entry as the basket had wood-worn and the pilot had to drop out of the race — not literally, I'm happy to say!) ELIZABETH OVERBURY was passenger for the first "leg", and helped to get the balloon blown up, etc. The start was delayed due to weather, but eventually they got away —the idea being to follow a lead balloon known as "The Fox". BETTY CONES was following their progress ready to jump in at the change-over (one of the objects of the race being to land and change passengers). ELIZABETH'S balloon landed in a small field and, in BETTY'S words: "I charged across with a bottle of champagne and German flag and climbed in (four in our balloon) — ELIZABETH climbed out, and ERNIE and ELIZABETH held us down until the 'off'. I was up for about an hour and a half, and we were doing well—then threw out the rope which landed in a wood, then on a power line (lots of sparks) and came to rest in a holly tree quite near to the 'Fox'. We slashed the ropes that were holding the bicycle to the side of the basket and I had to pedal off to the Fox's landing place to claim victory — actually came in second." So the passenger had quite an important part to play.

The girls found the trip quite fascinating and our thanks to SHEILA for arranging that they should have the opportunity for this unique event.

CLAIRE ROBERTS scored a success when she flew her de Havilland Dragon to the recent Jersey International Air Rally. She won the Isabel Cridland Trophy for the best woman participant — our best congratulations to her. CLAIRE reports that she has had quite a lot of executive flying lately with a Cessna 172, as well as some photographic flying, and filming — she dropped parachutists from her Dragon for a new comedy film. She and 49½er, CHRIS, were extremely unlucky over the Easter weekend — they had a full programme of pleasure flying and parachuting but everything was cancelled due to the terrible weather. Meanwhile CLAIRE is travelling to Luton two or three times a week for Link training in preparation for her Instrument Rating.

BERYL SANDERS is back from her

charter flight to Singapore and I understand she is full of enthusiasm over the trip. At the moment she has various other prospects and so we may have more news on her next time.

FREYDIS and TIM SHARLAND are buying a villa in Greece. TIM was there on a visit recently and this is the result. It sounds fascinating and I'm looking forward to hearing all the details, though it seems as if we won't be seeing so much of them in the future.

YVONNE POPE is still very busy flying for Morton Air Services and her recent cargo has included loads of new born chicks.

ELIZABETH OVERBURY has a new job and hopes to go on an overseas trip shortly—more details next time.

I've been doing a bit of flying for a farmer who operates an Anson to transport pedigreed cattle that he has bought or is about to sell. Although he is not a pilot himself, he goes along for the ride to look after the cattle in the air (rather essential I think). I spent ten days recently flying him to Sicily, Sardinia and Italy to find buyers for his cattle and on the way back we called in at Jersey (one of the Channel Islands) and picked up six Jersey calves which we'll probably be taking to Italy later on. I'm happy to report the cows have no prejudice against women pilots.

We are very pleased to welcome three new members to the British Section: MARGO McKELLAR, PAMELA HUNTLY (the Marchioness of Huntly), and MONIQUE RENDALL. MONIQUE is a very experienced pilot and was in the wartime Air Transport Auxiliary. Her husband is a captain with Middle East Airlines and they live in Beirut. MARGO McKELLAR and PAMELA HUNTLY are both very active enthusiastic pilots, with a special interest in sporting flying and touring. Full "histories" of these new members will be included in our next report.

We've had the pleasure of visits from two U. S. Ninety-Nines recently. I had a phone call from BETTY MILLER when she called in at London after her ferry flight of a Comanche to Holland. Luckily I was able to meet her at the airport for a brief visit before she left for Los Angeles. A great pleasure to see her again, and congratulations to her on her ferry trip.

Then BETTY LAMBERT from San Diego called from a London hotel — she was on a "semi-educational" tour

of Europe and had a few days in London. I had known her in the '62 AWTAR and we arranged to meet for dinner. This developed into an impromptu Ninety-Nines dinner party when SHEILA took time out from her busy schedule to join us and BETTY and ERNIE CONES gave us all a wonderful dinner at an American Officers Club. A very pleasant evening and it was great to have BETTY visit with us.

Finally, a business meeting was held at the beginning of May when, among other things, plans were discussed for the visit of a group of American Ninety-Nines this Fall.

—o—

May 20, 1965
Belgium

My dear Ruth,

Thank you for your kind letter of April 1st.

As the good season starts with the spring I have resumed my normal flying, it is the reason why I am so late to answer.

Every week I go to Holland to bring back a cargo of live small tropical fish for aquarium (these are very "a la mode" in Belgium to decor living rooms) These fishes arrive from Asia by KLM (Dutch Airlines) to Schiphol airport and it is there that I go to bring them to Antwerp for a wholesale firm.

The fish are in water filled plastic bags, packed in cartons.

I also fly to Germany, France and England, for businessmen. Often, I land on small grass airfields without any radio or control tower—very amusing.

That sort of places takes hours and hours by train or car, one full day, and 3 or 4 hours by plane.

When I leave for small airfields in foreign countries I have to touch down first at a customs airport. This is a nuisance you don't have in the USA.

If you like I can let you have more news of my flying.

Kindest regards and best wishes.

JACQUELINE "JAC" COUSIN

—o—

May 15, 1965
Morocco

Dear Ruth,

Will you please excuse me, although I have not excuse to answer you so late, only it is my laziness and I am ashamed of that.

I receive well the Ninety-Nine News, that I like very much and I read everything about chapter members in the U.S.A. and members-at-large.

Since December I am in Moli where

I cannot fly. That is too sad, maybe it is why I do not write you. There is no aero club, no small and private planes, only the "Air Moli" and "U.T.A." companies which get large planes.

The last time I flew, it was last August in Morocco, at Casablanca, where I made a little aerobatic back flight, rolls and loopings. I jumped too from a "De Havilland" plane, but now it is no more. I inquire about a club here but I do not think it will have one soon. Everyone around in other countries they get aero club, here no. I am not lucky.

This summer I shall be in France and hope I will fly a little bit before coming back here for one more year.

I am working as an instructor nurse in the World Health Organization, for the schools of nursing here. It is a lot to do and not too easy but people are very kind.

Please do not be angry against me and will you excuse my poor english.

Very truly yours,
ODILE TOMMY-MARTIN

—o—

May 11, 1965
West Indies

Dear Ruth,

Thank you for your letter of March 23. Please excuse the delay in replying.

I think the idea of forming a Caribbean Chapter of Ninety-Nines is excellent. Unfortunately I will not be able to organize it right now. Reason is that next month I am going off to Central America on a study course for three months and soon after I return I expect to go on six months long leave, so for the most of the next twelve months I shall be away.

However, If by next year when I return you have not found anyone else to take on the job, I shall be pleased to try.

With best wishes,
Yours sincerely,
LENORE HARNEY

—o—

April 15, 1965
Portugal

Dear Ruth,

I thank you very much for your last letter which reached me just as I was leaving for a week's trip to South Africa. This trip was very unexpected and actually I had been invited for the first flight of the TAP (Portuguese Air Lines) as representative of the Review of the Aeroclub de Portugal. The trip included a week's stay in Jo-

hannesburg with a two days visit to the Game Reserve of Kruger Park. I enjoyed this week very much and have returned just now.

In Johannesburg I tried to get in touch with YVONNE LOURENS but unhappily she had just gone away to a farm up north and I couldn't see her. But I think she will soon be writing to you, sending two new applications for membership for the 99s, as I succeeded to convert two women pilots over there at Johannesburg. One is the wife of a commercial pilot who owns an instruction school and charter planes and the other one is just getting her private pilots license and is thinking of coming over to Portugal in order to come with me to England for the Shoreham Race. This is at the present moment just a plan but I think it has got some chances to become a reality.

Everybody has been very nice to me in Johannesburg and I had the opportunity of seeing a lot of flying going on and also of flying myself. The Baragwanath Gliding Club has quite a large amount of gliders, including all sorts of different planes, among which I very much admired an "Austria" and a "BS 1", the latter designed and owned by a member of the Club. They have also designed a new glider called the "BJ 2" which is already known for its outstanding performance and is being sent to England with the South African team for the World Championships.

I also had the chance of flying a Citabria Champion and of trying some aerobatics on this plane.

As you can see I had a wonderful time and I am only sorry not to have had the possibility of staying for a longer time in Johannesburg.

I wish you a very happy Easter and remain,

Sincerely yours,
ANNELIESE FERNANDES PINTO

Our Charter Members

April 30, 1965

Dear Ruth,

Enclosed is a bit of air history, in case you are interested. I learned to fly at the Wright School, Dayton, Ohio, and was awarded Aero Club of America Aviator's Certificate No. 303, dated Aug. 12, 1914. At that time, ACA was the U. S. representative of the Federation Aeronautique Internationale. To-

day, the National Aeronautic Association holds that authority (over sporting events, records, etc.) Next, chronologically, my license No. 301, dated Jan. 28, 1919 was issued by the Joint Army and Navy Board on Aeronautic Cognizance (isn't that a jawbreaker?) Presidential Proclamation No. 1432, dated Feb. 28, created this board to regulate civilian flying. Next was my Department of Commerce Aeronautics Branch, Private Pilot License No. PI600, issued Feb. 1, 1928.

Soon I'll send some reprints of ALICIA PATTERSON'S excellent article, "I Want To Be A Transport", also AIR TRAVEL'S News Rotagravure, both printed in 1929 and showing many excellent photos of 99 Charter members, plus other historic 99 items. There are some lovely photos of NANCY HOPKINS TIER, AMELIA EARHART, LADY MARY HEATH, B L A N C H E NOYES, MARY VON MACH, RUTH ELDER, FAY GILLIS WELLS and others -- and then there are some photograph likenesses of yours truly among them. You may want to send these items to your 99 historic archives.

Best wishes,

Very truly,
MARJORIE STINSON

April 17, 1965

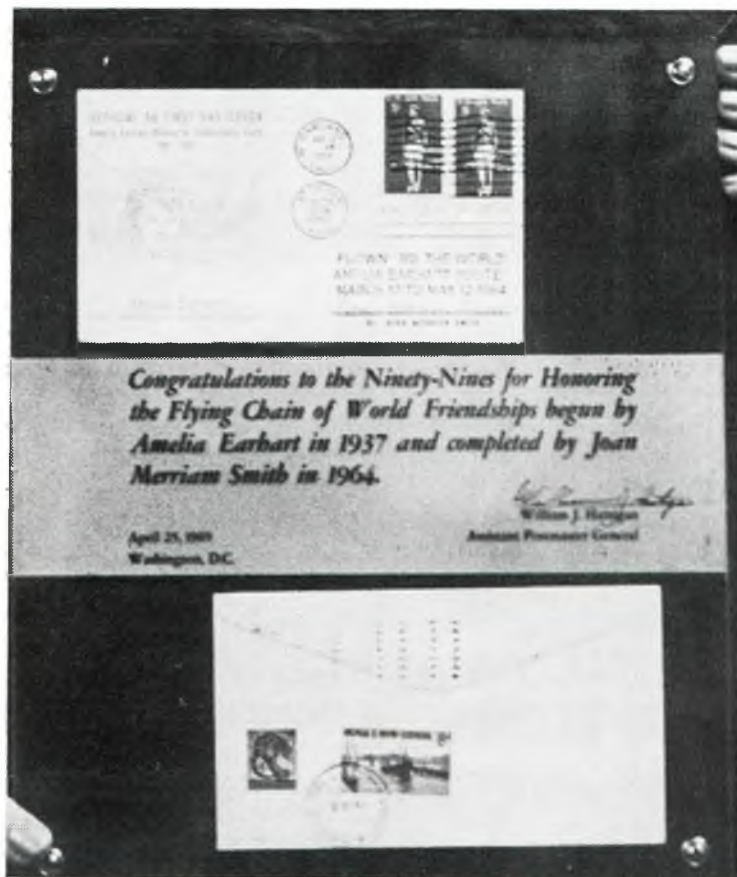
Dear Ruth,

Today I am mailing some letters, magazines and clippings that might be of help and/or interest to you. However, I am unable at this time to come across a list of charter members.

My scrapbook containing such things as letters from Amelia Earhart and early clippings and pictures of "RETHA McCULLOH" is now in the possession of my son in San Francisco. He values my collection highly (though I think it amuses him to think his mother actually flew!) and wouldn't care to part with any documents. I shall ask him however, to make a copy of charter members if there is such a list among his treasures. BILL is an art director for an advertising firm and teaches design at San Francisco Art Institute. He is doing a painting of me from a picture in flying togs. He says that the canvas is so huge he'll have to ship it by flat car!

Another of his prides is the "QB" name and membership plate that belonged to his father BILL JOHNSON who died in a boat accident a few months before BILL JR. was born in Beaumont, Texas, in 1931.

AMELIA EARHART SCHOLARSHIP



Plaque with official AMELIA EARHART First Day Covers flown around the world by JOAN MERRIAM SMITH presented to the Ninety-Nines by Assistant Postmaster General, WILLIAM J. HARTIGAN, at the Stamp Reception in Washington, D. C., honoring the Flying Chain of World Fellowship begun by Amelia Earhart in 1937 and completed by JOAN MERRIAM SMITH in 1964.

Please don't think I'm being too personal about my life's history—I thought it might give you an idea about what sort of creatures these pioneer pilots really were.

The best to you —
RETHA CRITTENDEN.

May 11, 1965

Dear Ruth,

Thanks for your nice letter of the 6th of May 65. But I am very sorry that your tour will not come to Germany. Frankfurt/M would have loved to receive your girls. Perhaps they would have asked other to receive your american aviatrices through the Luft Hansa and the Frankfurt/M Flughafen Gesellschaft. Too bad you can't change it anymore. These are all

aviation friends of me, who understand friendship between countries, when they are in different foreign countries.

Perhaps I make my vacation in Holland with Dutch relatives.

My mother was Dutch and then I go in touch with the Dutch aviatrix and we can speak of an "European Section of Ninety-Nines".

I feel a little better with my heart, but still very weak and must be very careful not to do too much.

Just in a few days is a big aviation meeting in Essen and on the German airport, but I am afraid I can't attend.

Soon more. All my best wishes to you and all the girls and happy landings further.

Sincerely yours,
THEA RASCHE

Powder Puff Derby

By Marion Andrews Lopez

We're on base leg here at AWTAR Headquarters for the 19th Annual 1965 Powder Puff Derby. We'll turn final June 1st when entries close for contestants.

How many planes will be in the race? That is the question this time of year. All we can say now is that there have been more requests for information kits this year than ever before and the number of entries in, is running second to the largest race AWTAR has ever had. So, at this writing, it is your guess.

Contributions since last month's report to you, have come from Gulf Oil, Beech Aircraft, Piper Aircraft, Hum-

ble, Inc. and Aviation Insurance Managers.

Contributions from 99s to AWTAR is running well ahead of any previous year. \$3642 to date. Purses for leg prizes have been slower in coming in this year so that we may not have as many. We are still hoping for more.

The Conn. Chapier deserves a big hand for their contribution, not a monetary one this time. They have set up a badly needed file of all past AWTAR contestants . . . Thanks for stacking the cards for us.

Here are a couple of areas in which we could use help. During the race, call your local radio station and news-

paper for progress of the race. Get your friends to call. If they know there is interest, they will carry the coverage.

Next **Please** send in those clippings for the AWTAR scrapbook. Anything to do with the race or its contestants. Don't take it for granted that someone else must have sent it in. Besides, we can use multiple copies. Imagine this — AWTAR Board members with newspaper clippings coming out of their ears. Now, there is a picture you can help paint.

This is your Race — make helping a habit.

—o—

HANDICAPPING

By Jackie Brooks

Eighty airplanes roll along the taxi strip at Gillespie Field, El Cajon, all makes, models and colors. They all have one thing in common, their pilots are women who are competing in the 19th Annual All Women's Transcontinental Air Race, July 3, 1965.

The women pilots from all over the world are tense as they strain to see Powder Puff Derby Chief Starter Robert B. Sanders, of Santee, as he signals. Every 30 seconds another plane speeds down the runway like a spectacular display of fireworks.

As each plane increases speed, the pilot eases back on the stick, she feels the wheels leave the runway and notes with satisfaction the steady hum of her engine as she climbs to her selected cruising (or racing) altitude. No time to relax, now the real business of flying a race starts.

All the pilots have at least a commercial ticket or a private ticket plus an instrument or instructor rating. They are not novices out for a holiday. Each model of aircraft has been evaluated and handicapped by a special team of experienced pilots. Only a crew which can get the most out of its plane and equipment has a chance to be among the winners.

Now the planes are just a speck heading east over the mountains, winging their way toward Tucson, Arizona. They have 3½ days to fly the route of 2,406.78 statute miles across the continent to the terminus at Lovell Field, Chattanooga, Tenn. The first plane to arrive is not necessarily the winner. Instead, handicaps are used to determine the winners.

TENTATIVE PROGRAM

PRE - RACE EVENTS

1965 POWDER PUFF DERBY

Starting From Gillespie Field, California

6/29/65	Tuesday	11:00 a.m.	Tour Grossmont Shopping Center
		12:00 Noon	Lunch and Fashion Show - Diamond Jim's Grossmont Shopping Center
		5:00 p.m.	Impound Deadline
6/30/65	Wednesday	8:00-10:00 p.m.	Welcome Party - Town & Country Hotel
		9:00 a.m.	Start Departures to Singing Hills Golf Course (Golf, Swimming & other Recreation)
		5:00- 7:00 p.m.	Wine Tasting - Singing Hills
7/ 1/65	Thursday	8:00-10:00 p.m.	Luau Buffet Dinner - Singing Hills
		6:30- 7:30 p.m.	Cocktail Party - Elks Club, El Cajon
		7:30 p.m.	Pre-Flight Banquet — Elks Club, El Cajon
7/ 2/65	Friday	2:00- 5:00 p.m.	Pilot Briefing - Atlas Room Town & Country Hotel
7/ 3/65	Saturday	6:00 a.m.	Take off Briefing & Breakfast, Atlas Room Town & Country Hotel
		9:00 a.m.	Take off - Gillespie Field

NOTE: This is the tentative program of events as of this date. Changes or amendments may be affected as the program is finalized.

Mrs. Horace (Terry) Vasques, Handicap Director for the AWTAR Board, explains that handicaps make it possible for pilots flying airplanes of various horsepower to compete against one another. Each woman pilot strives to best her assigned handicap by the most. This is not simply chance, it requires efficient handling of the airplane, good judgment, selecting the best altitude and time of day for most favorable winds and numerous other pilot capabilities.

"One of the more critical tasks in running a valid race is setting the handicaps," stated Mrs. Vasques. "The handicaps serve to reduce all airplanes to the same common performance level."

Two teams of pilots are currently flight testing new model stock airplanes to determine handicaps for the 1935 Powder Puff Derby. Chief Handicap pilot for the San Diego team is John A. Mullen, Serra Mesa, a pilot since 1943 with over 3000 hours flying time in airlines, charter, executive, ferrying, and instructing. Mullen is accompanied on all check flights by a board member either Mrs. Gerald (Marian) Banks, San Diego, or Mrs. Vasques, Clairmont. Assisting with handicapping is the Long Beach team, with Jack London, Long Beach, as chief pilot. Mullen and London are ideal for this work because they have a great deal of experience in all types of light airplanes and they maintain an unbiased approach to the flight checks. The Board member serves as timer and observes that the flight is carried out in accordance with AWTAR requirements and policy.

The Handicap Committee relies heavily on actual flight test data gathered over a course measured by the Coast and Geodetic Survey. A minimum of ten hours is spent handicapping each model of airplane. About half the time is actual flight time, the balance is spent of aerodynamic analysis, analyzing manufacturers' engineering and performance data, and comparison between different airplanes of the same model.

Carefully timed runs are made at maximum continuous power and at 75% power in each flight test. Average ground speed is obtained for at least four runs at each power setting. The more airplanes of each model used to compute average top speeds, the more realistic and valid the handicap.



Right to left: **TERRY VASQUES**, Director of Handicapping for AWTAR, discusses performance with Air Oasis representative **DOLLY WILCOX**, Test Flight Crew **MARIAN BANKS** and **JOHN MULLEN**, Chief Handicap Pilot for San Diego team, at Lindbergh Field, San Diego. Photo by **BRUCE GUSTAFSON**.



LORD and **LADY CASEY** drawing the positions for take-off of the Powder Puff Derby entries postmarked April 15, at the residence of the Australian Ambassador, New York City. **KAY BRICK**, center, is Chairman of AWTAR, Inc. Board of Directors. **LADY CASEY'S** newest book "TIDES AND EDDIES" is due out soon. It deals with her world experiences; the title is taken from a remark by **SIR WINSTON CHURCHILL** who was a close friend of the CASEYS. You may note her frequent references to flying. Among her other books: "WILD FLOWER HUNTER" (Australia's famous **ELLEN ROWAN**, Aunt of **MAIE'S** whose flower paintings are in custody of the Australian Government) which **MAIE** illustrated and jacketed; "An AUSTRALIAN STORY" 1837-1907, in which she describes a fascinating period in her country's development; "EARLY MELBOURNE ARCHITECTURE" which she assisted in editing and compiling. **LORD CASEY'S** recent book "PERSONAL EXPERIENCE" has been a sell-out in this country.

"We ask local operators, dealers, and distributors to donate the use of new models," stated Mrs. Vasques. "Often individuals, either 99s or others, volunteer their airplanes for a handicap flight check. But we frequently can't use these airplanes because of inadequate insurance coverage."

Flight test results of all makes and models are compared with each other and aerodynamic analysis is made to provide justification for the relative differences of performance between seemingly equivalent airplanes. Aerodynamicists are consulted as the need arises. In addition, Mrs. Vasques and her committee do not rest after a race. They study contestant's scores for each leg of the race. In particular, scores made on the first leg, when flying conditions are nearly equal for all airplanes, are studied for evidence of possible inequities in handicaps. If inequities are indicated, additional extensive flight tests are run and handicaps for the following year are adjusted accordingly. Careful initial analysis keeps such adjustments to a minimum.

Mrs. Vasques is an extremely well-qualified Handicap Director. A Senior Research Engineer now with General Dynamics/Electronics, she has been in the Aerospace industry over 15 years. Her work has brought her in contact with most anything that flies—fixed wing, rotary wing, ground effect machines, spacecraft, and even hydrofoil boats.

"With a job like this, how can I stay on the ground," she exclaims happily as she and her husband plan another trip in their Piper Apache. Mrs. Vasques has acquired a Commercial Pilots license with instrument and multi-engine ratings. She has competed in three Powder Puff Derbies and can appreciate the challenge offered in an air race.

Since they started flying an Apache, twin engine, the Vasques consider the flight to Phoenix as a "lunch hop" and have made weekend trips to Spokane, Wash., and to Guadalajara, Zihuatanejo and Mazatlan, Mexico.

Mrs. Vasques has been Handicap Chairman since 1960 and has also been active in the San Diego Chapter of the Ninety-Nines, Inc. She has been Vice Chairman, Chairman, and Program Chairman for the San Diego Chapter.

Mrs. Banks, who often assists on



POWDER PUFF DERBY CONTESTANTS RECEIVE ALTITUDE INDOCTRINATION AT CARI

MRS. RUTH TAKSEL (Editor, Wing Tips) and MRS. VALERA JOHNSON, both of the St. Louis Aero Club, took the altitude indoctrination course at the Civil Aeromedical Research Institute on May 7. They have entered their Cessna Skylane in the forthcoming Powder Puff Derby, and anticipate the possibility of flying above 12,000 feet to take advantage of tail winds, hence their interest in oxygen equipment. Shown in the photograph are DR. LLOYD BULEY, Chief of the Medical Section, International Civil Aviation Organization, MRS. JOHNSON, MRS. TAKSEL, and DR. STANLEY R. MOHLER, Director, Civil Aeromedical Research Institute. The training at CARI reflects the interest in, and use of, aviation medicine knowledge, by general aviation pilots.

ED NOTE: DR. MOHLER will be Banquet Speaker at International Convention.

check flights, is an experienced racer and has competed in nine Powder Puff Derbies. She has also competed in other races for women. She is also a past Chairman of the San Diego Chapter of the Ninety-Nines and has held the offices of Treasurer and Vice-Governor in the Southwest Section.

In past years, the winners of the race were not known for hours, the length of time it took to check and re-check handicap scores. This year, the work will be done by a Univac 1107 Thin-Film Memory Computer. Upon receipt of the last total from the NAA chief time in Chattanooga, the 1107 will consult its giant memory, containing the pre-set handicap "par speeds" for the individual planes. Matching par speeds to results, within a minute the computer will calculate the five top winners, to divide the \$3,000 purse, as well as winners of prizes awarded for best lap scores, best in each aircraft class, and other specialized categories.

COMMITTEE REPORTS

ANNUAL REPORTS

FROM: Secretary, Headquarters,
TO: Chairmen, all International Committees.

SUBJECT: Annual Report.

1. This is to remind you to prepare triplicate typewritten reports on the work of your Committee.
 - a. The reports should be made on 8½ x 11 paper, typed.
 - b. They will be handed to the International Secretary to be made a part of the official minutes.
 - c. If you cannot attend convention, please mail your report to the Secretary before the convention.
 - d. Sign the report as Chairman, and list the names of your committee members.
2. You or your designee should be prepared to make a two-minute report from the floor of the House of Delegates. This report is in the form of a resume of your official report.

3. Thank you for the work you and your committee have done. HOPE TO SEE YOU AT CONVENTION!

Aerospace Education, Shirley Marshall.
 Air Marking, Muriel Dykema.
 Amelia Earhart Commemorative Stamp, Fay Gillis Wells.
 A. E. Memorial Scholarship Trustees, Eugenia Heise.
 Auditing Committee, Gene Nora Jensen.
 Budgeting Committee, Elizabeth Sewell.
 Competitive Events, Frances Miller.
 Flying Activities, Mary Ann Noah.
 49½er Records, Alaseba Thatcher.
 Headquarters, Jane Abbott.
 Historian, Eleanor McCullough.
 Incorporation Resident, Barbara Bonnett.
 Membership, Alberta Nicholson.
 NIFA Award, Arlene Walkup.
 Ninety-Nine News, Dottie Young.
 Nominating Committee, Martha Ann Reading.
 Project MAP, Lois Auchterlonie.
 Public Relations, Pat McEwen.
 Read and Approve Minutes, Dora Dougherty.
 Resolutions, Pat Lambart.
 Scrapbook, Charlotte Dodson.
 AWTAR, Inc., Kay Brick.

Scrapbook Report

How wonderful ! ! ! ! The file of answers to my letter to each Scrapbook Chairman is growing each day.

The Las Vegas Valley Chapter is getting off to a good start. They not only have clippings in their Newspaper size Scrapbook but Fran Johnson informs me they even have three 16MM films on interest that have been presented on television. The San Fernando Chapter must have a huge Scrapbook for hardly a week goes by but I receive an article or two from them. They are really active and enjoy excellent newspaper coverage. The All-Ohio Chapter is now filling their ninth book. One book contains clippings as far back as 1937. They also keep a notebook reserved for Chapter History and the Chapter Charter. This is an excellent idea. — The Mississippi Chapter has a nice custom. They bring the Scrapbook to meetings once or twice a year so all the members may see it. This idea would help point up the importance of the members gathering material for the Scrapbook. One Chapter Chairman — whom I do not know personally but am looking forward to meeting — for she is so straightforward in her letter. She simply said "Am awfully sorry our

Chapter has been such a bum about sending in Scrapbook clippings". With this she sent a sheaf of clippings with a promise to do better — this I like.

Some of you have sent your clippings to Headquarters. The secretary at Headquarters has been very efficient and sent them on to me.

A point of importance was stressed by Beatrice E. McPherson of the Tucson Chapter — when sending in material please be sure to give the source and date. They now have six scrapbooks plus a separate scrapbook of all seven TAR races.

Take your scrapbooks to your own meetings and also be sure to take them to your Section meetings. In this way you can exchange ideas.

Remember, any material or article you have for your Chapter book should also be represented in your Section Scrapbook and International. Do not worry about sending duplicate copies. It is better we receive two copies than none at all.

Looking forward to hearing from ALL of you.

Charlotte Dodson
 Scrapbook Chairman.

AIR MEETS

THE AWNEAR
 By Beverly Shores

The Burlington - Lake Champlain Chamber of Commerce certainly rolled out the welcome mat in royal style for the 8th Annual AWNEAR (All-Woman New England Air Race) held May 15th in Burlington, Vermont.

Fifteen aircraft took off Saturday morning from the Burlington Municipal Airport at one minute intervals for a 300 mile flight over the beautiful countryside of Vermont and New Hampshire. Their route took them first to Newport, Vt.; Lebanon, Keene, Glen Falls and back to Burlington. Weatherman Bob Ingram was safe, it was the most beautiful weather one could ask for.

The Revere bowls presented by the Burlington-Lake Champlain C of C went to:

1st Place—Dorothy Pulis of Concord, Mass., and Co-pilot Mildred Doremus of Lynnfield, Mass., in a Cessna 170. The Cessna trophy also went to Dorothy.

2nd Place — Frances Porter of West Acton, Mass., and Co-pilot Janet Bolles of Rockland, Mass., in a Navion. Fran for the second time also took the hon-

ors for the best performance made by a Private pilot.

3rd Place — Ruth Bliss of Chappagua, N. Y., and Co-pilot Patricia Connell of Rivers Edge, N. J., flying Vermont Airways Cherokee 180. Ruth also received the Piper trophy.

4th Place — Hope Riddle of Burlington, Vt., and Co-pilot Dawn Hazellett of Burlington in Northern Airways Cherokee 180 C.

5th Place — Mina Elschner of New Shrewsbury, N. J., flying solo in "Timothy", a Cessna 150.

Someone always winds up as "Tail End Tony", an award presented by Tony Page of Cross Country News — it went to Frankie Sutton of Edmond, R. I., in a Beech Bonanza.

A big hand and a word of praise came from FAA officials and Control Tower Operators when Mary Ellen "Pat" Russell calmly accomplished a dead-stick landing just after passing over the finish line at 200 ft.

Guests at the banquet in the roof garden of the Hotel Vermont, MC'd by Alma Gallagher of the Laconia Evening Citizen, included Governor Philip Hoff who welcomed the girls to Burlington; Mayor Kienan; Parnell Kirby, 1st Vice President of the Burlington Chamber of Commerce, our hosts; and Mr. Knapp of the Vermont Aeronautics Commission.

Blanche Noyes, Chief, Airmarking Section of the FAA, and Dean of women pilots, was guest speaker. She gave us a most interesting and amusing account of how her husband, the late Dewey Noyes and an early airmail pilot, taught her to fly in 1928. She read the flying instructions used by Dewey who had taught himself to fly in his home town of Rutland.

As AWNEAR Chairman, I would like to take this opportunity to thank the girls who served so faithfully on the race board with me, the ground crews, the contestants and the 49½ers for their splendid job and their cooperation. A special thanks to Alma Gallagher for the nice job as master of ceremonies, Blanche Noyes who entertained us so splendidly and the City of Burlington for a wonderful weekend spent in their City.

WOMEN PILOTS TO CELEBRATE DECADE OF RACING IN MICHIGAN

Grand Haven, Michigan — The tenth annual Michigan Small Race, conducted in cooperation with the Michigan

State Department of Aeronautics, and sponsored by the Michigan chapter of Ninety-Nines, international organization of licensed women pilots, will be held at Grand Haven Memorial Airpark, Saturday, October 2, it was stated by Mrs. Mary Creason, chairman of the race. Mrs. Creason is the mother of four teenage children, a flight instructor, and charter pilot for her own company, Ottawa Air. She is the wife of William Creason, mayor of Grand Haven.

"Women pilots with a private license or better are eligible and are invited to enter the race," Mrs. Creason announced. Co-pilots, male or female, and passengers are allowed to accompany the pilot. The race is a 200-mile round robin challenge beginning and ending this year at Grand Haven. Cities which have hosted the women pilots in previous years are Flint, Jackson, Kalamazoo, Sturgis, Benton Harbor, Muskegon, Traverse City, Lansing, and Mt. Pleasant.

"Pilots come to Michigan from all over the United States to enter our Small Race," Mrs. Creason stated. Faraway places yearly represented are Texas, California, Kansas, New York, Colorado, New Jersey, Massachusetts, and Canada.

"From the Small Race our pilots learn how proficient and vigilant they are," explained Mrs. Creason. "The winner must fly with utmost precision, and she must be an expert navigator. Any time lost straying from the race route cannot be made up. No briefing is given until all participating planes are impounded the night prior to the race which makes it impossible for pilots to fly the course ahead of time," Mrs. Creason said.

Contestants will be asked to fly the 200-mile course VFR (visual flight rules), and almost any type land plane is allowed. Aircraft taking part in past races have ranged in size from a sixty-five horsepower Mooney Mite single engine, to a twin-engine 400 horse power Piper Apache. The pilots of smaller aircraft with less horsepower, have often placed ahead of pilots flying larger and faster planes.

According to Mrs. Creason, more than 100 pilots have annually participated in the Michigan Small Race. Last year's race drew fifty-three airplanes with a total of 103 pilots and co-pilots. "We expect 1965 will be our biggest

All Women's INTERNATIONAL AIR RACE Results

May 29, 1965

Place—Contestant & IAR No.	Aircraft	Handicap	Net over Handicap
1 June Douglas (IAR 18)	Cherokee 180 C	139 (mph)	11.82
2 Bernice Steadman (IAR 6)			
Mary Clark	Cherokee 140	128	9.19
3 Judy Wagner (IAR 5)	Bonanza K35	182	9.02
4 Edna Whyte (IAR) 10			
Doris Weller	Beech Musketeer	127	8.71
5 Patricia Arnold (IAR 1)			
Elizabeth Taylor	Comanche 180	153	7.72
6 Mary Ann Noah (IAR 12)			
Mary Aikins	Cherokee 160	127	7.67
7 Virginia Britt (IAR 36)			
Janice Wagner	Cherokee 140	126	6.84
8 Marian Burke (IAR 20)			
Irene Young	Cherokee 180C	139	6.82
9 Ruby Keaveny (IAR 11)			
Marian Banks	Comanche 250	174	6.49
10 Miriam Davis (IAR 13)			
Lee Winfield	Cherokee 180 C	139	6.10
11 Anne Shields (IAR 15)			
Helen Zubrow	Cherokee 140	126	4.29
12 Dorothy Julich (IAR 21)			
Eileen Swift	Comanche 180	153	3.72
13 Caroline Jones (IAR 27)			
Rose Marie Moore	Cherokee 180	137	2.58
14 Laura Zerener (IAR 22)	172 Skyhawk	125	2.09
15 Bee Haydu (IAR 35)	Cessna 172	122	1.36
16 Carolyn Kennedy (IAR 32)			
Jean Voyles	Cherokee 180 C	139	.58
17 Pat McEwen (IAR 17)			
Ingrid Davidge	Bonanza P35	183	.49
18 Dorothy Anderson (IAR 8)			
Neva J. Painter	Cherokee 180B	137	— .23
19 Marion Betzler (IAR 4)			
Ann L. Nichols	172 Skyhawk	125	— .41
20 Yvette Hortman (IAR 7)	Cherokee 180 C	139	— 1.80
21 Sammy McKay (IAR 9)			
Maretta Simpson	Cessna 175	136	— 2.34
22 Alice Hammond (IAR 16)			
Doris Langher	Cessna 180	153	— 3.96
23 Lois Porter (IAR 19)	Cessna 172	124	— 4.97
24 TheIma Bishop (IAR 3)			
Stella Hardin	182 Skylane	152	— 5.20
25 Velma Del Diorno (IAR 38)			
Dorothy Reaume	Cessna 175	134	— 6.71
26 Helen Grahn (IAR 33)			
Jerrie Mock	Beech Debonair	175	— 7.22
27 Isabelle Blodgett (IAR 14)			
Marie C. Seaver	Cessna 172	122	— 8.93
28 Ann Roethke (IAR 25)			
June Boyle	Comanche 180	153	— 10.47
29 Gale Brownlee (IAR 24)			
Audrey Gordon	172 Skyhawk	125	— 11.64
30 Suzanne L. Hively (IAR 30)			
Margaret Veness	Cherokee 180 C	139	— 14.41
31 Martha Gaunce (IAR 31)			
Donna L. Blair	Cherokee 180	137	— 15.00
32 Marilyn Collette (IAR 26)			
Mary Scheafer	Comanche 180	153	— 15.16
33 Ruby Mensching (IAR 23)			
Edythe Maxim	Piper Tri-Pacer	121	— 15.38
34 Hope Riehle (IAR 2)			
Dawn Hazelett	185 Skywagon	162	— 15.44

IAR No. 28: Withdrew at Dulles
IAR No. 29: Did not start

IAR No. 34: Withdrew at Ft. Lauderdale
IAR No. 37: Not qualified to place

year yet!" Mrs. Creason said. Applications for entering the Small Race open Thursday, July 15, and close Wednesday, September 15. Mrs. James Stears, 3963 East "E" Avenue, Kalamazoo, Michigan, is entries chairman.

Since the Small Race began in 1956, one pilot has placed in three out of five races. She is petite and attractive Mrs. Eloise Smith, well-known and popular flying instructor at the Kalamazoo Municipal Airport. Mrs. Smith served as race chairman the last two years. Another pilot, Sammy McKay, Grand Blanc, Michigan, has placed in four out of seven races.

Last year's winner was Sophia Payton from Indianapolis. Mrs. Payton is the only pilot to win first place twice. She also won the 1962 race. Mary Ann Noah, who won the All Womens Transcontinental Air Race last year, won first place in the Michigan Small Race in 1963.

Other winners of the Michigan Small Race are Dottie Anderson, Bluffton, Ohio, 1961; Margaret Ringenberg, Grabbill, Indiana, 1960; Marian Elbinger, Bay City, Michigan, 1959; Helen Wiedwalk, Fairview Park, Ohio, 1958; Beatrice Trimble Steadman, Flint, Michigan, 1957; and Alice Roberts, Phoenix, Arizona, 1956.

The coveted Paul Bunyon Flying Trophy, rotated each year, is awarded the winner; also a beautiful Charlotte Connelly Trophy is given to the private pilot with the best score; and both pilot and co-pilot in the first five places are awarded special trophies by the Michigan State Department of Aeronautics. Cash prizes totaling more than \$600.00 will be awarded first to fifth place winners.

Edith Phillips, Publicity
Michigan Chapter

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Third Bahamas Flying Treasure Hunt, November 15-20, 1965. Address inquiries or registrations to Bahamas Flying Treasure Hunt, 1701 First National Bank Bldg., Miami, Florida, 33131. Participation is limited.

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Sunday, August 1, 1965. Fly-In Breakfast and Air Show at Illinois Airport, Urbana, Illinois. Sponsored by Central Illinois Chapter. All proceeds to AWTAR.

**SEE YOU IN CHATTANOOGA
Terminus of 1965 AWTAR &
International Convention**

SECTION SCOREBOARD

SECTION	N.E.	N.Y. N.J.	M.E.	S.E.	N.C.	S.C.	N.W.	S.W.	AUS.	BRIT.
NUMBER CHAPTERS	3	2	3	8	13	18	11	22	0	0
NUMBER REPRESENTED at SPRING SECTIONAL	3	2	3	8	11	11	7	20	1	1
	100%	100%	100%	100%	84%	61%	7	90%	100%	100%
NUMBER MEMBERS	74	105	130	147	528	386	252	556	23	13
NUMBER MEMBERS ATTENDING SECTIONAL	20	36	47	43	82	46	7	147	9	12
	27%	34%	36%	29%	25%	12%	7	26%	41%	92%
CHAPTERS PARTICIPATING IN AIR MARKING	0	1	2	3	7	9	4	6	0	0
	0%	50%	66%	37%	63%	81%	36%	27%	0%	0%

SECTION COLUMN

MIDDLE EAST SECTION By Marie D'Alterio, Governor

Anticipation ran high as the sun dawned bright and glorious for our fly-in on April 3, 1965, to the Middle East Spring Sectional Meeting in Annapolis, Maryland. Sixty-seven members and guests were in attendance.

The helping hand and pleasant smiles of the 49½ers of the Maryland Chapter who assisted with tie-downs and transportation from Lee Airport exemplified true Southern hospitality.

Informal tours of the Naval Military Academy and surrounding town followed until the noon luncheon at Carvel Hall Hotel.

After a delicious buffet luncheon, Ada Mitchell, chairman of the hostess Maryland Chapter, welcomed all members and distinguished guests. Among them were three charter members of our organization: FAY WELLS, BLANCHE NOYES and NANCY TIER.

They were honored with lovely gifts as were the youngest pilot, MERLE CHALOW; newest pilot, IOLA MOMBRUN; and one of the first pilots, license number 5889, NANCY TIER. There were many other useful gifts presented that day to persons holding the lucky numbers.

During the business meeting, FAY WELLS told of the forthcoming Second Anniversary Celebration of the Amelia Earhart Commemorative Stamp Celebration on April 25, at the American Newspaper Women's Club and urged all to get their contributions in early for the three special First Day Covers.

Thus ended a very memorable day, thanks to the hard working Maryland Chapter.

SOUTHEAST SECTION By Virginia Britt, Governor

Our hostess chapter for the SE Spring Section meeting could not have selected a more delightful location than the Grove Park Inn in Ashville for our meeting, and if there is anything lovelier than the Carolinas in the Fall it must be the Carolinas in the Spring. Ole man weather also cooperated for this most beautiful three days in Dixie and more than 40 SE Section members, representing every chapter in the Section, were registered for the meeting. In addition, the faces of many 49½ers, those of two members of the Greater New York Chapter, two members of the Washington, D. C., Chapter, and that of our International President were to be found interspersed among our on various occasions.

We were welcomed Friday evening by MR. JOHN F. BARRY, Assistant Director of the South Carolina Aeronautics Commission, after which we were treated to a jet stream of some pre-jet age anecdotes and incidents by COLONEL WOOD, father of our International Secretary and one of the few men still living who actually saw the Wright brothers fly. COLONEL WOOD most surely enjoyed our fledgeling attempts to fly for he still recalls details vividly.

During the business meeting, time only seemed to limit reports of activities and accomplishments of the Chapters and their membership. Plans for AWTAR terminus and Convention in Chattanooga are being rushed to completion. Our new Suncoast Chapter announces that their bid for 1966 AWTAR terminus has been accepted. Our President, Ruth Deerman, introduced us to the concept of "66s". Goldcoast (formerly Florida) Chapter will hostess the Fall Section meeting at West

End, Grand Bahama Island, in September.

MR. ROBERT FARRINGTON, WPTS Radio in Asheville, MC'd Saturday evening's program. A former airport operator, he currently conducts a Sunday radio program called "Flight Is My Fancy".

Prior to presentation of the Memphis Chapter trophy for most new ratings by a chapter on a percentage of membership basis (won by the Memphis Chapter), FRANK KINGSTON SMITH related some of the agonies of his associations with various of the 99s greater and lesser known personalities. Had he but asked we could have, perhaps, forestalled some of his sufferings—but then, what would he now talk about?

The Georgia Chapter plans to make the Fall Section meeting a group fly-in; why don't YOU? Until then—see you in Chattanooga!



**Southeast Section
Site of Your 1965
International Convention
Tennessee — Host Chapter**

CAROLINAS CHAPTER

By Louise Smith

The Southeast Section meeting was held at the Grove Park Inn, Asheville, N. C., on the weekend of April 30-May 2. We were the hostess chapter, and 78 Ninety-Nines and husbands registered with all chapters in the section represented. We were delighted to have as guest members International President RUTH DEERMAN and International Secretary, who is also a section member, BETTY McNABB. KAY BRICK, chairman, AWTAR, and BARBARA EVANS, treasurer, flew in from New York. From the Washington Chapter, LAURA ZERENER and BEA WILDER.

Major FRANK WOOD, BETTY McNABB's father, who saw the Wright Brothers fly in 1903, was the highly entertaining speaker on Friday evening. He was introduced by the Assistant Director of the South Carolina Aeronautics Commission, JACK BARRY. During the day Saturday, business meetings filled the day interspersed with sun bathing, golf and visits to gardens and shops. Toastmaster BOB

FARRINGTON, Carolinas favorite publicity agent from radio station WPTF, Raleigh, opened the Saturday evening banquet. A high school combo entertained, singing and playing mountain folk songs. FRANK KINGSTON SMITH, executive director of NATA, kept the audience entirely fascinated both with important aviation needs and his rapid fire delivery of hysterical jokes and stories. Blessed with perfect weather, an unusual hotel, and entertaining speakers, the meeting was considered quite a success.

Greedy-Merchant Division: Remember, please, the Carolinas Chapter is selling approved 99 luggage tags with two lines of name and address per your request. \$1.50 Ppd. PAGE SHAMBURGER, Page Hill, Aberdeen, N. C.

FLORIDA GOLDCOAST CHAPTER

By Jan Wagner

The 1965 IAR is almost at hand. We are so delighted that seven gals from the sunshine state are participating in this year's race. MIRIAM DAVIS, with co-pilot LEE WINFIELD (they left Monday, May 17th, to take part in some publicity activities in New York); LOIS PORTER, solo; VIRGINIA BRITT with co-pilot, your news reporter; JUNE DOUGLAS, from West Palm Beach, and DONNA BLAIR, from Sarasota, who will co-pilot with her sister, MARTHA GAUNCE from North Dakota. We have the largest number of airplanes ever entered—38 in all. When the committee looked over the list of contestants, it looked like Who's Who in Women's Aviation of today, as they are all rated top-notch pilots. This is bound to be a close race in scoring, you can bet on that.

VIRGINIA is over in New Orleans for a few days, but will be back in time to pack another case to leave the 22nd for points north accompanied with her co-pilot. We will be dropping off all the officials' kits at the various stops for the race; as it was necessary at the last minute to change some plans of one of the officials. But, you can be sure that we will be at the start of the race by closing of impound date.

DOTTIE HARRISON, one of the newest members; is flying her husband up to Georgia for a few days this week. She assured us that she would be back in time to hostess the Fort Lauderdale stop for the race.

I checked out in the Cherokee last week, so now I have also joined the ranks of Cherokee pilots.

Will be looking forward to meeting

many of the 99 members of the chapter that will be assisting with the race this year. So, we are off to the 1965 race!

FLORIDA SUNCOAST CHAPTER

By Theodora B. Shafer

The Suncoast Chapter of Ninety-Nines have taken advantage of lovely flying weather, and have added hours to our logs as well as enjoying several "get-togethers". One was of special pleasure to us all. Our April meeting was held at Vice Chairman THELMA DAWSON's home in Brooksville. Eight members and seven guests were present to enjoy a delightful "pot luck" luncheon around THELMA's pool. After lunch our business meeting was held in which MRS. BETTY SMITH of St. Petersburg was welcomed as a new member to our chapter. BETTY obtained her multi-engine rating one week after becoming a 99.

Our Chapter is also proud to be able to accept two new transfers. ALMA PARKER of the Florida Goldcoast Chapter, who lives in St. Petersburg, and ETHEL PECKHAM, who lives in Clearwater and was previously a member of Greater New York, have transferred to Florida Suncoast Chapter.

All of our members had instructed our membership chairman, ETHEL GIBSON, to obtain 49½ cards for our husbands. DOTTY BIRDSONG of Tampa arranged a joint steak dinner for husbands and wives. GENERAL FORD, retired Army officer and neighbor of DOTTIE'S, helped to initiate our 49½ers. The men were compelled to pass various tests related to flying and instrument conditions before the entire group. Each one was forced to solve some phase of a flying problem and also had to wear their problem. If they were to fly a compass heading, the compass they wore; if they were to keep their wings level in a stall, the wings they wore. Each man made a landing on his knees on a soft pillow. All came through the examination in one piece though Flight Examiner GENERAL FORD was a bit hard hearted. After passing their examination each 99 stepped up to award and congratulate her 49½er with tears in her eyes. (Not from crying, from laughter.)

Our May meeting of 99's was held in Sarasota with KAYE MOORE as our hostess. This time we had six guests which we hope will become future 99s.

Upon arriving in Sarasota we enjoyed a buffet luncheon in the Cavu Room at

the airport and during the course of conversation an interesting antic developed. MARIE DILLON, visiting from Lake Wales, was giving us all advice to be sure to drain our sumps. During her pre-flight that morning she drained a family of spiders out of her sump: mother and all. Nothing like having a "tiger in your tank" unless wow! you have spiders in your sump!

KAYE MOORE and NORMA CUL-
LER gave us a conclusive account of their trip to Asheville Southeast Section meeting. The girls were so enthusiastic in their praise of all the fine 99s and 49½ers that it made the rest of us anxious to attend all future meetings.

We all want to express our best wishes to KAYE MOORE of Sarasota upon the announcement of her recent engagement. Wedding plans are set for July as her future husband is an Air Force captain in the Republic of Panama. KAYE has already begun to attend to major details beforehand by acquiring her Panamanian pilot's license. Good luck, KAYE!

MEMPHIS CHAPTER

By Mary Stanley

Memphis Chapter 99s held their regular monthly meeting Saturday, May 8, at Memphis Aero. Many interesting flights were discussed for the coming weeks and months. A report on the Southeast Sectional at Asheville was given. ROSEMARY and BOB WILLIAMS, NINA JOE and WAYNE WITHERINGTON, and MARTHA and FRANK TOBEY attended that meeting.

Three of our 11 members will fly in the AWTAR, and most of the rest of us, plus our 49½ers, will be in Chattanooga for the finish of the race and the national convention. POLLY DUNCAN will again fly solo in the Derby. CHRIS BROWN and MARTHA TOBEY, flying the TOBEY'S Cessna Skyhawk, will make their first race. They are all approaching this project with truly professional attitudes and lots of thorough preparation, so those who intend to beat them had better be on their toes!

Saturday, May 15, several of us were on hand at Memphis Downtown Airport to enjoy the many events of the annual Experimental Aircraft Association's air show and fly-in. We also joined EAA members for a boat ride and fish fry on the Mississippi that night.

Looking ahead on the pleasure front, several couples plan to fly to Paris Landing, Tenn., this weekend for a fishing and boating outing.

Instead of our usual June meeting MARY and JOE STANLEY have invited the Memphis and Arkansas Chapters, plus any stray or prospective 99s, to the annual fly-in on our strip here at Augusta, Ark., date June 5. Entertainment will consist of swimming, water skiing and lots of hangar talk. We will progress to the banks of the White River for this.

Your correspondent flew the Stanley clip-wing J-3 (experimental) sans compass or radio, to Adams Field, Little Rock, yesterday for re-licensing. What a change from all those instruments, and what fun!

MISSISSIPPI CHAPTER

By Bernice Kelly

The Southeast Sectional in Asheville, N. C., was so much fun. Mississippi had a great turn-out. JACK and SAMMIE DANIELS flew up in their "Blue Angel," JESSIE MILLER was already in Florida, so she flew up with VIRGINIA BRITT, and ETHEL RADZEWICZ and BERNICE KELLY flew up with JANET GREEN. We all enjoyed the fun, the grand food and beautiful surroundings. On our way back we gave BARBARA EVANS and KAY BRICK a lift to Chattanooga. We all had lunch, and a good visit. Weather was perfect all the way, there and back, and the flying was fine.

The topic of conversations in Mississippi now-a-days is the AWTAR, and the four Mississippi pilots who are flying the race. JANET GREEN and PAT WARD will fly a Mooney Super 21 furnished by Robbins Airborne of Gulfport. DOT ETHERIDGE and LUCILE WOLFE of Breenville will fly a Cherokee 160 furnished by Memphis Aero Corp. On a recent trip to Orlando, Fla., LUCILE and DOT had a little excitement. They flew "Mississippi Belles," their plane, to Orlando to pick up another one for Memphis Aero. They waited to pit their plane against a similar ship to see how it performed. LUCILE flew one plane and DOT the other. As they approached Mississippi DOT'S plane developed a leak in its hydraulic system and lost its brakes. DOT called Mobile's tower and they cleared the airport for them. DOT said

they made such a production out of helping them that she felt like flying into the bay. As to the results of the trial competition, "Our race plane just walked away from the other one," DOT says. JANET has really come on up in her flying, since she learned in 1962. In 1963 she received her commercial, in '64 her multi-engine and '65 her instrument. PAT WARD has been flying for some time, and has just received her multi-engine. She ferries planes from Wichita for Cessna. She and JANET plan to race to Kerrville and visit the factory there and find out all they can about the Mooney operation in racing. Believe me, Mississippi has four determined pilots flying in this race, and we're all thrilled, because we could have two winners. Good luck, girls, we'll be waiting for you in Monroe, La.

The May 16 meeting was held in Hattiesburg with KITTY BISHOP, SAMMY DANIEL, MARIE KEPPEL, and JESSIE MILLER as hostesses. We all met at the Hattiesburg airport, going from their to a delightful coffee at KARL and MARIE KEPPEL's beautiful lodge near Hattiesburg. We held our business meeting there, settling many current and important business matters, especially the plans for the convention in Chattanooga, our June 13 meeting in Baton Rouge, La., our August 13 meeting in connection with the Sky-O-Rama in Baton Rouge, but most important, the establishment of a memorial to CORA McDONALD which will be announced at the convention in Chattanooga. From MARIE's we went to the Holiday Inn in Hattiesburg for a very delightful lunch and chat. DOT ETHERIDGE and LUCILE WOLFE planned to come from Greenville but DOT got weathered-in and LUCILE went to the hospital but plans to be home shortly. JANET GREEN flew up from Ocean Springs bringing with her BUD HORTER, her sponsor for the AWTAR. ETHEL RADZEWICZ flew down from Jackson. PAT WARD flew over from Baton Rouge bringing with her our newest member, DEE COMEAUX and her 49½er, BILL, and student pilots GLORIA WARD and SUZANNE MONTGOMERY. We were also happy to have IRENE LANDSKOV from Hattiesburg join us. IRENE is a brand new student and just loves flying.

See you in Baton Rouge, La., on Sunday, June 13.

TENNESSEE CHAPTER

By Valerie Grant

We are finally getting things in shape

What Are You Waiting For?

Come On . . . Join The Race

MICHIGAN SMALL RACE

Grand Haven, Michigan

October 1, 2 & 3

for the convention and terminus here in July. The week before last KAY BRICK and BARBARA EVANS visited us here in Chattanooga and helped us iron out some of the problems that we had, and we thank them for their help. The girls from the Tennessee Chapter showed BARBARA and KAY the airport and our plans for the airport layout during the end of the race. DOT JONES, DOROTHY PATTEN, IRENE and myself had a pleasant lunch at the Skyline Restaurant where MAYOR KELLY welcomed KAY and BARBARA to Chattanooga and presented them with a key to the city of Chattanooga.

IRENE FLEWELLYN and DOROTHY PATTEN were the only ones from our chapter who made the Southeastern Section meeting in Asheville. They came back with answers to some of our questions about terminus and convention.

We have our program ready for press now and it will be an exciting time for everyone we promise. And too, we are saving some surprises for you.



Dear Ruth,

I am leaving Australia for Kingston, Jamaica, on this Thursday, 20th May, for six months. I have been offered a position as physiotherapist on the staff of the University College Hospital of the West Indies and naturally was very excited at the opportunity to live and work abroad.

En route to Jamaica I had planned to go via Los Angeles and down through the states to Chattanooga to the International Convention. Unfortunately I had to take up my appointment from the beginning of June, so I cannot do this.

I would still love to come to the convention, seeing as I will be so much closer to Chattanooga than were I in Australia. Do you know if anyone would be flying up from Jamaica or even Pureto Rico that I perhaps could fly with?

I realize this is a longshot but I'm awfully keen to come. If, however I cannot come I'll be there with you in spirit.

As I will be at Kingston for the next six months could you address my news-

letter to me there? My address will be Physiotherapy Dept., University College Hospital, Mona, St. Andrew, Jamaica, West Indies.

Yours sincerely,
BEVERLY SHAW



EASTERN NEW ENGLAND CHAPTER By Isabel Blodgett

Proud congratulations to the Eastern New England winners of the AWNEAR: in first place DOROTHY PULIS and MILLY DOREMUS (Cessna 170); in second FRAN PORTER and JANET BOLLES (newly bright-yellow Navion). Also much gratitude to the hard working race committee from all of us who enjoyed a day and a race route than which a more beautiful could not be imagined!

On the previous Saturday, May 8th, FRAN PORTER had provided a meeting place for the chapter, and luncheon too, at her house among the flowering fruit trees near Hanscom Field. Chairman CHRIS SEAVER, LOIS AUCHTER-LONIE, MILLY DOREMUS and DOROTHY PULIS came, and three newer members, PAT JONES, GERTRUDE MCGARTH and HARRIET ABBOTT. Guest RIPLEY MILLER was waiting for Washington to send her pilot's license number. We hope she will soon be on our list too. The meeting was for sociability and routine business; there was nothing routine about FRAN's luncheon!



LAST FLIGHT

BARBARA JEAN PRESTAS

Member

Greater New York Chapter

N. Y. - N. J. Section

May 1, 1965

GREATER NEW YORK CHAPTER

By Charlotte McCollum

First off all, please bear with me while I catch up on a few errors, omissions, and the like. My mention of KAY HILBRANDT's military flight DC-3 to Colorado was in fact KAY BRICK. And, I have been spelling KAY HILBRANDT's name with an "e", which I shall endeavor to omit from now on. My apologies to both KAYS.

I also neglected to report that MINA ELSCHNER spent three months in the Virgin Islands this winter. Most interesting to us was the fact that she commuted to work every day from St. Croix to St. Thomas, piloting a Piper Cherokee, in order to manage an airline office.

The following two items I received in the mail just a day late for the last publications . . . "Did you catch KAY BRICK on TV—new show "Call My Bluff" April 9th. Her 99 pin showed clearly and the words "Ninety-Nines" rang out—plus mention of the stamp project for the "Colt for KIM and the women of Korea".

"Recent visitors at Powder Puff Derby HQ at Teterboro Airport include BETTY MILLER and MAX CONRAD prior to their take-offs for Holland and South Africa. SRA. TRIS DIAZ and hubby from Uruguay, up to fly a Piper back home; AL GOSSETT and ART ROBINS of AC Spark Plug; PEG DAVIDSON and ELAINE McCABE of Connecticut; LORRAINE McCARTY, Michigan AWTAR Ways and Means; MERLE and THEA CHALOW."

I'm certain most of our members are aware of the tragic plane accident which took the life of one of our most active and well-liked members, BOBBI PRESTAS, on May 1st. We were all deeply shocked, and shall miss BOBBI in innumerable ways. BOBBI was this year's Air Marking chairman and Publicity chairman, and had done a most commendable job of both positions. Thirteen chapter members attended her funeral in Bridgeport, Conn., on May 5th.

Our Spring Section meeting was held at Maguire AFB on May 8th. Gov. DORIS RENNINGER had a marvelous day planned for us—have never heard so many enthusiastic comments. DORIS, and all of us, send our thanks to the Maguire officers who made such a pleasant visit possible. We were welcomed and briefed by Brig. Gen. ROLAND J. BARNICK, commander of the

1611 Air Transport Wing, next saw a static display of C130 and C135 transports and toured RAPCON (Radar Approach Control). Our luncheon speakers were Brig. Gen. THERON COULTER, commander of NYADS (New York Air Defense Sector); Col. FRANCIS GERARD, chief of the New Jersey Bureau of Aeronautics and deputy commander of the Air National Guard 108th Tactical Fighter Group. Also at the head table were COL. ALBRIGHT and COL. BROUCHARD, and it was a great pleasure for us to have with us MR. MAGUIRE, the father of the war hero after whom Maguire AFB was named.

The afternoon session included a tour of SAGE (Semi-Automatic Ground Environment), the early warning system of the East Coast Air Defense system, inspection of the F106 Delta Dart, and the National Guard F105B Thunderchief. The sectional meeting was held in the National Guard Hangar.

The meeting was attended by a total of 47 people, including 19 Ninety-Nines and four 49½ers. We were happy to have with us PEGGY WAHL from the Western New York Chapter. Attendance was cut down somewhat by marginal weather—only one plane flew in, the indomitable DOTTY JULICH with three passengers.

The luncheon opened with a moment of silence in memory of BOBBI PRESTAS, and later at the section business meeting it was voted to donate \$25 to the Amelia Earhart Scholarship Fund, also in memory of BOBBI.

The lucky 99er to win the jet ride was MINA ELSCHNER, who understandably was quite beside herself with joy. We were all quite envious, but happy for MINA that she will be able to fulfill a long-time ambition.

MARION ANDREWS LOPEZ has completed her Blue Angel painting assignment and reports she had a marvelous time. As a final touch, MARION got to ride in plane No. 7, a duplicate of the others except that it is a dual seated trainer.

It was announced at the section meeting that KAY HILBRANDT has been chosen to represent us in the Amelia Earhart Scholarship competition. We wish you the best of luck, KAY.

Have just gotten the results of the NE Air Race—those from our chapter competing were RUTH BLISS and PAT CONNELL, who placed 3rd; MINA ELSCHNER, 5th; BARBARA BROTHERTON and PAT WILSON, 6th; JULIE VOM SAAL and SELMA CRONAN;



BLUE ANGELS ON CANVAS — MARION ANDREWS LOPEZ puts finishing touches on an oil painting of the Navy's precision flying team, the Blue Angels. She did the painting for the Navy as a public service during a five-day visit to facilities of the Naval Air Training Command at Pensacola, Fla. She is a member of the Salmagundi Club of New York City, an organization of professional artists who make up the Naval Art Cooperation and Liaison Committee. This group assists the Navy's Office of Information in up-dating its art collection and in the production of art work for use in the Navy's exhibit program. Marion is a member of the Greater New York Chapter of 99s and on the AWTAR Board. (Official Navy Photo by Cramer, D. H., PH2). **ED NOTE:** MARION also designed and executed the cover which allowed our News to take on a magazine format, beginning with the August 1962 issue. The Latin means "She flies with her own wings".

DOTTY PULICH and DORIS ABBATE; and ELLIE McCULLOUGH. I think our chapter did very well, and we must congratulate BARBARA on her first race!



EASTERN PENNSYLVANIA CHAPTER

By Caroline Bregler

Last month the Eastern Pennsylvania Chapter of the 99s enabled 14,458 pounds of women to fly for a penny a pound at their ninth annual penny-a-pound flight held at the North Philadelphia Airport. ANNE SHIELD was general chairman. Assisting ANNE were ALICE MEISENHAIMER and HELEN ZUBROW, planes; JERRY ROBERTS and BERTIE PETERSON, ground crew; IRENE WIRTSCHAFTER and CAROLINE BREGLER, publicity; MARIE D'ALTIERIO, tickets; BARBARA FAR-

QUHARSON and HELEN PRICE, scale; BETH STURTEVANT, display; and KATE MARCARIO, ANN WINSOR and CASS BASTIANELLI, escort.

The 99s pilots who were flying were PEGGY BOREK, MERLE CHALOW, YVETTE HORTMAN, ALICE MEISENHEIMER, ELSIE McBRIDE, ANNE SHIELDS, ADELE STAHLEY, JOYCE ROGGERIO and NANCY DIEMAND.

Besides having perfect weather we had a tremendous response, if fact due to darkness we were forced to turn people away.

As an added attraction "Kleins on the Square" held a fashion show, displaying the latest in Spring fashions.

Local 99s flying in the International are ANNE SHIELDS and co-pilot HELEN ZUBROW and IRENE WIRTSCHAFTER and co-pilot EVELYN KENNEDY.

GAY MAHER who recently flew coast to coast in a helicopter is in the hospital. Anyone wishing to drap GAY a card can do so by sending it to her

attention c/o Flying W Ranch, Medford, N. J.

So far, the following chapter 99s are signed up for the Powder Puff—NANCY DIEMAND and co-pilot BERTIE PETERSON; ALICE MEISENHEIMER, solo; and MERLE CHALOW, solo. This is MERLE's second year flying solo in the race. MERLE is also the chapter's nominee for the Amelia Earhart Scholarship. Lots of luck to all.

Don't let anyone say that the "Flying Farmers" aren't farmers. Recently, CASS BASTIANELLI along with BETH STURTEVANT, in CASS's 172 flew to Salisbury where she picked up 200 strawberry plants. I guess we can now plan a strawberry festival at the Bastianelli's!

Latest on LOUISE SACCHI is that she has just returned from Africa and Germany, and at this time is going to take a little vacation before ferrying more planes across the Atlantic.

So till next month, enjoy the good weather and "happy flying".

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

Our May meeting was held on Thursday, May 13th, at the lovely home of charter member NANCY TIER and whose address is Dogwood Drive and I must say the address could not have been more appropriate for this time of year! It was perfectly gorgeous! So were the calorie-packed, scrumptious cakes! I wonder when one of our 99s will have enough nerve to serve Metracal! The turnout was terrific — FAY GILLIS WELLS, JO EDELMAN, ALICE FUCHS, MARGO DECKER, LILLIAN CHESNES, BEA WILDER, JACQUELINE SMITH, VELTA BENN, VIRGINIA THOMPSON, HAZEL DWIGGINS, HEDY JAFFE, IOLA MOMBRUN and guest PAT SUTPHEN, prospective member PORTIA HUTTON, second meeting prospectiv EVELYN SIZEMORE, LAURA ZERENER and, of course, NANCY HOPKINS TIER. We were very happy to have Maryland Chapter membris LENORA EATON, BETTY LOU BOHN, JACKIE GEIGER, LEAH STINCHCOMB, SARA SHONK and RUTH FRECKLETON from the Carolina Chapter. NANCY has a wonderful collection of old movies—back when flying was flying with those nice furlined helmets and goggles too! Everybody was excited about these movies and it would be terrific if we could have a re-run some time soon. A special vote of thanks goes out to NANCY's 49½er for being such a brave soul with so many women . . . he was



Picture taken at the American Newspaper Women's Club, April 25, during the Ninety-Nines "Flying Salute to World Friendships", as exemplified by the flight around the world, begun by Amelia Earhart and finished by Joan Merriam Smith, thus making the longest solo flight in history, 27,750 miles. Left to right: LT. COMMANDER MARVIN (JACK) SMITH, skipper of the minesweeper Endurance and the husband of JOAN; MRS. NOEL GAYLER, President of the Naval Officers Wives and wife of REAR ADMIRAL NOEL GAYLER; MRS. CHARLES (RUTH) DEERMAN, of El Paso, Texas, International President of the Ninety-Nines Inc. and VICE-ADMIRAL PAUL RAMSEY, USN.

—Photo by Pat Young



LT. COMMANDER MARVIN (JACK) SMITH (left) and VICE-ADMIRAL PAUL RAMSEY, USN, with two plaques presented by the Ninety-Nines in appreciation for Navy's part in the search for AMELIA EARHART and the military escort to greet JOAN MERRIAM SMITH when she flew into Guam. One plaque is for Guam, the other for Midway. (Official U. S. Navy Photo by Don Mathis, PH2).

the projectionist. We would like to thank NANCY for the fine work she did on the scarf that was presented to Laura to take on her trip with the IAR. NANCY pinpointed all the stops on LAURA's trip and then had all the gals autograph it. LAURA ZERENER, our chapter chairman, is our only entrant in the IAR. She will be flying a 1965 Cessna Skyhawk. The race starts at Caldwell Wright, N. J., and ends in Nassau in the Bahamas. We are all with you, LAURA, and by the time this is printed I hope we are congratulating the winner—you!

BEA WILDER and LAURA ZERENER flew down in LAURA'S 140 to attend the Southeast Sectional at Asheville, N. C. The girls had a wonderful time and flew back non-stop to Manassas, Va.

On June 18, we are planning to have an airmarking session at the Freeway Airport. So let's get out our painting clothes and be there! Raindate is June 26th. Speaking of rain, the fly-in to Williamsburg, Va., was rained out on both days!

On April 25, 1965 a reception was held at the American Newspaper Women's Club in Washington, D. C., to honor two late famous 99, AMELIA EARHART and JOAN MERRIAM SMITH. FAY GILLIS WELLS was in charge of this reception and certainly deserves a vote of the countries in which both women had made landings on their spectacular flights over the Pacific were there to pay honor—even Malaysia and Indonesia! RUTH DEERMAN, our International President, presented the Amelia Earhart Stamp Album to Vice Admiral PAUL RAMSEY, USN, for Admiral DAVID MacDONALD, Chief of Naval Operations, in appreciation for the Navy's part in the search for AMELIA EARHART and the honor they accorded JOAN MERRIAM SMITH when they sent the military escort out to greet her when she flew into Guam. There were two plaques presented at this reception, one for Guam and the other for Midway. The money raised at this reception is to go for the Amelia Earhart Scholarship Fund. The theme of the reception was "Flying Salute to World Friendships". Lt. Cmdr. MARVIN (Jack) SMITH, JOAN'S husband, was at this meeting and all who met him were quite taken by him. He is the skipper of the minesweeper Endurance.



President Ruth Deerman presenting the Amelia Earhart Stamp Album to Vice-Admiral Paul Ramsey, USN, for Admiral David MacDonald, Chief of Naval Operations, in appreciation for the Navy's part in the search for Amelia Earhart and the honor the accorded Joan Merriam Smith when they sent a military escort out to greet her when she flew into Guam. In the background is Mrs. Bilkees Latif, wife of the Air Commodore of India. The presentation took place on April 25, 1965, at the American Newspaper Women's Club in Washington, D. C. (Official U. S. Navy Photo by Don Mathis, PH2).



ALL-OHIO CHAPTER

By Edy Maxim

Thunderstorms dampened the flying for the 99s meeting at Grimes Airport, Sunday, April 11th, but not their spirits. VIRGINIA SCHUMACHER, BERNITA NICKELL and HELEN MORGAN hosted the meeting. The only flyin: MARILYN and ROBERT MILLER of Columbus, flying a Piper Colt. CONNIE JONES reported in by telephone that she was trying to get to the Urbana meeting when weather forced her to turn back. Her passenger was "GRANNY" O'ROARK.

Urbana meeting 20 miles from VIRGINIA SCHUMACHER's home, so she drove eight miles the other way in order to fly the Comanche. On line check,

found the quick drain was leaking, so the plane was put back into the hangar to await the mechanic the next day. Then she proceeded to drive the 28 miles to the meeting.

ROSALIE BRACHT missed the Urbana meeting, as she was scheduled to speak at Great Lakes College to the alumni group of doctors. Good lunch to ROSALIE. We soon hope to be calling her "doctor" too.

Welcome to Leah Schofield, Blacklick, Ohio, who attended her first meeting as a 99, and also to MIRIAM ROSELL of Lebanon, who attended her second meeting.

BERNITA and ROGER NICKELL couldn't demonstrate the Pawnee duster, but promised to make it for another time. Rain pouring down, everyone was glad to hold a rain-check, as safety is the foremost thought in the minds of all pilots.

RICHARD FINLEY of Urbana "manned" the Grimes trailer display of lights. This was a compact display, which gave everyone the opportunity to see and operate lighting and safety-systems in a short time, whereas individually displayed on aircraft, this would take "years".

Colonel FRED MORGAN, Wright-Patterson Air Force Base, guest speaker, was introduced by his 99, HELEN. All were eagerly listening to his early flying career, which started in 1933, and the progress of his flying career, romance and marriage. Later HELEN said, "FRED did not tell me about the war experience which he shared with all of us today. I was hearing it for the first time". COL. MORGAN had been flying a P-38 fighter plane when he was hit in one engine. When the plane caught fire, he bailed out. While sitting in a dingy in the Pacific Ocean, he related how he watched the race between the Japanese boats coming out from shore and overhead, the U.S. PBV was trying to pick him up. Which would win? The plane got to him first. "Though humorous at the time," he said, "it gave me nightmares many times later." His son, RICHARD, ran the projector, showing USAF films on the "Sonic Boom" and all were fascinated by the film of the "Thunderbirds in Action".

Attending: MARILYN MILLER and ROBERT, JOAN HRUBEC, VIRGINIA SCHUMACHER, JANICE KUECHENMEISTER, BERNITA NICKELL and ROGER, AUTRIE LEHR, MILLIE KLAYMAN and IVAN, MIRIAM ROSELL, HELEN MORGAN and FRED,

LEAH SCHOFIELD and HAROLD, BEVERLY LANG and BOB, BUNNY FOLEY, MARION STACK and HAROLD, HELEN SAMMON and JIM, BETTY WARNER and BILL, PEGGY CLINE, MARGARET HAMMON, PAT ROGERS. Guests: URSELA STAHL, airport manager EARL BENNETT, and GAIL TALBOT. Children of 99s: Mr. and Mrs. DONALD McNEIL (and their children, MARTHA and MICHAEL), VICTORIA and GLORIA SCHUMACHER, MARGARET NICKELL, HAL SCHOFIELD, and RICHARD MORGAN.

Hear that the Ozark Chapter's Spring Section Meeting in Springfield, Mo., was just great and that the attendance was excellent. From the All-Ohio Chapter: HELEN SAMMON, MARION STACK and CONNIE JONES via airlines; MARILYN COLLETTE and her guest, MARGE MAZEK, by Comanche 180; VIRGINIA SCHUMACHER, HELEN and FRED MORGAN by Comanche 250; PAT ROGERS and MYRON COLLIER by Cessna 172; JANICE KUECHENMEISTER, AUTRIE LEHR, CLARA THARPE by Cessna 182; and MARY and HARRY SCHEAFER drove Weather for the weekend was A-Okay—until departure time. PAT and VIRGINIA were able to depart IFR, but JANICE and MARILYN necessarily had an extended weekend.

That same Sunday, FLO and DOC BOND were on an inbound to Cleveland routing to complete their vacation (Biloxi, Indianola, Memphis, El Paso, Tucson, Phoenix, St. Louis). At St. Louis, they, too, met those foul weather conditions. Result: DOC airlined to Cleveland Sunday evening. FLO flew their Tri-Pacer home Monday afternoon (weather still "icky"), completing their 45-hours flight time.

Another new rating! SUE HIVELY received her flight instrument airplane rating May 6th.

BEVERLY LANG on a mouth's tour of Europe with her folks.

CONNIE JONES is now a basic ground school instructor.

IAR No. 27 is CONNIE JONES with ROSE MOORE (student pilot) flying a 180 Cherokee, sponsored by Concord Airport.

BONNIE and LEE MILLER have just returned from a two-week vacation in Honolulu, Hawaii. Highlight of trip was a flying tour of the eight islands in a DeHavilland Dove.

JERRI and RUSS MOCK will visit the Paris Air Show in June.

Enjoying having JERRI's brief visit

with us at the May meeting. However, she did have to dash away to Columbus to catch an airline to New Orleans.

DOLORES AKE and 49½er, FRED, attended their first meeting. They base their aircraft at New Carlisle.

HELEN MORGAN has had a flight check-out in the Bonanza, and VIRGINIA SCHUMACHER in the 250 Comanche.

VIRGINIA SCHUMACHER is flying to Florida and Nassau to welcome the Ohio air races. Her children, VICTORIA and GLORIA, will be flying down with her.

PAT ROGERS visited the Aero Commander factory in Oklahoma City and the Beech, Cessna and Lear factories in Wichita, in May.

IONE SHELTON ferried a Cherokee 180C from Macon, Ga., to Toledo recently. Considers this model a real nice aircraft. No radio equipment in it yet, but the weather was so good, that flying contact was no problem. With headwinds, the flight time was five hour and 30 minutes, but fun.

SUE HIVELY advises that the Sandusky Bay Aviation Club is planning a big day for July 4th at Griffing-Sandusky (Ohio) Airport. Fly-in breakfast, spot landing contest, bomb drop, race for homebuilts and race for stock aircraft, air show, displays, barbecue dinner, trophies. Contact SUE (314 Wyandot Place, Huron, Ohio).

The May 16th meeting was in Akron at the lovely home of LEE BEST, a good friend of the 99s. Uniquely, her home is located on Earhart Avenue, off Lindberg Road. What a delectable spaghetti dinner she created for the group, numbering almost fifty. We appreciated her gracious hospitality. A fine summer party.

Attending: HELEN SAMMON and JIM, CONNIE JONES, JANET GIBBS, FLO BOND, EDY MAXIM, MARILYN MILLER, VIRGINIA SCHUMACHER, JOAN HRUBEC, HELEN MORGAN and FRED, BETTE WARNER, MARION STACKS and HAROLD, RUBY MENSCHING, MARY SCHEAFER, BONNIE MILLER and LEE, RUTH LOVE, RUTH THEIS, ROSALIE BRACHT, CLARA THARPE, JANICE KUECHENMEISTER, LEE ROCK, AUTRIE LEHR, JERRI MOCK and RUSS, DOLORES AKE and FRED, MARILYN COLLETTE, LEAH SCHOFIELD, PAT ROGERS, BUNNY FOLEY, MARION BETZLER. Guests: MARGUERITE O'ROARK, BARBARA KNAPP, BELVIA KINDER. Prospective member BARBARA ROBINSON. Prospective

members MARJORIE and KARLA MARLOW, MYRON COLLIER.

"MUGS" ANYONE?

CAPE GIRARDEAU AREA CHAPTER

By Alice Godwin

A beautiful flight in a 1931 Stinson tri-motor, one of this country's first passenger and mail planes, was made by eight of our 99s May 12th.

NELL and DICK RICE, Kennett, Mo., owners of the Stinson were our host and hostess. We met at Kennett and from there DICK flew us to Reelfoot Lake for lunch. This is an eleven place plane. It has three 300 horsepower engines, cruises at 105 and burns 50 gallons of gas per hour. NELL and DICK have done all the restoration themselves and have gotten it certificated. They installed a very plush interior and put in a lot of sound-proofing to cut down engine noise. Everywhere they go people come out in droves to see this unusual looking bird. They plan to do some barnstorming and, who knows, if you see a 1931 Tri-Motor Stinson on your airport it will probably be our own enthusiastic Nell and her 49½er on one of their tours. None of us will ever forget this thrilling, wonderful experience. Thank you NELL and DICK!

MARGIE & FRANK HALL, LOIS FEIGENBAUM, MARTHA HARMON, JOHN & I attended the North Central Sectional at Springfield, Mo. This small Chapter gave us a delightful weekend. Cape Girardeau will be the Convention headquarters next spring. We're planning for all of the North Central girls to be here. Don't disappoint us—please start making your plans to visit us and our city.

Plans are being made to attend the International Convention & AWTAR finish in Chattanooga, Tenn. Last year during our AWTAR stop our Chapter sold 200 programs and made \$50.00. Our group felt that this should be given back to AWTAR. We added another \$150.00 from our treasury and you've guessed it — we're broke. Now we've started working to build up the kitty for next year.

Our Chapter is Co-sponsoring Cape Girardeau's Annual Aviation Day June 6th.

LOIS FEIGENBAUM will represent the Ninety-Nines at an Aviation Seminar that will be held at Southeast Missouri State College June 7-11. She and daughter SUE flew FRANK SCHMITZ to Lafayette, La., to participate in a

Gulf Coast Sports Show. FRANK is a world champion gymnast and trampoline performer and has been elected to the all American team. When they arrived there was a motor cavalcade waiting and they received VIP treatment.

POLLY and ART FREYTAG are sporting a new blue Super Sky-Master. AUDREY and GEORGE BLAICH vacationed in Nassau. Hubby JOHN has been keeping me busy flying (and I like it). So, if you don't hear from this reporter every month, please remember I'd much rather fly than write.

CHICAGO AREA CHAPTER

By Doris Mullen

Throughout our May meeting at Chicagoland Airport we heard many nice reports of the Sectional held at Springfield, Missouri. Even if the weather man didn't cooperate! I wonder if ALICE KUDRNA could give us the low-down on the swimmer that got in the night time?

Did you know one of our members is author of the "Pilots' Ready Reference Handbook"? CAROLINE HARNSBERGER reminds us that it is in its 3rd edition and it is published by Aero Publishers, Inc.

I do believe our prospective members and guests outnumbered our members at the May meeting. First of all, DOROTHY PIKITZ from Hobart's Sky Ranch with a private license and CHARLENE FALKENBIRG, of Gary with her commercial license. They base their plane at Hobart Sky Ranch, and are members of the Indiana Chapter. Then ANNE ROETHKE, JUNE BOYLE and CHRIS FATH of Wisconsin Chapter dropped in for our meeting and then took off for their Wisconsin meeting.

GEN BOWMAN, prospective member was a guest of NANCY DE VEZE. GEN was a private pilot from the former Elmhurst Airport. Remember? Prospective NONA HERSHEY GUSTAFSON just returned from New Orleans as a new bride. SKIP GUSTAFSON was her former instructor and is also a pilot for Ozark Airlines.

We also voted in two members who are each outstanding. RICK COOLEY is a private pilot, a Cessna 182 owner, her husband, United Captain. Also, she is a champion bow and arrow hunter, flies to hunt big game in Alaska and Canada. She is working on her instructor rating. Then SHARON MONAHAN, a student working on her Doctorate at

Northwestern and flies out of Roselle. She has passed her commercial written, has some multi-engine time in an Apache. She will be married on May 29 to an ensign in the Navy.

We enjoyed having as guests PAUL AND RUTH CARPENTER of Lake Zurich. PAUL was our projectionist for movies of an AWTAR and a Michigan Small Race.

NITA FINEMAN, JUNE BASILE and TONI TEIBER, our membership chairman, are all finishing an instrument ground school.

Just a bit of flying news! BARB and ROB FRIDDLE spent two weeks in their club Skylane enjoying golf and sun in Florida.

The Dupage flyers will be enjoying a treasure hunt at Three Lakes, Wis., on May 29. They are staying at the Northernaire and the party will include MARY SHUMWAY, JEAN CLAUS and NONA GUSTAFSON and their co-pilot husbands.

Our new transfer member has news. ALICE HAMMOND, formerly of Pennsylvania, and DORIS LANGHER, formerly of Chicago Area, are flying the IAR in HAMMOND's Cessna 180 "Charlie". This should help ALICE get into the swing of the AWTAR. We hope to have SUE ROSCOE and JOAN SHOGER entering. Your reporter is No. 27.

SUE is conscientiously planning a penny-a-pound day at Joliet Airport on May 30 or June 6. Members are planning to assist.

Your reporter had a whirlwind ball at the 10th Hovering of the Whirly-Girls at the American Helicopter Society meeting in Washington, D. C. The special treat was the White House Tea for the gals with MRS. LYNDON JOHNSON as the hostess in the Blue Room.

Since my 49½er will be with the U.S. soaring team in England I'd better stop trying to soar, towing sail planes, demonstrating helicopters and do that house-cleaning before it is time to head for El Cajon.

What Are You Waiting For?

Come On . . . Join The Race

MICHIGAN SMALL RACE

Grand Haven, Michigan

October 1, 2 & 3

GREATER KANSAS CITY CHAPTER

By Katie Letcher

Greetings from Kansas City. A newsletter: MARY ANN NOAH was among eight Kansas City women recently honored by the Matrix Table of Theta Sigma Phi, professional sorority of women in journalism and communications. She was honored with the others on April 10th at the Hotel Muehlebach with 700 people in attendance.

Our May meeting was held at the very lovely home of DON and BETTY SIMPSON. All members brought some sort of delicious dish for the dinner table. There were 16 members present plus one guest, MARGARET WRIGHT, and six 49½ers. Quite a crowd!

All of us who were unable to attend the North Central Section meeting in Springfield in April heard of all the fun we missed. And had the opportunity to see the attendance trophy our growing chapter brought back from there. The members who had a hand in winning the trophy were: ALEAH COMBS, MARILYN DICKSON, SARAH GORELICK, ELAINE MORRIS, MARY ANN NOAH, RUTH STAFFORD, ESTER BAKER, JOANN REINDL, JOAN CAVOT and MARY WOOD. Thank you, group!

The most fun was hearing about the "Whatsit" race MARY ANN NOAH had planned for all the chapter members of the North Central Section. It involved not only a scavenger hunt before you could even take off for Springfield, but also a treasure hunt on the flight there. BEA STEADMAN and MARY CLARK of Michigan took top prize, with RUTH STAFFORD and JOANN REINDL of Kansas City coming in second, and MARILYN DICKSON and ELAINE MORRIS, also of Kansas City, taking third. Ahem.

Well, with summer upon us and our annual penny-a-pound coming up guess it is about time to don our wings again. See you all next month.

GREATER ST. LOUIS CHAPTER

By Jane Noyes

The weather man was very cooperative and 11 of our gals flew down to Springfield, Mo., for the Spring Sectional in April. The Ozark Chapter was the perfect host, and had all sorts of nice things planned for their guests. Thanks, you all. This was quite an exciting event for us, since so many of our group could attend, and to add to the excitement, our RUTH TAKSEL was named one of the five finalists for the Amelia Earhart Scholarship (now

we are keeping our fingers crossed until July). Another high spot in the sectional was when our secretary, IRENE RAWLINGS, presented a check for \$200 in our behalf to LORRAINE MCCARTHY for the AW-TAR.

Come time to leave Springfield, the weather was lousy (which was putting it mildly). Our girls did get home by Sunday afternoon though, which was better luck than quite a few from farther East had. Oh well, isn't Springfield a lovely town to be weather-in in? When DOROTHY HAUPT was checking her plane over for her return flight, she found not one but two bird's nests in the engine.

May 1st dawned as a perfectly gorgeous day, so our planned fly-in lunch to the new Spirit of St. Louis Airport came off with flying colors. We planned this to get acquainted with this new field in our area, and also to meet some of the women pilots and flying students around St. Louis. We were happy to see such a fine turnout. There were a few hearty males there (including JOHN OWENS from Jeff City) but they really didn't have much of a chance with all those gabbing women. One thing for sure, no one went home hungry.

Our April meeting was held at the Officers' Club at Lambert Field, and MAX CONRAD was the speaker.

Here's a little info on what some of our members do to keep busy—Notice the 99s 1965 convention letter head? It was designed by LAURA SELLINGER. DOROTHY RUMSEY reports a mrrrrrrrrvelous time on her flying trip to Mexico with three other light planes. Made good use of the \$24 radio license fee—pretty rugged country to be cruising around in down there. RUTH LAKE and FRAN HENKE thrilled a group of local teen-age Air Cadets by taking them for a plane ride over the flooded Mississippi. We're hoping some of these girls will be future 99s. VAL JOHNSON is busy as usual with all sorts of ideas for making money for our chapter. We'll probably have a new item for 99s for sale soon, but you'll be hearing more about that later. Some of our gals are getting ready for the Sky Lady Derby which, of course, originates in St. Louis this year.

This is a beautiful Sunday afternoon for flying; or thinking about flying, or napping—which sounds like a very good idea.

INDIANA CHAPTER

By Betty Kaye-Smith

Reported at Springfield, Mo., Sectional meeting were MILDRED HURT, BILLIE SMITH, PEGGY COULTER, MID CASSIDY as well as ETHEL KNUTH, DELIA SANNDERS and TANNIE SCHLUNDT accompanied by their 49½er partners. Also traveling were MURIEL and CARL DYKEMA, who flew their Travelair to the Bahamas for some fishing and island hopping, then returned home long enough to change clothes for a trip to Aspen for some skiing. Upon their return home and back to earth, CARL traded his trusty Travelair for a Beech Baron—and five seats at last! says MURIEL. Linda Gill vacationed in Florida and while there visited the Piper Aircraft Plant at Vero Beach, got to see their Cherokees in all stages of production. She also rented an aircraft at Fort Lauderdale for her first flight over a coastline—and a beautiful day, to boot!

First airplane ride at 15 days of age for a future 99—PEGGY COULTER'S granddaughter who was born on convention day, April 24th. DOROTHY HENDRICKS spent her Easter in Bowling Green, Ky., visiting relatives.

Indiana 99s scheduled for the AW-TAR are: MARGARET RINGENBERG and daughter MARCIA, No. 2, sponsored by Peter Eckrich & Sons, Fort Wayne; ETHEL KNUTH and TANNIE SCHLUNDT, No. 28, sponsored by Stokely-Van Camp, Inc. of Indianapolis, and SOPH PAYTON, No. 10, who may fly with her twin sister.

May meeting at BILLIE SMITH's, North Vernon, featured a successful white elephant auction. Members had a lot of fun with BILL RICHARDS as auctioneer, assisted by BILLIE JR. and PEG COULTER acting as treasurer. Two prospective members were there, too. One, DAWN MILLER, a 99 transfer from Iowa, was brought by JILL MCCORMICK. They had been trying to get together since April 1st. We're certainly glad they made it!

IOWA CHAPTER

By Mary Lou Ballensky

For those of you who have waited patiently for our masterpiece, here it is! A picture portrait of the Iowa Chapter, taken at the March meeting at Newton! Now, aren't we a "spirited looking" group? A few were not present, but this was a good turnout and seemed an opportune time for picture-taking.

The May meeting was held at Ames

with KITTY HACH again serving as hostess. The BALLENSKYS were tied up attending a first piano recital with child No. 3, so I can't give you much of an account of the meeting at this time. I understand notes are on their way, however, so I'll include some "highlights" in next month's report.

All proceeds from sales of our approved lovely white post cards with blue compass rose go to the Amelia Earhart Scholarship Fund. Mail your dollar to PHYLLIS BARBER, 886 12th St., Marion, Iowa 52302. 50 for \$1.00. Cards will be mailed immediately.

MICHIGAN CHAPTER

By Claire Ojala

This month's meeting convened at the beautiful Lenawee County Club tucked away in Michigan's beautiful "Irish Hills" west of Adrian, Mich. Our hostess 99 HAZEL JACOBS arranged for a terrific brunch at the club and transportation from the Adrian Airport which is about three miles away from the club. High winds and severe weather warnings resulted in only five aircraft flying in and three staying to wait out the weather. Despite the wind the sunshine and warm weather brought out 49 members and guests.

Our guest speaker was RAY JACKSON of Dearborn Heights, Mich., who is the guiding light of the soaring club at Adrian. In addition to his enthusiastic sales pitch on glider flying or soaring, RAY listed several "women's" national soaring records that could easily be set or broken with modern gliders. The only missing ingredient being some 99s willing to accept the challenge. Demonstration flights were scheduled for the afternoon but the 40 mph winds and tornado alert kept the "birds in the barn".

This year's National Soaring Championships will be held at Adrian from June 28 thru July 9 from 9 a.m. to 4 p.m. daily with a temporary tower in operation on 121.8 and 121.5

The 66 program within our chapter has been very successful in bringing us 12 student pilots who are all prospective members. By allowing those students to attend our meetings they get a picture of a whole new way of life that aviation can offer them. By showing these girls what aviation really means to us and offering them encouragement we hope they will be inspired to get their licenses and progress on to additional ratings.

Again this year our chapter in conjunction with the Womens Aeronautical



Iowa Chapter members and guests attending March meeting in Newton, Iowa. Standing, left to right: Phyllis Barber, Bea Jobe, Hazel Sigafosse, Chairman Tina Healy, Lois Grange, Kitty Hach, Guest Mrs. Earl Johnson, Dinny Phipps and Mary Lou Ballensky. Seated, left to right: Bernice Malloy, Irene Griffith, Verna Mae Prochaska, Lenelle Hunt, Bernice Wilson and Maxine Cochran.

Association have awarded an Aero-Space Workshop scholarship. This years recipient is Mr. DUANE FRANZEN of Jackson, Mich. He will use the scholarship to attend the workshop at Miami University in Ohio. Upon completion he will incorporate his learnings by conducting a class in Aero-Space for junior high students.

The Rules and Regulations for the SMALL Race are being revised. The biggest change is letting the contestants choose their own speed handicap while the system on fuel consumption will stay the same. The Race Committee expects that this will eliminate the problems that once existed. The packets will be available by June 15. Entry dates are between July 15 and Sept. 15. Be sure to send your entry in early and make sure all papers and necessary entry fees are all enclosed as when Sept. 15 rolls around that will be it—no allowances will be made. It gives the Race Committee only two weeks to get things going so we should be considerate. Remember Oct. 1, 2 and 3 is the date and Grand Haven is the place.

The highlights of this year's Michigan Week ceremonies will be "Heritage Day" in Dearborn. Historical and aviation groups will present a program at

the Henry Ford Museum which will include a testimonial dinner to Michigan's pioneer aviators. DR. JEANETTE PICCARD of the world renowned scientific family will be the city's guest of honor. Dr. Piccard piloted a balloon from the Ford Airport, Ford Dearborn Proving Grounds, on October 23, 1934 setting an altitude record of 57,579 feet and obtaining valuable scientific data. This altitude record still stands after 31 years and a historical marker will be unveiled to commemorate the occasion. MRS. JANE HART will be guest speaker.

We were all glad to see MARY VON MACK up and around again. She sure looked good and seemed to enjoy the meeting very much.

Michigan was well represented at the Spring Sectional in Springfield in May. SAMMY McKAY and MARGARET CRAIN thoroughly enjoyed themselves as did BEA STEADMAN, JEAN REYNOLDS and MARY CLARK. LOR-

RAINE McCARTY and daughter also had a great time. BEA won the "What-sit" race with co-co-pilots MARY and JEAN and SAMMY and MARGARET came in fifth.

LORRAINE managed alright, trip-wise that is. She had picked up her daughter, JEAN, in Kalamazoo to visit twin JILL at Stephens College—after many layovers she took a commercial from SPF to CBI and became airsick both ways—had a few RON's on the trip back, the most notable being at Wabash, Ind., with a total of \$4.65 between her and daughter—got a great room for \$3.00 and lots of food for \$1.65. They finally arrived home two and a half days late. She is just going to have to write a book on her adventures.

JIM and LIBBY SCHUCKER flew their new 180 Comanche to Florida. Took a jet to San Juan, Puerto Rico, to do some sightseeing. Upon their return to Miami they flew down to the Keys before returning home.

DOROTHY REAUME and VELMA DEL GIORNO will be flying the IAR this month among others from Michigan.

JIM and MAISIE STEARS had a new co-pilot born April 21—seven pound, one ounce named Thomas Allan.

SEE YOU IN CHATTANOOGA
Terminus of 1965 AWTAR &
International Convention

HAZEL and DICK JACOBS have added an A&E Shop to their Flying Service in Adrian.

Who said you need a formula to win—all you need is a woman's logic. ALICE DAVIS went to the Kentucky Derby and bet on Debonaire **only** because it was the name of a plane—and won of course.

PEG SELFRIDGE took first cross country in a Stinson to South Bend May 12th to be principle speaker for charter night of first People to People chapter in Indiana, first speaker to fly own plane in for a PTP talk. To be written up in the Chicago Tribune and People to People national publication. The trip was uneventful but beautiful.

LORRAINE as Ways and Means chairman for the 1966 AWTAR was delighted with the many conversations with the 99s at the convention and received donations for the AWTAR fund as well as some obsolete office equipment. The Michigan Chapter reached its goal and presented her with a check for the fund at the last meeting.

In conclusion — **START PLANNING NOW TO ATTEND THE MICHIGAN SMALL RACE, OCT. 1, 2 and 3.**

MINNESOTA CHAPTER

By Mabel Barr

Our area is still battling weather. The snowstorms have been replaced by floods and tornadoes. Still, the sun did shine May 8th when we met at Mealey's Restaurant in Fairbault, Minn. with LIZ ROBERTS as hostess. LIZ is an ex-WASP and was telling several of us some of her flying experiences while we were eating. We enjoyed a smorgasbord luncheon and then had pots and pots of coffee afterwards at the business meeting.

The meeting was devoted mostly to working on the Fall Sectional which will be held in Minnesota. We were thinking we probably should have two meetings a month during the summer—one for work and one for fun. If we combine the two our husbands' patience could be worn thin if our "short-short" meeting drag on and on which does happen.

No gossip other than sprucing up of airplanes which is as good a sign of spring as housecleaning, colds or measles, I think. RUBY ST. ONGE is developing some land up at Breezy Point in northern Minnesota. This original do-it-yourselfer had been hacking out underbrush and came in contact with a poisonous sumac. So she brought her "itching" lotion along. Maybe next month there will be something really

earth-shattering to report.

More later—but make a note of the North Central Fall Section meeting. It will be held September 24, 25 and 26 in Minneapolis, Minn.

OZARK CHAPTER

By Hazel Matz

We survived! At times we wondered if we would and even if it was worth while, but when we realized what a wonderful turnout we were having everything took on a completely different light and were happy to continue. Our thanks go to each of you wonderful people who took the time and trouble to come see us. Sorry Mr. Gloom fouled you up but guess you can't have everything.

We met in Lebanon this month and were privileged to see their beautifully decorated pilots' lounge. If you are flying that way, it would be worth your time to drop in on VELMA and see what the pilots in that area have done.

Our meeting was primarily the tying up of all the loose ends concerning the Sectional. And guess what? To really top the whole affair—our check to the hotel bounced. Not once but twice! MARY MORRISET almost had a coronary, but after a call to the bank she got them straightened out. Can't you imagine what that hotel thought of that bunch of crazy females? We had a most pleasant time reading the many kind and gracious thank you notes we have received. Gee, they made us feel good.

And we made money on this thing! So, we have decided to share some of it with the rest of you. Our primary project is the plane being bought with private contributions for the St. Patrick's Missionary Society and the Medical Missionaries of Mary in Kenya. This happens to be a pet project of Mr. GEORGE HADDAWAY, our guest dinner speaker, and as he charged us no fee for transportation or speaking, we are adding an amount to the money collected from the local people to make a total contribution of \$200. We then voted to give \$50 to the Amelia Earhart Scholarship Fund, and \$100 to the Powder Puff Derby. We hope you understand that this may not be repeated in the following years but felt that we might as well give while we have it.

We are going back in the air-marking business. JEAN FULDNER says that Friend Air Park is one of the hardest to find from the air so we will probably start there. Found out that the one in Ash Grove has been erased by the

application of a new roof on the high school. How I hate to think of climbing that ladder again!

Those attending this meeting were: JEAN FULDNER, pilot; MARY MORRISET and me, passengers; VELMA HITE and PATTY HURST. Incidentally, PATTY said she couldn't remember when she has had such a fun weekend but wished someone had warned her of the hospitality room! JEAN F., JEAN McCLERNON and I are planning on attending the annual MPA meeting in Jeff City this coming weekend and I am making plans for a trip to Pensacola, Fla., to check my son's temperature. He is planning on volunteering for Viet Nam!

See you next month, I hope.

WISCONSIN CHAPTER

By Marie Mitzenheim

Sheboygan County Memorial Airport held an annual showing of Piper airplanes on Saturday and Sunday so we planned a Saturday meeting with Sunday as a rain date. ROMONA HUEBNER flew in from Fond du Lac on Saturday and EHREN FATH, MARYLYN FIFIELD and TONEY drove up from Milwaukee where the weather was questionable.

MR. CHAPIN arranged demonstration rides and EHREN flew the new Cherokee! DEEDO HEISE and DORA FRITZKE drove up, too. Sheboygan's famous bratwurst made a tasty lunch.

On Sunday EHREN FATH, ANNE ROETHKE and JUNE BOYLE flew to Chicagoland meeting and then to Sheboygan. ANNE and JUNE are planning to enter the IAR so ANNE's Comanche is having a periodic.

Next month we plan to meet at Baraboo, where JOAN McARTHUR will arrange for the 99s to see the World Circus Museum.

TONEY is practicing for proficiency toward a new rating. MARIE MITZENHEIM flew a Skyhawk for an hour with two other pilots and a passenger; her first experience in a four-place plane!



COLORADO CHAPTER

By Janie Oesch

PAT LUTHER and DORIS LANGHER; FREDDA TURRILL and MARY

FRENZEL; FRANCES WARNER and daughter, JEANNE, are flying the Powder Puff Derby this year. Three entrants from one chapter is darn good. Then to have a mother-daughter combination is even better. The rest of us are very proud of you.

ATC cleared six 99s and seven guests to view their facilities at Longmont on April 10. The Denver Center really rolled out the red carpet for the visiting 99s. A tour of their complete facilities was made showing both high and low altitude radar screens for controlling enroute traffic. Transponder response from airlines currently in the vicinity were demonstrated to show how ATC obtains positive identification. The bomb-fallout proof facilities were shown as well as multitude duplicate standby equipment to insure safe and efficient handling of instrument traffic. This was a most reassuring feeling for all pilots present. After the tour everyone enjoyed luncheon in the ATC cafeteria.

Our chairman, JO DENNIS, flew a Bonanza taking MARG BLUE, JAN GAMMELL and PAULINE MEIGHEN to the Spring South Central Sectional at Lake Texoma. MARION TANKERSLEY flew her Stinson with MARY FRENZEL. FREDDA TURRILL with husband, LARRY, and son, MIKE, flew down. With no chapter hostessing this sectional, left everyone pretty much on their own. There were gals from all over and it was a good fun one. The Colorado Chapter made a tentative bid for the 1966 Spring Sectional.

FREDDA TURRILL is flying charter for Dropela Air Taxi Service in an Aero Commander.

MARION and NEIL HEIN are flying their Fournier to Wisconsin next week.

Although no one could fly in, 23 people toured the Academy on May 15th with Capt. JAMES W. LELAND conducting the tour. After lunching at the Officers' Club we visited the wind tunnel, the aero lab, the trainer, and visited in Fairchild Hall in general. Our favorite weatherman, BOWMAN, sans umbrella, was with us. Also, VIRGILEA SWORTS, a prospective member from Louisville, Colo., who did her flying with Oklahoma S. U. MARCIA BRANDAO, an exchange teacher from Brazil who is now in Boulder, visited us. TOMMY MEIGHEN, LARRY TURRILL and MIKE, NEIL HEIN, JACK MEYER, WALLY LELAND, JEAN FARRELL and ENGLEMAN were also guests. 99s present were TURRILL, CANNON,

HEIN, MITCHELL, MARRION, LELAND, MEIGHEN, OESCH, DENNIS, BLUE, TANKERSLEY, DWELLE.

LOIS CHISHOLM from South Dakota Chapter, TRICIA SMITH from the Tulsa Chapter, CAROL WADDELL from the Oklahoma Chapter, and ELLEN ANDERSON from the El Paso Chapter visited me when they tied down at Beeline, Peterson Field.

NAME TAGS, ANYONE?

DALLAS CHAPTER

By Hazel McKendrick

Your reporter along with DR. DORA DOUGHERTY, FAITH RICHARDS and EDNA GARDNER WHYTE represented Texas at the recent Whirly-Girl convention in Washington. Since our editor, DOTTIE YOUNG, was there also, perhaps she will forgive us for missing the deadline and get this in the News.

Incidentally EDNA WHYTE got home just in time to turn around and pick up DORIS WELLER and head back for New York for festivities before the IAR. They have a pretty fabulous week ahead of them before starting on the race.

JOAN HUCKEBA has gotten the soaring bug and spends every suitable Sunday with the Texas Soaring Association flying around without a motor. PHYLLIS and FRED EMMERT went out one Sunday and watched and said it sure looks like fun. JOAN swears it's the coming thing.

ELINOR JOHNSON says she has aged ten years. She is trying out her instructors rating with a handsome male student and soloed him recently. She swears it was harder on her than it was on the student. After she sent him off, she ran in to give him instructions on unicom, but to no avail. She asked him later why he didn't answer her when she called and he said he heard her but was too busy so turned the radio off. Anyway all went well and ELINOR will be fine as soon as her fingernails grow back.

HAZEL CORRY, ELINOR JOHNSON, SALLY BROWN, DOROTHY WARREN and LUCILLE HOFFER attended the sectional at Lake Texoma and all had

a good time. If anyone else went and I missed them, forgive me.

Everything is in readiness for the TAR stop and we will all be looking forward to seeing you gals. So drop in for a big TEXAS welcome at Redbird. See you then.

KANSAS CHAPTER

By Garnett Hastings

Kansas Chapter 99s, in lieu of having a May meeting at home, journeyed to the South Central Section meeting at Lake Texoma on April 30th to spend a leisurely three days. Our main purpose there was to extend a welcome to all to come to Wichita September 24, 25 and 26 for the Fall Sectional Sunflower Swing-A-Roo. Members making the trip included: MARY AIKINS, GARNETT HASTINGS, JOYCE FUNSCH, PAULINE OTTOWAY, JUANITA HATTAN, HELEN LEE, EARLYNE SCHOLFIELD, HELEN SIMMONS and EDNA CALBECK. 49½ers there were REX LEE, GENE SCHOLFIELD, ROY SIMMONS and JOHN CALBECK.

After the fun weekend at Lake Texoma, HELEN and ROY SIMMONS left to fly to Florida for an extended trip, and JOYCE FUNSCH flew to Dallas to participate in a family fun fair.

JOYCE FUNSCH recently flew to San Antonio, Texas, on company business; to Hoisington, Kan., where she spoke on "Women in Aviation" to a group of business women and young high school girls; she gave a similar presentation to a Beechcraft Women's Organization in Wichita; and she flew her Pitts Special "Black Jack" to Ponca City, Okla., where she attended an air show.

MARY AIKINS flew her Pitts Special in an air show at Jefferson City, Mo., this month, an air show at Clinton-Sherman AFB, Okla., then left for New Jersey to fly in the 15th annual All-Women's International Air Race. In her spare time (?) MARY has majored three aircraft engines. What next?

Congratulations — the heartiest — to JEAN NOBLE who has obtained her commercial license. Her cohort for the upcoming Powder Puff is MARILYN COPELAND, and we understand MARY LYNN is working hard and getting close to her instrument rating. Hats off to both of you!

MARILYN COPELAND, who also is president of the Kansas State Dental Auxiliary, recently presided at their annual meeting in Topeka, Kan. MARY LYNN and 49½er, JOHN, flew to Charles-

KNOW YOUR PLANE —

NAME YOUR SPEED

and meet it in the

MICHIGAN SMALL RACE

October 1, 2 & 3

ton, S. C., to participate in the dental meeting there.

PAT McEWEN took members of Junior Girl Scout Troop 581 of Andover for a flight over Andover recently. And GARNETT HASTINGS and GENE NORA JESSEN, Wing Scout advisors, report their Scouts enjoyed immensely the courtesy rides given them recently at Beech Aircraft Corporation.

GENE NORA JESSEN just returned from an extended business trip with 49½er, BOB, which took her to Indianapolis, Ind., to the National Intercollegiate Flying Meet at Purdue University; to Flint, Mich.; Rochester, Minn.; Orlando, Fla.; Norfolk, Va.; New Orleans, La., to attend the meeting of the FAA's National Women's Advisory Committee on Aviation; Worcester, Mass., and finally back home.

MILDRED EARLY has recovered from bronchial pneumonia now. She recently flew via Aztec with 49½er, PORT, to Omaha, Neb., for a few days, and she leaves about June 3 with her family (reluctantly by auto) for a two week trip East where they will attend daughter, KAREN's graduation from Wellesley College.

JOYCE FUNSCH and GARNETT HASTINGS had the recent pleasure of visiting with 99s from California—JAN and MARION DIETRICH, during their stay at the Beech factory where they picked up a new Queen Air to ferry across the Atlantic and to Bremen, Germany.

ED NOTE: JEANIE and CHUCK THOMAS (Oklahoma's roving 99 and 49½er) will be playing at the Moose Lodge in Wichita until the last of June. I guarantee a delightful evening of wonderful music and hope you all have the chance to hear and meet this personable and talented couple.

REPORT ON

PAST PRESIDENT BELL HETZEL

BELLE HETZEL has moved to the OEA Manor, 320 N. 22 Street, Omaha. This is an apartment house occupied almost exclusively by retired teachers. Has a dining room and an infirmary. BELLE is much improved.

OKLAHOMA CHAPTER

By Nema Masonhall

The 99 gals who are members of Oklahoma State's Flying Aggies did themselves proud at Purdue during the National Intercollegiate Flying Association meet there. JO PETROPOLY won the 99 Top Woman Pilot Award and

SHARON FISHER was runner-up for the 99 Achievement Award. Also attending this meet was NANCY FIRTH and ARLENE WALKUP, who is chairman of the NIFA 99 Achievement Award Committee. She reported a great deal of interest is being shown by the various colleges and universities in these two awards and that there were more applicants than in the past. These are fine awards and we are always pleased when our chapter members win them.

DOTTIE YOUNG ferried a twin-Comanche from Lock Haven, Pa., April 30, for Catlin Aviation. DOTTIE was also among the Whirly-Girls who visited the White House during their convention celebrating their 10th anniversary, May 13 and 14, in Washington, D. C. Her return transportation was a new 260 Comanche. (Guess we can call Lock Haven to OKC the "Comanche Trail".) The 16th she was airlining to New Orleans for a three day meeting of the FAA's Women's Advisory Committee on Aviation.

BRONETA airlined to Chicago for a LPG convention, got in some visiting with DEEDO HEISE and ALICE HAMMOND and other Chicago Area 99s. Hope you are feeling better, VELMA, sorry you had to miss the sectional at Lake Texoma.

Had one of our larger turnouts for the South Central Sectional at Texoma—at least 55 99s there. So nice to see all the gals again and so many of the new 99s are coming to the sectionals, its a treat to meet them. Ten of us were there to enjoy the fishing, loafing, and gabbing: JANE ABBOTT, RITA EAVES, ARLENE WALKUP, BETH SMITH, RUTH JONES, SKIP CARTER, FERN YOUNT, SUSIE SEWELL, DOTTIE YOUNG and NEMA MASON-HALL. Glad to see you FERN and that you did so well in the bowling tourney.

WALLY FUNK is off on her Eastern Hemisphere junket — Spain, Switzerland, Denmark, England, Austria, Greece and Egypt. Plans on visiting all 99s she can while abroad. Hopes to cross trails with the 99 tour, too.

A card from JEANIE THOMAS advises they closed an engagement in Tucson May 1st, were spending a few days in California then she and CHUCK would be opening a six week engagement at the Moose Lodge in Wichita, Kan., on May 18th. (For those who missed the 1963 International Convention in OKC, the THOMASES were the talent behind our highly praised "Sky Fillies Follies".)

SHREVEPORT CHAPTER

By Sarah Henley

The ground school rating worked for so diligently by the Shreveport 99s have been put to good use recently. HELEN HEWITT has been assisting in an instrument ground school and MARTHA CHRISTY has been conducting a ground school for private pilots. Both schools were held at Downtown Airport and sponsored by Southern Aviation. These endeavors met with enthusiastic response.

April 10th began early for our 99s. We conducted a rummage sale beginning at 6:30 a.m. on the premise that "the early bird gets the worm," or in this instance "rummage". Following this fund-raising project we met at HAZEL NEALEY's for coffee, goodies and our April meeting. Those present were MARTHA CHRISTY, JERE SAUR, HELEN HEWITT, JOAN CARROLL, PEGGY SUE WENK, JENNY McWILLIAMS, SARAH HENLEY and our hostess.

Our chapter was represented at the South Central Section at Lake Texoma by HELEN HEWITT, JOAN CARROLL and MARTHA CHRISTY accompanied by their families. A real enjoyable time was reported by all.

A called meeting was held at Pilot's Grill, Downtown Airport, on April 28th for the purpose of organizing a pinch-hitter course which began on May 5th. Accommodations were made available to us by Shreveport Aviation for this activity, for which we were most grateful. Our invitations met with immediate response and nine pinch-hitters were enrolled. We met for three consecutive Wednesday and the results were very gratifying. A short cross-country is planned to Gregg County Airport and this should prove quite exciting. Ninety-nines participating in this project were HELEN HEWITT, HAZEL NEALEY, JOAN CARROLL, DOTTIE PORTS and SARAH HENLEY.

Congratulations to JENNY McWILLIAMS for passing her commercial written. It shouldn't be long now until that commercial rating is in the bag.

Short trips were enjoyed last month by JOAN and DAVE CARROLL to New Orleans for a few days of business and pleasure and by JERE and HENRY SAUR to Fort Worth to visit relatives.

Your reporter has just returned from a few days spent in Houston, Texas. There were many things of interest to see in this metropolis and watching the jets land at Houston International was high on the list.

TULSA CHAPTER

By Jean Engler

DOROTHY JOHNSON was our hostess at our May meeting. LEE BAKER, LOIS MARTIN, AGNES HELLMAN, ANNAHLEE JONES, TRISH SMITH, SARAH JOHNSON, SHIRLEY GREENBERG, BETTY PLUMMER, BETTY NATION, JAN MAURITSON, JEAN WILLIAMS, MARY THAREL, COLLEEN WHITE and I were pleased that MARY STURGIS and NANCY CAIN visited again and will be our newest members.

RAY TESTERMAN joined us and gave us some good pointers on emergency procedures.

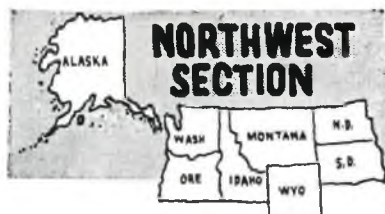
LEE BAKER, TRISH SMITH and JEAN WILLIAMS attended the South Central Sectional with their families.

JUDY HELLMAN is home from San Juan and has gone to California. Don't know the details yet.

BETTY "Snow White" NATION has seven students who started flying the same day and are now to the TO&L stage. At least that's what we think she said. For some reason she's very hoarse. We are still planning to air-mark her airport when we get the permission, paint and perseverance.

Nothing else much new . . . 'cept JOHNNY and I got in a trip to Italy. You're all welcome to see our slides.

We'll see you in Tennessee.



EASTERN IDAHO CHAPTER

By Diane Jex

Our April meeting was at the Hoff Ranch at Idaho Falls where we were hosted by ONITA and MARK HOFF. A pot-luck dinner was served to six members and their 49½ers and families.

A business meeting was held while the families were visiting.

The subject of uniforms was again brought before the members. It was decided among the members present that it shall be a matter of individual choice. If a member desires a uniform, she can buy material and make, or have made, her own uniform. Pattern numbers will be available and the Sewfari in Blackfoot will special order the material for us. The uniform is to

be a blue skirt and weskit with a white blouse.

Projects for the coming year were discussed and suggestions were weather seminars, pinch hitter course, first aid course, airframe and power plant basic course, supplying school libraries with books about flying and space topics, local speaking engagements, publicity by the means of television, radio and newspaper articles, and supplying airports with city maps to be given to any out-of-town pilot needing them.

RUTH DEERMAN sent us information about student pilot program "66". It is quite similar to our Little Sister Program. This was tabled for discussion at a later meeting.

The new chapter officers were unanimously elected and will be installed at the May meeting.

Our May meeting was held at the home of MARY KILBOURNE with six members present. A delicious luncheon was served, after which we held a short business meeting.

At the present time, we are working on two projects. The first we completed on May 11. Several months ago we decided to take several Indian children for an airplane ride. These children live on the reservation and the flight was from the Pocatello Airport over Fort Hall and back again. There were 19 children in all. MARY KILBOURNE made the arrangements and BETTY STORRS flew their new Apache from Idaho Falls to help MARY.

The other project has been helping the Air Force Association sell tickets for a Corvair Monza that will be given away on Aero Space Day in Burley, Idaho, June 26. We will make a percentage from the sale of these tickets depending on the amount we sell. Needless to say, we have all been busy talking to merchants and employees, to sell as many as possible.

It was agreed to in the form of a motion that the money be put into a special savings account, and it is the wish on the part of the people who earned it, that not more than \$50 a year be withdrawn and spent on any project. When this project is completed we will select another from the list of suggestions made at April meeting.

It seems Spring has finally arrived in our area along with yard work and the many other time consuming jobs we all have; but most of all, the flying is great. Let's all get up in the big sky as much as possible.

EASTERN WASHINGTON CHAPTER

By Helen R. Crum

Since your reporter did not attend the big celebration in Spokane when JERRIE MOCK was present for the Geiger Field dedication ceremonies we really should head this by GINNY HARPER, secretary. Only KAM HITCHCOCK and BEVERLY McCALL flew over for the May 7th and 8th activities from the western part of the chapter and they reported a real interesting time. GINNY says "The event was a lot of work—but fun.") and they missed us.

After a 10:30 a.m. brunch at the Felts Field Cafe the regular meeting was held at the Price Piper business office with Chairman BARBARA THISTED, BOBBIE PRICE, HELEN DEWEY, LYGIE HAGAN, TERRIE BECKER, MINNIE BOYD, MILLIE SHINN, NITA HOYLE, GINNY HARPER and guest FRANCIE GIBSON from Moscow, Idaho, a prospective member—BEVERLY and KAM present. The treasurer reported a balance of \$72.

Because of BARBARA's unavoidable absence from the June meeting in Omak the nominating committee's slate of chapter officers were elected. They are: Chairman, JEAN CARBON; vice chairman, GINNY HARPER; secretary, HELEN DEWEY; treasurer, TERRIE BECKER.

HELEN read a letter from the Omak city clerk gratefully accepting the chapter's offer to paint the air strip numerals in June. We trust ETHEL WIKSTROM will be able to procure the paint from the State Aeronautics Commission of which her husband is chairman. BOB DOTY, Spokane FSS, has offered to help with the marking.

The Oregon Chapter has invited us to attend the Portland Rose Festival June 12th when RUTH DEERMAN will ride on the Oregon 99s float. We were also asked to fly to the hoe-down at VIRGINIA GILLILAND's ranch south of Portland June 13th.

CORNIE HAGAN and TOM PRICE were busy the day of the Spokane meeting flying the membrs back and forth between the Geiger Field dedication and Felts Field. (No one seems to walk any more.) TERRIE, MINNIE and FRANCIS GIBSON took part in the Moscow, Idaho, Loyalty DAY fly-over. Thirty-two planes participated in a clover leaf pattern—single file—over town. FRANCIE was co-chairman of the affair.

GINI RICHARDSON assisted with a May airlift in Yakima for the retired

children which was a great success, she reports.

BEVERLY and CHERIE YATES who have spent the last few weeks at instrument ground school have taken their written examination. Although they are waiting to hear the results we can almost announce that they passed. (Their instructor says they have done exceptionally well and have not missed a lesson.) BEVERLY has bought a Comanche. Lucky girl!

A fly-in family picnic will be held before the July meeting at Cavanaugh Bay, Priest Lake, Idaho.

MONTANA CHAPTER

By Beverly Ledbetter

A bouquet of best wishes go to BETTY NUNN our faithful member and dedicated reporter who will be moving to Grand Forks, N. D., at the close of the school year. BETTY is secretary at Severson Air Activities in Great Falls and has been in a position to see many of our members and has given a good account of their flying activities in this column. Through her efforts, Montana was listed on the honor roll of chapters contributing news each month of last year. Severson's office won't be the same with her gone, we will all miss having her there to visit with.

Our May meeting was held in Lewistown. The Montana Pilots Association convention was held the same weekend. Ninety-Nine members who are also M.P.A. members and attended the morning business session were: PEARL MAGILL, who was state secretary for the M.P.A. this past year; ELSIE JOHNSON, chapter chairman; LAULETTE HANSEN, SHAREL BITZ, PUD LOVELACE, BEV LEDBETTER and MARY STEVENSON.

Other members present for the noon luncheon and 99 meeting were VIVIAN SCHRANK, PAT ROEMER, LU NELSON, ELSIE CHILDS, MARTHA GAUNCE and LOUISE BUTCHER who arranged for our meeting place.

Our April meeting and also the rain date which was to have been in Butte had been cancelled due to bad weather so there was plenty of business to be discussed. The main item being the Big Sky Race No. 2 scheduled for July 17th with a rain date, July 18th.

The route set up by the route committee with LAULETTE HANSEN as chairman and accepted with some modifications is as follows: Take off from Missoula, north to Kallispell with a stop there, east to Cut Bank and Havre

with a stop at each, then south to Great Falls and the finish line. This route includes a mountainous terrain as well as flat wheat land.

The race is open to all women pilots with a private rating or better. We want to extend a special invitation to our neighboring Canadian friends and all surrounding states.

Race co-chairmen, ELSIE JOHNSON in Missoula and LU NELSON in Great Falls reported on plans for breakfast, banquets, FAA inspectors, trophies and all the many other things that go into setting up a race. They are working



MARY STEVENSON, Secretary of Montana Chapter of 99s. She is also Secretary of the Missoula Hangar of the Montana Pilots Association and mother of five children. In the past 14 months she has received her Commercial and Instructor Ratings. She has passed her Instrument and Instrument Instructor writings. She flies a 172 Cessna and in her spare time she does instructing for a Missoula Flying Service.

very hard to please one and all, which is impossible, but hope to see a good number of planes entered.

KAY WIDMER, Bozeman, is publicity chairman and will be getting the news before the public soon.

Any earlier information regarding the race may be obtained by writing to ELSIE JOHNSON, Missoula.

The dedication of the new airport and administration building at West Yellowstone on June 12 was discussed. This will be an occasion for those members looking for an excuse to "take wing" and have a weekend of fun. It will be a good time to renew acquaintances with pilots from Wyoming and Idaho.

Our June meeting will be in Glasgow. Our first visit to Pearl's area of the state and the first far east visit. There are several women pilots both private and student in the Glasgow area and as far south as Sidney we hope will attend this meeting.

HANGAR FLYING — Word comes from Great Falls that BETTY NUNN recently passed her commercial flight check. Maybe she will be able to put it to use and come back to Great Falls for a visit in this coming year. Also from Great Falls, BEVERLY NELSON, daughter of LU and KENNETH NELSON, has been awarded a National Merit Scholarship award. This places her in the top one-tenth of one percent of the high school seniors. She plans to attend Michigan State this fall.

ELEANOR BAILEY, our Canadian member from Lethbridge sent greetings by telephone before the last meeting, but was unable to attend. Her Comanche was in the shop having more radio equipment installed. ELEANOR and family are in the process of moving to Calgary where her 49½er will be associated with the Mooney dealer there.

LOUISE BUTCHER, Winifred, reports that their new Cherokee 140 fits the ranchstrip they use quite well and she enjoys flying it when weather conditions are favorable.

At the Lewistown meeting many of the newer members had the pleasure of meeting MARTHA GAUNCE, one of the earlier members of our chapter, who lives in Williston, N. D. MARTHA isn't able to attend too many of our meetings because of the great distance between Williston and many of our meeting places.

PEARL MAGILL recently made headlines in the Great Falls paper as well as the local Glasgow paper when she was elected to the position of president of the Valley Hanger of the Montana Pilots Association. She is the first woman in Montana to be so honored.

Three members in the Highline Area between Havre and Glasgow spent several hours on two search and rescue missions this past month. They were PEARL MAGILL flying out of Glasgow and SHAREL BITZ and BEV LEDBETTER out of Havre.

MARY JO JANEY, supervisor of aviation education in the office of State Superintendent of Public Instruction, is conducting five aviation workshops for teachers attending summer school in five Montana colleges this summer. She is asking members living in the towns where the colleges are located, to help further the air age education program sponsored by the 99s by arranging for local pilots and airplanes to transport the teachers to nearby airbases to tour the facilities there. More about this program will follow at a later date.

A visiting 99 from out of state is a good excuse to have a party and exchange news over a cup of coffee. When BETTY PRAKKEN, chapter secretary from Oregon, visited in Missoula with her husband who was there on business, the Missoula members arranged a luncheon for her at the Florence Hotel. All the Missoula members attended along with KAREN RIBI our newest member.

Another traveling 99, a MRS. SNYDER, stopped in Havre for gas on their way home from a bear hunting trip in British Columbia. There are two SNYDERS listed in the membership directory and since memory fails as to which she was, we want to mention the fact the visit was very enjoyable, and MR. and MRS. SNYDER, do come again.

Some people might tell you that the days of the old Ford Tri-Motor are gone. ELSIE JOHNSON, secretary for Johnson Flying Service in Missoula will tell you this isn't true, not in mountainous areas of Montana and Idaho. ELSIE went along as a stewardess on one of these "Ugly Ducklings," on a flight from Missoula to Spokane for the dedication of the new airport facilities held there this month. She also has added to her log book 30 minutes of Ford Tri-Motor flying time. JIMMIE KUHN was also along on this Spokane trip.

Seven persons from Missoula who were in Lewistown for the M.P.A. convention arrived in two airplanes. Their trip home was made in four airplanes—one a new Cessna Skylane. Leave it to those Missoula people to pull a snatch such as that.

To bring this column to a close for this month I would like to report on the airmarking project here in Montana. This service to the flying public is handled by the Montana Aeronautics Commission. A recent questionnaire mailed to all pilots in the state requested an opinion concerning the continuation of this project. I feel sure the vote of all 99s was a factor in the majority vote of YES—I WOULD LIKE TO SEE AIRMARKING CONTINUED. The State Aeronautic Commission will repaint those markings already in existence and add new ones wherever possible.

Just received a note from MARTHA GAUNCE, Williston, telling me she plans to enter the International Air Race on the 25th of May. She will be flying a 180 Cherokee. She has entered this race twice before. "By the time you read this," so she said, "the

race will be over and I'll be my usual middle of the list of winners again."

What a wonderful opportunity for her and its nice to know that Montana Chapter will be represented in this New York to Nassau race.

Don't forget to make your plans for entering the Big Sky Race and encourage any private pilot who is not a 99 member to enter. We do indeed have a "Big Sky" so let's fill it with airplanes on July 17th.

OREGON CHAPTER

By Rivka Pratt

As you know, we have been putting an article about a 99 of the month in the Northwest Flyer. Our only problem has been that there are only 12 months in a year, and 66 members. All the gals have many interesting things to say about their flying and what they do either in their line of charitable work or as an occupation. The first article was on MARIAN BUSBY, our lady engineer; the second was on ETHELYN OPHEIM, a certified professional secretary; and our third article was timed for release in January to coincide with the Petticoat Race information and was on the chairman of the race committee, MARCELLA OTHUS. Our next article will be on JEAN ABBOTT, our chapter chairman.

April 28th was the date of our last meeting held at Bart's Wharf Restaurant. Guest speaker at the no host luncheon was SAM YATES, chief of Flight Service Stations and coordinator of Oregon FAA. Oregon Pilot Association President DON WANAMAKER presented to this year's air race chairman, MARCELLA OTHUS, a memorial award trophy to honor the late JOAN MERRIMAN SMITH. The trophy will be awarded at this year's Petticoat Derby to be held August 28th. This is an air safety race beginning at Flightcraft at Portland International Airport and terminating at the Village Green, Cottage Grove, Ore. The new airstrip is due for completion late this summer. MRS. JEAN ABBOTT, chairman of the Oregon chapter will be honored by the Village Green at their official dedication ceremonies. Among the honored guests at this meeting were Mr. BOB BRYANT, assistant manager of the Rose Festival Association. The 99s have a float entry in the Rose Festival parade this year. MR. BRYANT's committee

**No July News. Deadline for
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donated 1000 Rose Festival pins to help defray the cost of the float, so buy your Rose Festival pins from a 99. MRS. RUTH DEERMAN, International President, will be in Portland Saturday, June 12th, to ride the float representing 99s throughout the United States and 16 countries. ROSE MARIE STOLSIG, Eugene, will be Oregon's representative to ride the float with MRS. DEERMAN.

The theme of this year's parade is "Out of the Scrapbook". Our float will be 35 feet long, 15 feet high and 12 feet wide. At the back of the float will be an open scrapbook towering four feet above the chassis. A bust of AMELIA EARHART will be on one page and her name on the opposite page. This will be entirely in flowers for one of the requisites for a float in the Parade of Roses is that every inch of the float be covered with flowers. In front of the float will be a model airplane 8½ feet long with a wing spread of 10 feet four inches complete with lights, beacon and a propelled prop. The 99s will be written out on both sides of the float and the 99 emblem will be in gold on the front. The float will be done in the colors of the organization, blue and white. LOU WICK, Eugene, is designing the dresses to be worn by MRS. DEERMAN and ROSE MARIE STOLSIG. Engineering, welding and burning has been done by the 99s and their 49½ers and all of the work on the float will be done by members of the Oregon Chapter. A lot of us have had to call upon long forgotten vacations dating back to the days in the shipyard to complete the work. Our welding and burning would never pass inspection—the welding looks like grapes—but we have had fun and in spite of the odd looking welds, the float is built like a Sherman tank. JUANITA ELLIGSON asked RUTH DEERMAN not to be frightened for she and MARIAN BUSBY will co-pilot the float. Without the help of MARIAN, the float would never have gotten off the drawing board.

Our Rose Festival committee, consisting of BARBARA DAUFEL, BOBIE HAYS, MARCELLA OTHUS, JUANITA ELLINGSON and BETTY PRAKKEN will attend the Seattle Chapter's luncheon, May 22nd (weather permitting) to extend a personal invitation to the members to attend the picnic being held on June 13th at Champoe Park, just five minutes from the Newberg hard surface airport. BARBARA DAUFEL and MARCY WOLFARD are heading the picnic committee and BARBARA premises this will be "the best and biggest picnic ever held by the

Oregon Chapter of 99s" with RUTH DEERMAN as our honored guest. PRESIDENT DEERMAN will arrive in Portland, June 11, at 5:30 p.m. During her stay in Portland she will be attended by three hostesses for each meal here. These will be no-host affairs. A welcoming committee will meet her at the airport and after a short trip to her hotel to freshen up she will be down at the float headquarters to help us finish up the float.

After the parade, the airplane on the float will be donated to the Scappoose Airport to be used as a wind tee. This is the small airport where the 99s practice their touch and go landings.

At our meeting on April 28th, an election of candidates for the Northwest Section officers was held by the Oregon Chapter. MARCELLA OTHUS, of Portland, was nominated as Oregon's choice for governor; Lucy Drucker, Astoria, vice governor. Eastern Washington Chapter had previously nominated CHARLOTTE DODSON, Portland, as their choice for candidate for governor.

We take pleasure in introducing MARCELLA OTHUS of Portland, Ore. MARCELLA has a commercial license, is an active member of the Oregon Chapter of 99s; the first chairman of the present chapter of Oregon 99s founded in 1960. A competitor in the national Powder Puff Derby; a contestant in the Petticoat Derbies in Oregon. MARCELLA was chosen as this year's air race chairman, a race which should prove to be exciting and challenging for all the gals in the 99s. She is a member of the aero-space team; directs the aero-space program for the Portland Council of Campfire Girls; is a public speaker for civic groups on aero-space; a volunteer worker for the past four years at Damasch Mental Hospital, a state hospital at Wilsonville, Ore. She is in her junior year at Portland State College majoring in history and education. Over the years MARCELLA has worked unselfishly in behalf of general aviation, and, of course, her first love, the 99s. She has worked for, and earned the respect and admiration of her sister members—so much so that MARCELLA became Oregon's choice for the Northwest governor. Truly a grand gal with a farm, sparkling personality who is honorable in principles, intentions and actions. This year's race chairman, and we hope our next Northwest Sectional governor.

BETTY PRAKKEN and her 49½er,

GORDON, just returned from a trip to Missoula, Mont. While going through Spokane it was their pleasure to see the new airport dedicated at Gigr Air Fild. They also had an opportunity to see an old Curtis Pusher plane flown and landed. (BETTY says there is no glide to the landing; it just plummets in.)

RIVKA PRATT has been handling the publicity for the second Pacific Northwest Weavers conference which is being held May 21, 22 and 23 at the Masonic Temple in Portland. Thirteen guilds from all over the Northwest (including British Columbia) will be registered. The Portland Hand Weavers are the sponsoring group.

SOUTH DAKOTA CHAPTER

By Mabel Anesi

The invitation to attend our meeting in Bismark on May 1st was well received by our invited guests . . . our 49½ers. Those attending were PHYLIS and DAN PETERSON from Brookings; WANDA and DICK BUSFIELD from Belle Fourche; LAROY and AUDREY BAIRD and GENEVA OLESON from Dickinson, JOANN THOMAS from Rapid City, DAVE AND KAY VOGEL, our host and hostess; and special guests KEN and MARGE STEVENSON of Brandon, Manitoba, who arrived in their Navion with their two children.

An hour after the last arrival, there was a thunderstorm with winds gusting up to 72 mph. One CAP plane broke loose from its tie-down, blew down the taxiway and ended up a wreck in a pile of dirt; a Cessna was damaged when a tie down rope broke and it tipped on its wing; all 99s planes were intact.

The choice of the committee for the TODD Oleson scholarship award was HAROLD SAMDAL, 18 years of age, of Hettinger, N. D., a student at Dickinson State Teachers College.

LINDA JONES and husband, CLYDE, are vacationing in Nasau.

Congratulations to KAY VOGEL, who passed her instrument writing exam

GEORGIA FIKE and myself attended the Spring Southwest Sectional meeting in Tucson in April. We had a double purpose: GEORGIA'S mother lives there, and we wanted to visit with her also. Such courtesy at the International Airport! The tower was as friendly as our FSS gals in Rapid City! Headquarters for the meeting were at the fabulous Arizona Inn, with

all its charm, including pool, tennis court and putting green! I thoroughly enjoyed the tour of Kitt Peak National Observatory, and the picnic near the summit. The banquet that evening was just tremendous, with continuous entertainment. The door prizes were numerous and interesting, all wrapped in sectional chatrs. They were such generous and thoughtful hostesses that they even gave me a special prize for being the only one attending from another section — an RON kit, which will be very useful.

I met so many wonderful, friendly gals, and I do hope our paths cross again someday. Fly-away time was Sunday morning, with a planned overnight stop in Albuquerque to visit friends. I had a special guided tour of the Center in ABQ, as my friend's husband work for the FAA; it was very interesting to observe the controller, at their radar-scopes working with the IFR flights in their designated area. We extended our visit in ABQ for two extra days, because of weather, but we thoroughly enjoyed our long weekend.

WESTERN WASHINGTON CHAPTER

By Gail L. Breese

We have had a very welcome influx of nw and transfer members. Our transfer from California is DOROTHY DAUB, and our Alaskan transfer is HELGA BADING. Our new members are BARBARA BENNETT, FLORAL HJELEM, JOYCE HARDING, and MAXINE HANSEN.

MARION MORTON and ILOVENE POTTER have been drumming up some of that good publicity we need for our Powder Puff Derby fund by auctioning off a helicopter ride in a civic charity drive at the Seattle Center next week. They hope to publicize the August 1st Boeing Field Day at which our chapter will have a food stand and conduct an air lift, all funds to go towards our Derby fund. Both ILOVENE and MARIAN are Whirly-Girls. It isn't every chapter that has not one but two helicopter pilots in it!

Now that Spring is here, such as it is, I sope that I'll have more news about 99s flying here and there. ILOVENE and LES POTTER will be doing a bit of cross country, however, to San Francisco over Memorial Day weekend. And my 49½er will be taking off next month to pick up our new blue and gold Mark 21 Mooney at the factory in Texas and flying back ever so carefully as not to

dirty the wax job. So I shall be doing a bit of checking out type flying in the near future!



BAKERSFIELD CHAPTER

By Eunice Dickey

Your regular reporter, RHODA, is on a flying trip today after helping with an air race stop yesterday, so here I am. It's nice to be able to "legally" ask people what they've been doing without seeming nosy.

Several of the BFL 99s met for luncheon at Freddie's before their May business meeting at the Pilot's Lounge. The June meeting will be held at a stop on the San Diego-Fallon Race. Should have good attendance since families are also invited.

RHODA THOMPSON and MARIANNE LAXAGUE are planning to fly in the San Diego-Fallon air race. Certainly sounds exciting. They flew to the Spring Sectional in Tucson and MARIANNE is out flying on commercial planes on a wonderful month long trip to Germany.

The weather has been beautiful and our members have been taking advantage of the good flying days. LAURINE WITMER and her 49½er flew to Oroville on a Sheriff's Squadron fly-in. MAXINE TURNER and family recently enjoyed an air show at Santa Paula. PRISCILLA SPENCER has been flying around locally. JEAN SKINNER and 49½er rented wings to fly to Stockton for Easter dinner. EDNA LONG is going to Coronado on the 20th to a state Business and Professional Women's meeting. JUNE EDWARDS was in northern California last week and says that part of the state is so beautiful. ACHSA HOLFELDER has been trying to keep ahead of yard work and FLORANCE MOODY and "crew" were in a boat race in Long Beach recently.

A hearty welcome to TRISH MARKS who has just moved here from Woodland. Her new address is 3515 Braeburn Drive. TRISH found time to fly, in spite of moving and has been to Napa, Woodland and back and then last week she flew a round robin to Buchanan.

Understand that BERT HAYCOCK is in Puerto Rico working. Everyone is eager to hear more details, BERT.

Good flying to you all.

FALLON CHAPTER

By Joyce Beail

We wish to make a special announcement and offer congratulations to DEE BAER on obtaining much her sought after Commercial ticket. Everyone is real proud of her, and she is now studying very hard for her Instrument rating.

MARY BARR, flight examiner of Susanville, gave DEE her Commercial flight check ride. At that time MARY was majoring her Apache.

News is a little short this time due to the San Diego-Fallon Fun Race preparations. However, PAT HENNING and ORA DESTREE made "dry runs" to San Diego and back to familiarize themselves with the race course. So tune in next month to find out the race results and all about our Fly-In at Fallon.

Happy Flying!

FRESNO CHAPTER

By Voline Dodgson

The May Fresno Chapter meeting was held at the lovely new home of BARBARA FRANCE. Nine members and two guests were present. MARIE KEMPLE and VIOLET HUCKLEBERRY presented a new plan to promote membership and the 99s, which our chapter wholeheartedly approved. We've ordered pins for the local flight instructors to present, with our congratulations, to each female student pilot on their first solo. The presentation will be followed up by an invitation to our meetings. Flight instructors and members are enthusiastic that it will boost membership.

We are pleased to welcome two new members this month, VIRGINIA RUSSELL and JOYCE TUCK.

VIRGINIA RUSSELL and her husband, BILL, just returned from a trip to the Bahamas via El Paso, New Orleans, and Palm Beach — flying instrument all the way. It was all worth while tho' as the Bahamas were beautiful and tranquil.

HELEN SMITH takes top honors as the "flyingest" 99 this month—HELEN

passed her commercial rating, then flew to the Sectional at Tucson via the Painted Desert and Grand Canyon, purchased a new Cessna 172, and plans to fly passengers Sunday in the March of Dimes airlift.

CLAUDELL FALLER flew to Nut Tree near Sacramento for Mothers Day dinner. CLAUDELL is getting back into the groove for her trip to Pennsylvania coming up June 24th.

Congratulations to VI HUCKLEBERRY who passed her written commercial.

MARIE and DUANE KEMPLE'S Bonanza has been grounded so she's been flying at FRED MASSEY'S again.

BETTY MACPHERSON has been piling up air time — in April BETTY and CAL flew to Ciudad de Obregon, Hermosillo, and Alamos, Mexico and back, and has since then made several trips with hubby, CAL, to San Jose, Sacramento, Napa, and Calistoga.

SHARON WOFFORD has made several trips to Burbank to drop off and pick up her 49½er, Fred, who is now a pilot for Flying Tigers Airline. She flew STAN FALLER home from King City and the following week took BARBARA FALLER back to King City to pickup their Cessna 210.

BARBARA FALLER has just found out some of our 99s are pretty sneaky. To give BARBARA'S husband, STAN, enough time to prepare a surprise party for her, SHARON WOFFORD and HELEN SMITH flew BARBARA to Natomas near Sacramento to visit JUNE DEVINE at her country club, golf course home. They had lunch at the club house — compliments of MR. DEVINE. Instead of returning home they insisted on taking BARBARA to Nut Tree to see the birds and look at the goodies. By the time she reached Fresno BARBARA was sure they had both flipped — once home tho' all was forgiven. The party was a success.

LAS VEGAS VALLEY CHAPTER

By Fran Johnson

In the absence of our news reporter, I shall fill in for GERRY.

As usual, our gals turned out in full force for our last meeting that was held in the beautiful Wine Cellar at the El Morrocco. Attendance totalled 18. We had as our guest, ERLE and MARGARET TAYLOR. ERLE is our new airport manager, who comes to us from MIDLAND TEXAS. We anticipate great things from him in the way of support for general aviation and es-

What Are You Waiting For?

Come On . . . Join The Race

MICHIGAN SMALL RACE

Grand Haven, Michigan

October 1, 2 & 3

pecially 99 functions. His lovely wife does not fly as pilot but thoroughly enjoys being a passenger. JUNEVE DAMUS, a local photographers model and owner of a womens convention service gave us some wonderful ideas for any future conventions that we may undertake. Our wonderful benefactor, LEW GOURLEY, joined us for dinner and told us about his new Cessna Skyhawk and his latest aerial mapping job that he is doing for the State of Nevada Highway department. We pinned our new member, NANTSY MARSENICH. OUR 49½er, ED GUNDERSON, initiated PHIL FLOWER and BOB MARSENICH into the mystic realm of a 49½er. CAROL RAIZIN was accepted into membership and her husband LEONARD RAIZIN, M. D., had a preview of the ceremony that he will have at our next meeting. We missed GERRY, whi is in California caring for her ill family. FLORENCE will start attending meetings again this summer, after her classes close. Its nice to see her name in three foot high letters on that new high-rise, downtown. She is the leasing agent. BARBARA McCLEMENTS reports that the Bay Cities 99s are taking excellent care of her and we certainly appreciate the interest given by these 99s to our out-of-town member. BARBARA will be leaving SFO soon to spend a couple of years away up there in Canada. Can we 'hand her off' to a 99 up that way?

JUANITA will be leaving us for the summer when she flies to her Montana island summer retreat, in June. How about you Missoula gals giving her a call? JUANITA is having new control surfaces installed on her twin Beech but she really isn't grounded because she has been flying husband MARK'S skynight. Sure is nice to have two airplanes in the family. Lucky PRIS ALEXANDER — flying with co-pilot FRED logging multi-engine time for her rating.

My efforts as news writer this month was a little unexpected so I haven't had time to check with all of our gals regarding their flying activities and I am not sure how much of our news was reported last month by GERRY. If there is a duplication, it would indicate that I am impressed with the activities of our 99s.

I want to personally thank the TUCSON 99s for the terrific hospitality and courtesies extended to our Chapter when we attended the Spring Sectional. The four of us that flew in for the meeting enjoyed ourselves tremendously and

we all were astounded at the meeting conducted by our GOVERNOR PAT. It lasted 7 short minutes. Almost a record, wouldn't you think? The Arizona Inn has such a lovely, relaxing setting and if everyone didn't enjoy themselves, it was their own fault.

FLORENCE MURPHY detoured on her return to LAS, and visited an artists village in Arizona where she purchased a lovely scenic oil painting. She is an art collector, among her many other talents.

DAWN OPAT is still contemplating her entry into the Powder Puff Derby . . . NORMA GUNDERSON and ED have been commuting to their ranch in Eastern Nevada and tells me that summer-time is their busiest; but we hope they will be able to attend fly-in activities this fall. NORMA 'holds down the fort' at Alamo Airways. Be sure and stop by to say 'hello' to Norma when you fly through LAS.

PAT FLOWER has been so busy getting our new Montgomery Ward store open that we have missed her at our mid-month get-togethers.

LOIS ANN LARSON — we never catch her at home to get news from her. She is always flitting here and there in her 172. DOTTIE LeMAY is without an airplane at the present time but offers to ride as co-pilot any chance she gets.

My flying has been a little curtailed due to the pressure of work but I did take my co-pilot TOM, and fly to LGB recently and had a very enjoyable visit with JACK SMITH. JACK gave us a run-down on his anticipated altitude record flight that he plans to make before the end of June. He will fly a Cessna 210 and he sure looks like an 'outer space man' when he dons the attire he will wear for the flight.

I certainly hope the Washington, D.C. chapter gives a full report on the reception that was held on April 25, honoring AMELIA EARHART and JOAN MERRIAM SMITH.

Our most recent activity was the participation in the HAYWARD - LAS VEGAS AIR RACE. There were 65 entrants; 55 completed the race. One

**If you can't make the start —
at least be in on AWTAR finish
at Chattanooga**



LVV Member No. 12 — NANTSY MARSENICH. Learned to fly and received her Private pilots license in 1964. Born in Tennessee, attended schools in Washington, D. C. and Tennessee. Nantsy, housewife and mother of four, is also a member of the Civil Air Patrol and AOPA. Her hobbies are flying and sewing. She is active in her church functions. This tall, shapely redhead is an enthusiastic promoter of general aviation. She met husband Bob while he was attending George Washington University in Washington, D. C. Bob is a Navy veteran of WWII. He had a construction business in Montana and is a former member of the Montana State Legislature for 1953. He has been a casino employee since 1955. Bob is not a pilot but is shopping for an airplane for Nantsy.

plane gave the spectators at the TROPICANA HOTEL quite a thrill when the pilot set the plane down on construction clearing behind the hotel. Seems as though there was a fuel-line problem — the fuel was conspicuous by its absence. Three pilots forgot to check in at Hesperia and were disqualified. Four abandoned the race. Our 99s NANTSY, LOIS-ANN, FLORENCE, DAWN, PRIS, JUANITA and myself manned the 'Official Fuel Checker' station at the tie-down area; served refreshments (donated by a flying friend) and ran a shuttle bus all day, to the Stardust Hotel, which was the official headquarters. Eleven 99s participated as racers. In the speed division, MARGARET CALLAWAY placed 3rd; IRENE LEVERTON, 5th; EMMA McGUIRE, 6th; FRAN BERA, 11th; MARY PENNOCK, 12th; EVELYN RACKLEFF, 15th; BARBARA WILLIS, 18th; MARIAN BURKE, 21st; JEAN ROSE, 24th. In the proficiency

division, Eleanor Peterson placed 13th. It is wonderful that of the 12 female entrants, 11 were 99s.

BOB CENICEROS, of Long Beach, placed 9th in the speed division, beating out his bride FRAN BERA.

We had the extreme pleasure of hosting our Section Governor, PAT LAMBART, 49½er ERIC and little PATRICK during the race week-end. LCDR JACK SMITH flew up from Long Beach and joined us for a lovely dinner at Don the Beachcomber restaurant at the Sahara Hotel. We then attended the Awards Party at the Stardust, then detoured to a fantastic Barbershop Quartette Convention being held at the Stardust convention hall. After all the sunburns, feet blisters and general fatigue from the race, we thoroughly enjoyed our night life, as a reward.

Be on the alert for a bill presented to Congress by CRAIG HOSMER of California, memorializing JOAN MERMIAM SMITH, and requesting a commemorative stamp in her honor. As soon as we have the bill number you will be informed so that we may enlist the support of our respective Congressmen.

LCDR. JACK SMITH will leave us on August 1, 1965, to report for duty in Saigon. He is going on the Joint Staff and will be gone for 12 months. Why not drop him a line so we don't lose touch with him. He will remain in the home that he and Joan shared, until he departs Long Beach July 31.

I certainly enjoyed having coffee with Arizona 99 JUNE ELY, recently, when a student of LARRY'S treated them to a week-end in LAS. There should be a moral to this story someplace — like, you instructors should have more students, or something like that.

ED NOTE: The current AOPA Flyer re their 1965 Plantation Party carries the following boxed item: "Las Vegas 99s! We accept your great offer to be of assistance during the Plantation Party; You gals will be an enormous help in making September 28 - October 3 a 'week to remember' for thousands of Party-goers." Congratulations!

LONG BEACH CHAPTER

By Carole B. Dunn

Congratulations to MARGARET CAL-LAWAY — she won 3rd place in the Hayward to Las Vegas Air Race, and to EMMA McGUIRE who came in 6th.

also IRENE LEVERTON who took 5th. ELLIE PETERSON and EDNA LOUD-EN did well also in their first race. Out of the first 10 places the above were the only girls and I'd say they flew a good race against the rigged, flush-riveted planes the men had, as the girls had only the stock model planes the AWTAR requires.

Our May meeting was at CLAIRE WALTERS Flight Academy. We all went to see "Flying the Caribbean", the flying vacation movie by the AUBURNS. Late comers tested their skill at Check-Line, a four tiered game of tic-tac-toe with champion BETTY FAUX (she practices) while we were at the movie. Our girls are really upgrading their flying abilities and ratings. EMMA McGUIRE received her instrument, CAROLE DUNN got her Commercial DORIS MINTER and NITA SIDES joined our ranks as they received their Privates. BETTY FAUX was appointed Instrument Flight Examiner by the FAA.

Congratulations also to ROZ MERRIFIELD on her completed flight to Australia — back to work — ROZ. CLAIRE had a fly-in to Lake Havasu Sunday, May 16. MARY PINKNEY and husband BOB flew in. RUTH NITZEN and 49½er entertained us with their boat they keep there, towing us beginners around on water skis. FRAN BERA and BETTY FAUX and CAR-

OLE DUNN will never be the same again, but Pro - MARGARET MEAD really goes. KATIE and GENE MOSKOW had their "Lake" there on the lake and took some of us for a ride in the land-sea plane. That's really quite some plane. It handles easy and floats too! KATIE says she never felt quite as safe in any other plane as she does in this one. I'm inclined to agree with her, if you can't find a spot to land, you can find water. See you all at the next race — San Diego to Fallon and then again to San Diego in July for the BIG one.

KNOW YOUR PLANE —

NAME YOUR SPEED

and meet it in the

MICHIGAN SMALL RACE

October 1, 2 & 3

ORANGE COUNTY CHAPTER

By Thon Abbott

Ooops! I didn't get off the Newsletter to you all last month. It was a month of many problems not the least of which was our BIG fly-in to the Borrego desert — cancelled due to the type of weather our Chamber of Commerce steadfastly denies. It was to have been a combination fly-in and April meeting.

The May meeting was great. This was the first time we sent notices to members only, primarily because we had buckets of business, old and new, to discuss. We did have one guest — our favorite "hot prospect" EVELYN BINSWAGER who had a brand new Private Pilot's License in her purse.

Secretary CHRIS HOFFMAN was not present as she and her 49½er, AL, with another couple, were lazying through Mexico in a Cessna 210.

It seems they had much fun in Puerta Vallarta that several days went by before they remembered they were "touring" and continued on to Guadalajara. You'd never believe the number of home-town people they ran into below the border. Now I know where everybody is!

Upon their return to the States, the HOFFMANS flew to Las Vegas to see the finish of the Hayward-Las Vegas Air Race May 15th. ANN CANTILLION and NANCY CREWS flew a Cherokee 235. TIG PENNOCK and THON ARBOTT raced in a Cherokee 140 — both teams in the planes they will be using in the AWTAR. It was a "first race" for all four of us and we really felt like the gals from the farm must feel the first time they come to the city where their city sisters are so poised, so knowing and sure of themselves. We keep feeling there is a lot to know about racing — but WHAT? Anyway, now that we are seasoned and experienced racers with an enormous 3 hrs. and 53 minutes worth in our logs—you'd better look out Fran.

The Powder Puff Derby has another Orange County team, MADINE PARSEL and MYRNA SHANFIELD flying a Cherokee 150. We sincerely hope NANCY THOMAS will keep up the concentrated hard work towards her Commercial rating and come along — it looks as if she plans to.

RUTH PHILLIPS called today to say the first meeting with our newly sponsored Wing Scouts was a whopping success. The aforementioned new pilot EVELYN very generously donated

the use of the classroom at ABC, Fullerton Airport, and BETTY JANE FARRELL is the regular twice a month instructor for the Private Pilot ground school course. RUTH PHILLIPS is every place at once these days on behalf of these youngsters and wonder of wonders, they appreciate it!

Also hear that NORMA OJSTEDT already has her instrument ticket. Seems as if just the last time I sat me down to write the letter I mentioned she was starting to study for it. If that's all the longer it takes, it must be a snap. Right, NORMA?

Another new rating was earned by ANN CANTILLION. Her sparkly new Commercial License was in her hot little fist as she ferried home a Cherokee 180 from Vero Beach, Florida -- and that's why she missed the May meeting.

TIG showed up at the meeting and wore a bright-eyed smile as we congratulated her on the new multi-engine rating she had just acquired.

Egad — I overlooked a very important item — GINNY CHANDLER, a not-too-new member of our Chapter, flew in the proficiency division of the Hayward-Las Vegas race with 49½er, BUD. How I could forget, even for a minute, is beyond me because they graciously offered to put our overnight bags, coats, and purses in their plane since the weight would undoubtedly make a difference in our little 140 racing in the speed division. Needless to say, we missed connections for several hours (8 to be more specific) in Las Vegas. Did you ever get ready for a cocktail party with no makeup, no bobby pins, etc., etc. ad infinitum? We finally figured out if we sat still, the CHANDLERS would catch up with us. That's how it worked out, but the confusion that took place in the interim would fill a few pages. Personally, I think Las Vegas has too many things going at once to know what's going on anywhere. The hotel didn't have us listed as staying there until shortly before we checked out Sunday!

This time I can really wind this up with a flourish. We have a new member who transferred from the Long Beach Chapter, MYRNA SHANFIELD and another gal we have wooed for a long time — since before she became a Whirly-Girl even — CLARE REEDY — undoubtedly known to many of you girls in other Chapters. We have been extremely fortunate to have so many enthusiastic women flyers live close

enough to join us and help with the growth and growing pains of a comparatively new Chapter.

See ya in Chattanooga?

PHOENIX CHAPTER

By Vee Shawver

Ye Olde reporter (I do mean old) will try to bring you up to date on the happenings of this super active 99 group in Arizona. The Fly-in to Havasu City a couple of months ago was a great success. Your reporter could devote all her time trying to keep up with this group. However, since she doesn't need the calories but she must eat, the news is slim.

TRUDY MURPHY, our group chairman, represented the Phoenix Chapter of 99s and MARY CROWL represented the Whirly Girls at a Civil Air Patrol Party. BEV PERIMAN and SUSAN STORM helped MARJ out at the Heliport in Mesa while MARJ took a Voice Rest (lots of note writing for Marj)! JESSIE WIMMERS, our illustrious member recently ferried a Cessna 150 to Lima, Peru. She received a tremendous write-up in our newspaper. We should be very proud of her accomplishment which adds to the stature of all 99s. Also, we are delighted to report that our MARY VIAL who has been working with the CAP is the first woman to be checked out in their new plane. She also received a newspaper writeup as well as a picture of her on the wing of the plane. See what I mean by having to work hard to keep up with this group! PAT, RIC, and PATRICK LAMBERT went to Tucson for the dedication of a plaque to JOAN MERRIAM SMITH at the Volador Room of the International Terminal in Tucson. March 17 marked the anniversary of her round the world flight. Also, they attended the San Fernando Valley Woman of the Year Award Banquet.

FREDA and MICKEY TOLIVER, JOE and SUSAN STORM went to Palm Springs Fly-in at Lindbergh Field, San Diego, where they had lunch at the Mexican Village, a tour of the Aircraft Carrier "Oriskany", took off and climbed out of fog but had a beautiful trip home. SUSAN STORM took 13 little Blue Bird girls on a sight seeing

tour of Phoenix and Tempe. Can you imagine what a wiggly, exciting group that was! GRETCHEN YINGLING presented our group with a list of 25 prospective members — isn't that wonderful! Also, I was delighted to hear she finally got checked out in the retractable Mooney.

We had members, 13 in all, attending the Southwest Sectional at sunny Tucson held at the beautiful Arizona Inn. The Kitt Peak Tour was wonderful. It was fun to renew old friendships and make new ones. Our two charter members, VERA D. WALKER and MELBA BEARD, attended the Sectional. Also, it was the first Sectional meeting for GRETCHEN YINGLING, SUSAN STORM, and prospective member, FREDA TOLIVER. On the way home many of the girls were able to make the Mesa Air Development Show at Falcon Field. MARJ CROWL was there and flew the KHAT Helicopter. It is with a good deal of humility and pride that I would like to announce that at the Board of Directors meeting of the Pioneer Bank of Arizona the title of Assistant Vice President was awarded to me (VEE SHAWVER). This is the first time such a title has been assigned a woman since our bank was founded. Also its with pleasure that I'd like to report how it is to live in a goldfish bowl. We just bought a new home on Feb. 17 and waited 9 weeks before the draperies were installed. People who live in glass houses should not throw stones but that does not keep the people passing by from looking in! What an experience that was! It was real interesting to get caught up on some of the news of 99s in other parts of the country on my last trip to Albuquerque. Incidentally, the radio went out which didn't cause too much of a problem. A cat may have 9 lives but the past 3 times I have been out in my plane its eben interesting to conjecture what might come up next.

At one of our meetings we had a little quiz regarding the Phonetic Alphabet and Problems for Clock Watchers. It was very interesting. Just a thought on how some of the other groups might be refreshed on the Whys and Wherefores of flying.

So until next time, "It's a beautiful day in Phoenix".

SEE YOU IN CHATTANOOGA

Terminus of 1965 AWTAR &
International Convention

REDWOOD EMPIRE CHAPTER

By Bette D. Smith

Those of us who flew to the Tucson meeting wish to express our thanks

for a wonderful time, just wish we had more time to enjoy it. With the headwind it took us nine hours of flying time to arrive home. PATRICIA STOUFFER flew the club ship, a Cessna Skyhawk, and going with her was BETTY FOSTER from Petaluma. JUNE O'DONNELL and BETTE SMITH from Napa. We had a wonderful flight, turbulence wasn't bad and the scenery was terrific. Unfortunately my navigation was sloppy, everything seemed to look the same! ANITA CONLEY, BARBARA and VICTOR (we love him) GRABER flew with CORAL BLOOM in a Cessna 310. With VICTOR having a polo game in Santa Barbara they flew there on Sunday, we were so sorry we couldn't make it. REX and PHYLLIS CANTRELL, and friends from Los Angeles, also flew in but I don't know the details as yet. REX and PHYLLIS are from Santa Rosa.

Our ANITA CONLEY is planning to fly her Cessna 170 in the San Diego-Fallon race, and is planning on being married to JACK WOREL after the race. We all wish them both many years of married bliss.

We are looking forward to attending the Sacramento Valley Chapter fly-in on Sunday, June 6, 11:00 a.m., at the Capitol Sky Park.

Next month will be a busy one for those flying in the 1965 Powder Puff Derby. From the looks of the program it will be an exciting event throughout.

See you next month.

SAN DIEGO CHAPTER

By Ruth Ebey

CLARA ALDRICH, living now in Carlin, Nevada, near Elko, called MAXINE SMITH the other evening; husband GORDON directed the call to JUNE HICKOX'S, where we were having our May meeting. Thus we learned that CLARA and her 49½er, LEON, will be leaving in several weeks for Ireland or India — they're not sure which.

At the above-mentioned meeting we had three guests: almost-member BARBARA ROBILIARD, EVELYN TRIMBLE and JANE WEISLOGEL.

Another one of our members will be participating in the AWTAR — DOTTY KLOTZ will co-pilot for PAULINE GLASSON, her former instructor, of Corpus Christi (Tip of Texas Chapter).

GERTIE LOCKWOOD is recuperating nicely after surgery to remove an

accidentally swallowed toothpick (yes, a toothpick!) from her intestinal tract. Such an unfortunate accident, but we're glad she's getting well so fast, even though she will have to go back in a month or so for follow-up surgery.

We bid on and were thrilled to get one of the Howland Island first-day covers; we are mulling over ways to raise more money with it for the Amelia Earhart Memorial Scholarship Fund.

Several members helped at the San Diego Aerospace Museum booth at the air show at Miramar Field on Armed Forces Day.

At the first presentation, La Boheme, of the brand-new San Diego Opera Company your reporter spied LYN BRIGGS and TERRY VASQUES and their 49½ers.

MARIAN BANKS reports a marvelous honeymoon trip to Lockhaven, Pa., the Bahamas, and to Louisiana to visit relatives.

LOIS BARTLING is planning to go to the preview of the Grand Canyon Airport, to Bakersfield in June and to the International Convention in July.

RUTH EBEBY and 49½er (riding with the president in his Stinson Detroiter) and LILY SANDOVAL and her 49½er in their Tri-Pacer went with San Diego Antiquers on a fly-in camp-out to Ocotillo Wells the last weekend in April. The "dawn patrol" saw to it that no one slept much after 6 a.m.

BETTY LAMBERT writes from England (dated April 28):

"Last night I had the privilege of receiving the red carpet treatment from our wonderful British Section. I was welcomed with a beautiful bouquet of flowers and wine and dined by BETTY CONES and her 49½er, SHEILA SCOTT, and JANET FERGUSON. The greatest thing about 99s — the opportunity for friendships around the world!

"This League of Women Voters tour is very well organized, informative, rewarding, and fun! We've been briefed on local government at a town hall, then visited the Houses of Parliament where we were briefed by both Conservative and Labour members, and of course, sight-seeing."

Biggest event for San Diego Chapter members this month will be the San Diego-Fallon Fun Race June 12. Racers Castrovilla, Calif., and Tucson, Ariz.; Bay Cities and Los Angeles areas will be represented, as well as Fallon and San Diego. Other Chapter members

will be just racing around tying down the last-minute details attendant on a race. Festivities include a banquet June 11 with popular San Diego radio announcer Ernie Myers as M.C.

SAN GABRIEL VALLEY CHAPTER

By Rose Ann Ford

Our May meeting was held in the Brackett Field Pilots' Lounge and an interesting meeting it was. MR BOB MEYER brought his collection of military wings, over 75 of them, and related the history of aviator's and wings. MR MEYER is a former Navy pilot from as far away as Carson City, Nev., pilot. His collection is fabulous, but there is one glaring item missing, the wings of the WASP. MR MEYER has, as yet been unable to secure a pair of these wings and our chapter would certainly appreciate any of the 99s who have or know of an extra WASP wings contacting Mr. Meyer at 697 West Scripps Drive, Claremont, California.

MR. UPCHURCH of Brackett was presented with a projector screen our chapter obtained for the Pilots' Lounge for use of flying organizations in this area.

We initiated the screen with movies taken by LIBBY KIRK on Two-Penny-A-Pound Day and at the Sectional in Tucson. Seven of our members attended the Sectional. LIBBY KIRK, NORMA WILCOX, JANE HAAG, DOROTHY GEDDES, HARRYETTE BARKER, VIRGINIA WEGENER and SHIRLEY GILMORE. The pictures and verbal reports indicated they had a delightful weekend in Tucson, plus CAVU flying weather.

Everyone up in the air, ISABEL OWEN and her husband flew their Debonair as far as Dallas on their way to Puerto Rico and weather closed in and they forged on commercially; CYNTHIA CHAP and her spouse spent a week end in a palm leafed hut in Mulege, Baja, California; SHIRLEY and CARL GILMORE flew to San Luis Obispo for a fly-in and bar-b-que at Hearst Castle; POLLY STOEHR and OPAL MARIE SANDERS spent ten days in Kansas and POLLY attended the Flying Farmers convention in Hays. POLLY on her way again to Spokane via Idaho to attend the Tri-State Convention of the Flying Farmers; NORMA and NATE WILCOX winging their way to Titusville, Florida to visit friends; with plans to drop off ELLEN and BILL MORSE in Vero Beach to pick up a new Comanche.

The Civil Air Patrol cadets were flown to Catalina for breakfast on Sunday, May 2, and the El Monte Squadron was presented with \$100.00 from our Chapter in appreciation of their help during the past year.

SAN JOAQUIN VALLEY CHAPTER **By Laverne A. Gudel**

Without a regular meeting this last month due to the membership enlarging "Koffee Klatch" scheduled next week in TERRY HOLM's home in Atwater, your reporter hasn't much news.

All of those who missed the Southwest Spring Sectional in Tucson will never know what a wonderful weekend it was. What a thrill being chauffeured from the airport to the fabulous Arizona Inn in nothing less than a Rolls Royce! Thank you, Tucson, and all the Arizona 99s responsible.

We're quite proud of our chapter's representation with two guests and seven members out of 13 attending. MARIE McDOWELL flew her Bonanza with MARTHA GRAHAM and JEAN MURRAY arriving Saturday, and your reporter flew a Cessna Skylane with student pilot (and future member) BONNIE CAZARES and MARIANNE RETA reaching Tucson just after dark Friday. MARGARET ANDREWS, EV HENDLEY and LAURA CRAWFORD arrived Thursday via airliner and stayed until Monday. They made it a real holiday.

The anti-climax to all this fun was a day of selling (and exchanging?) all of our junk and discards at the semi-annual rummage sale in Modesto.

By the time this is printed and received by all of you, we hope to have seen and talked to you at Fallon.

TUCSON CHAPTER **By Maggie Schock**

Just as we all settle back with a sigh and begin reminiscing about the marvelous time we had during the Sectional and how we enjoyed meeting so many 99s and 49½ers (and those "not to be outdone" 198ers!) as well as mothers and babies and a clutch of handsome teen-agers; and just as we are feeling very smug about knowing, at least, who SOPHIE GLUTZ really is—we find out she isn't. SOPHIE, that is. I mean she IS: but she ISN'T MARY PICKNEY.

It seems that while SOPHIE was off on a trip to northern California (she made it), she was impersonated at the Sectional! MARY, if the slipper fits you

can keep it; but send back the champagne!

It was truly wonderful having you all here, and we hope you will come back in 1968 for the International Convention—providing we get it. If your chapter is not submitting a bid at the Sectional in Salt Lake this fall, we hope you will support Tucson's bid. We may even be able to get BYRD GRANGER to write another series of skits for us. She'll be rested by then. Wonder if Virginia Cook will make it to Kitt Peak next time?

We were glad MEG GUGGOLZ came back to us for awhile. Just in time to help work on the Sectional, too. Since she left here last August MEG has covered quite a bit of country in her home-on-wheels. From Arizona to Santa Fe for a momentary stop and then off on a trip to New York, Pennsylvania, Georgia, Florida, Oklahoma, Texas and back to Santa Fe. After no more than a few days hesitation there she was off again on her way to us here in Tucson where she has been the houseguest of SHIRLEY and ART MARSHALL. Last week, after flying around Tucson in a Cherokee 235, she and SHIRLEY took off for San Carlos, Mexico, for a boat christening. Back to Tucson to collect her luggage and then she was off again for Santa Fe. This is retirement? See you in Salt Lake, MEG.

PAT AND TRULY NOLEN spawned that boat christening I mentioned above, and what a wonderful idea for a fly-in party. Some drove, some flew; but no boat. The San Souci was detained in La Paz with engine trouble on its way from San Diego. Undaunted, the christening proceeded with a flower filled rowboat as stand-in, complete with mop for a mast. FRANCES and ROD FRANCIS and daughter, SHERRY, drove down for the party and ran into LORRAINE and LEE YOKUM in Guaymas. The YOKUMS were on their way to Mexico City via English Sunbeam. That makes them sound like Mary Poppins; but it is really a small car. They

planned to meet friends in Mexico City who were flying the YOKUMS Bonanza down. There, they would trade modes of transportation for the trip home. Quite a deal.

Not everyone was flying south, however, some flew east—Virginia EDWARDS on a 25 hour round-trip ambulance flight to Baltimore; some flew west—DOROTHY JENKINS and BEA EDGERLY to Van Nuys so that BEA could gather more material for her book on women in aviation; and some flew over the Coo Coo's Nest. Guess that must be DOT JENKINS again flying a Chamber of Mommerce representative over the Tucson area looking for likely air marking spots. Found several—marked one. I'll never get that black and orange paint out of my hair.

What is this I hear about SHERRY BOICE scrambling frantically thru her airplane looking for charts? It seems husband PANCHE cleaned out the Comanche and removed all the charts along with the gum wrappers and old Kleenex. We saw SHERRY's picture in the paper, taken in California at the Junior League convention, so she did get there. Silent breakfast, PONCHO?

Another member returned to the fold in April was BONNY FEATHER, back from Mississippi with an addition in the family. Gas, not milk drinking, type. She and son, Bill, flew a Cessna Skyhawk back to Tucson loaded with everything husband LEROY couldn't take in the car. The unloading was easy. When the doors were opened everything just rolled out! I wonder if the Beagle sat on, or beside, the television set? BONNY has put about 100 hours on the ship in four months and hopes to continue at that rate. Welcome back, BONNY.

When PATSY and BOB BROOKS get a new airplane they always find a suitable name for it. Not PETE or JAKE or MIKE; but one of their own making. The new Beech Baron really was accepted as a family member when it received its title of "Baron Grinit". Immediately after the sectional the BROOKS and youngest daughter, PATTY, took off for a convention in Mexico City. Plagued with an inoperative ADF and unsettled weather, PATSY really had to navigate the trip. Arriving in Mexico City they asked to be directed to the Beech dealer (cow flap trouble) and weren't sure for awhile that they had correctly interpreted the directions. Soon, however, a little truck pulled up across the highway, beside which they had been

KNOW YOUR PLANE — NAME YOUR SPEED and meet it in the MICHIGAN SMALL RACE

October 1, 2 & 3

told to park, opened gates, stoped traf-
fic and towed the airplane across the
highway to the shop. All was well, and
the trip home was made in clear
weather and good time. PATSY is now
full of knowledge about the Aztec In-
dians and Tasco and the many excellent
airports in Mexico. They think a
RAMSA card would have been an ad-
vantage on the flight; perhaps costing
less than the fees they paid and pos-
sibly resulting in better service on
occasion. When Mexico's Director of
Aviation was in Tucson for the "Hangar
Session" with MR. HALABY he prom-
ised to see about having the cost of the
RAMSA card reduced. So far, no news,
so it is either \$24 for the card or pay
your fees for radio, weather, etc., as
you go.

Our chairman, FRANCES FRANCIS,
will be flying the Powder Puff Derby
this year as co-pilot for her friend,
MARION BETZLER of the All-Ohio
Chapter.

This is MARION'S seventh race and
FRANNIE's first. What a wonderful
experience. There isn't another aviation
event as well known and as well pub-
licized as the air race. In the public
mind "99s" and "Powder Puff Derby"
are one and the same. I am so glad the
AWTAR board was prevailed upon to
continue the race. We usually forget the
tremendous task it is for these women
each year. They do so much for us we
have come to expect it; and seldom
show our appreciation. Whenever you
run something you must make de-
cisions, and decisions never please
everyone. Now that things are hum-
ming again; let's joint the chorus in
harmony or be sure the descant is
at least singing the same tune.

We recently had a little informal
presentation in our chapter that I hope
will be repeated frequently and be-
come an established custom for us. It
is such a good idea, other chapters may
wish to follow suit. VIRGINIA ED-
wards, our membership chairman,
whose idea this was, presented the last
four girls who earned their commercials
with a small gold disk. It can be worn
on a charm bracelet or as a necklace.
On the face is a model of the airplane
used for the flight test and on the back
the "N" number and date. It was most
unexpected and very touching; one of
the nicest things I've had happen in
years. Thank you all, from all of us.
We will always remember your thought-
fulness and wear your gift with pride.

UTAH CHAPTER

By Lucile Christopherson

What is so gay as the month of May!
There is nothing like warm sunshine,
an airmarking assignment and food to
bring 99s together!

May 1st the Utah Chapter gals met
at the Provo Airport and placed on the
airport in 50-foot letters the name
PROVO. After the early morning work-
out and in line with our previous ad-
vertising, we airlifted over 15,000 pounds
on a penny-per-pound flights. We also
sold drinks and popcorn to the public.
All in all it was a small beginning but
a very successful event. Our FAA rep-
resentative insisted that only com-
mercial pilots could do the airlifting
which somewhat handicapped those who
did not hold this rating. Our thanks
goes to pilots NANCY REULING (who
just that morning passed her com-
mercial license), ALBERTA NICHOL-
SON and MAXINE NIELSON. The other
members of the organization: RUTH
WALKER (her daughter, CHERYL, and
LIANE JONES), LYLE BECKSTRAND,
LOIS FREDERICKS, LOUISE MORRI-
SON, LaRUE MANNING, MAURINE
SCHAUGAARD, LUCILE CHRISTO-
PHERSON and 49½ers DEAN WALK-
ER, WALTER NICHOLSON and LEE
MORRISON helped with the ground-
work.

Our April meeting was held at the
Veteran's Hospital in Salt Lake where
plans were laid and arrangements
made for future events.

Our May meeting (Wed., May 19) will
be held at NANCY REULING's home.
We are planning a business meeting to
make arrangements for coming events
—the Southwest Sectionau, etc.

During the past several weeks,
LOUISE MORRISON has been visiting
in Tucson, Ariz. On her return home
to Salt Lake she had to make the last
three hours night flying. "Nothing keeps
one on the 'straight and narrow'," she
says "like flying the beam on a dark,
dark night.

MARJ MACKEY, PAT PANOS and
husbands have flown to Las Vegas for
the weekend.

LOUISE ANDERSON commutes al-
most weekly between Salt Lake City
and Los Mochis, Mexico.

Lois Fredericks is on a business trip
to southern California.

LYLE BECKSTRAND and family
have been enjoying the yet cool weather
at Lake Powell during weekends.

All the gals are busy with their busi-
nesses and families. They are a wonder-
ful group and take to the air whenever
they can.

Keeping Up

Twenty-four Whirly-Girls (of an In-
ternational total of 87) celebrated the
10th Anniversary of their founding May
13 & 14 during the American Heli-
copter Society Forum in Washington,
D. C. In addition to the Forum pro-
gram, which included the singular hon-
or of Dr. Dora Dougherty as one of
the technical speakers, they attend-
ed a reception and luncheon at the
Capitol where their Senators dropped
by for a visit and they were received
by Mrs. Johnson at the White House
for tea and a tour.

Eighteen of the twenty - four are
Ninety-Nines: (Listed here with their
WhirlyGirl Number—assigned accord-
ing to date they received their helicop-
ter rating) Edna Gardner Whyte, No.
10; Jean Ross Howard, No. 13; Dottie
Young, No. 16; Charlotte Kelley, No.
21; Janey Hart, No. 25; Dora Doug-
erty, No. 27; Jerry Gardiner, No. 38;
Pat Arnold, No. 40; Betty Pfister, No.
52; Jackie Joo Sachen, No. 58; Doris
Renninger, No. 59; Nancy Graham, No.
62; Mary Ann Noah, No. 69; Faith
Richards, No. 74; Clare Reedy, No.
76; Doris Mullen, No. 84; Hazel McKen-
drick, No. 85; and Helen Games, No.
86.

Four of the six Whirly-Girls Dottie
Young taught to fly were present and
they all wore white orchids at the Hon-
ors Banquet — a most thoughtful sur-
prise from Dottie's 49½er, Pete.

—0—

24 of the 28 members of the FFA's
Women's Advisory Committee on Avia-
tion are Ninety-Nines as well as 4 of
the 6 ex-officio members. 10 are Whirly-
Girls; only 3 are not pilots.

INTERNATIONAL

CONVENTION

JULY 8, 9 and 10

CHATTANOOGA, TENN.

SPECIAL REPORT

Dear Ninety-Nines:

AS A WORLD AMBASSADOR for Women Pilots, I have failed miserably, but my Round-the-World voyage as a Nurse on University of the Seven Seas, with my son, Mike, as a student, was so completely wonderful and exciting that I slightly neglected my intended mission—that of contacting women flyers all over the world.

There were so many things to do, so many things to see and so few days in each of the 18 or more ports that we visited, that it was impossible to squeeze everything into so few brief moments.

My original plans were to write you a letter about every third port and keep everyone of you advised of my itinerary and to tell you about all the exciting things that occurred at each eventful stop. But our stop in Lisbon, Portugal, did it—our first time on foreign soil was so filled with excitement and enthusiastic anticipation, I didn't even remember that there was such a thing as a plane or a pilot or even an airport. Visits to castles, quaint fishing villages, shrines, monasteries, shopping excursions, kept us so completely enthralled there was time for little else. Then after three delightful days in beautiful Portugal, we departed for Barcelona, Naples, Rome and Athens, via Gibraltar, Corsica and Sardinia, the Straits of Messina and through many seas. No use to try to describe our tours and experiences in all these places—they were so filled with historical information that our poor brains became thoroughly saturated in trying to absorb all the knowledge that was afforded us and we wondered if there was any more room for the exciting Middle East and Southeast Asia ports which we were fast approaching.

Our University compliment of 265 university students and faculty and clerical staff, plus about 250 crewmen and women who mostly spoke and understood German, comprised the population. The fact that the crew knew little English may sound like a great handicap to one who is not accustomed to the different languages, but it proved an ideal way to prepare us for the 108 days ahead of us, in becoming acquainted and learning to live with the people in the strange countries we visited. It was a challenge and soon became very enjoyable as we realized that the German people had just as much of a trial in trying to learn to administer to our needs.

The Eastern Mediterranean countries, including Greece, Beirut (the Paris of the East), and Alexandria, Port Said and Suez, were all delightful—each day brought new excitement, and since we had run out of adjectives to describe our ventures, way back somewhere, we decided to concentrate on enjoying each new incident and to live and relive them in every passing hour.

From Beirut, Lebanon, the Jordan trip which took us by DC-3 to Jerusalem and the Holy Land via Damascus is one we shall never forget—we felt that we were in a new and strangely different land of many centuries ago—we tried to visualize and relive the historical events of the past and in driving through the countryside along the winding roads through hills and valleys, it was not difficult to imagine that we were indeed living in Bible times of long ago. The tours in Egypt called to mind the history of the Tombs of Kings and our rides on the camels to the base of the Pyramids and the Sphinx which overlooked Cairo and the Valley of the Nile was a great new thrill for us.

After our trek through the Suez Canal and long voyage through the Red Sea, where the



Left to right: Isabelle McCrae, El Cajon Valley Chairman; Mrs. Ione Washburn, Hideko Yokoyama, Tokyo 99 Member-at-Large, and Hideko's daughter, Naoko.

marine science class members were allowed to dive for their precious marine specimens, our home ship, the MS Seven Seas, carried us across the Arabian Sea to far away Bombay, India. This took eight days of smooth sailing, and though most of us had not anticipated much in India, except hungry people and very poor sanitary conditions, we were pleasantly surprised to feel and experience the warmth and graciousness of the Indian people wherever we went. After five days in beautiful Bombay Harbor we proceeded around the Indian Peninsula, stopping briefly in magnificent, unique, picturesque Ceylon where we rode the elephants and took long rides through the tropical growths and then, on through the Malacca Straits to dock at Port Swettenham which is 35 kilometers from Kuala Lumpur, the capital, where all 265 of us, plus some of the Genram officers from the ship were wined, dined and danced royally, at the government house, by the Deputy Prime Minister of Malaysia. Everywhere we went the people were so nice to us that we were completely spoiled by this time and just like children, we kind of grew to expect a lot of attention and excitement every where we went and certainly we were not disappointed.

After leaving Port Swettenham, our cruise took us around the tip of Malaysia within sight of Singapore at 11:30 at night. I was disappointed because I always wanted to see Singapore, and there it was, more than a stone's throw and since it was entirely out of the question to stop there, we set our course for Bangkok, Thailand—in my estimation "one of the gems of the East"—loved that place and a busier place I have never seen. People were bustling around everywhere. It was unusual to see so many people, so busy—everyone had a job no matter how menial—there appeared to be no beggars and everyone seemed comparatively happy and well-fed.

After visiting the outstanding attractions—among them, the Palace Grounds with adjoining barns or boat house with gilded royal barges, the Temple of the Dawn, tour by motor launches along the many miles of canals (klongs), to visit the floating markets

and view the thousands of homes on stilts on the edge of the canals, we reluctantly left this paradise in Thailand and began our journey toward Manila in the Philippine Islands. Everything was exciting and different here—from "shooting the rapids" in a native dugout canoe with native music and dancing all around, to the visits with the lepers and the cholera and hemorrhage fever patients in the local hospitals and the planting and harvesting of rice in the rural areas and visits in the farm homes where families are large and people are contented and happy.

Then came Hong Kong, one of the most beautiful harbors in the world—and of course the refugee camps and the sampan housing areas which were a vivid contrast to the tall modern buildings which were evident on every side. Here, on our ship, about one hour before sailing time we were surprised by a visit from our fellow 99 Anne Bledsoe and 49½er, Jim, on an around-the-world trip in the opposite direction, by air. This was about the nicest surprise of all and we could scarcely believe our eyes when they suddenly appeared on board.

Taipei, Taiwan (Rep. of China) with its friendly, hospitable people made our voyage complete—our wish was their command. We were wined and dined and entertained at expositions, dinners, breakfasts, teas, luncheons, operas and had personally conducted shopping tours by the university students and even had a personal message from Madame Chiang at the Catholic Fu-Jen University on the last evening of our visit in Taipei. The Naval Medical Research Unit conducted a special tour for the world health class with walks along the narrow shopping districts, for a view of the poor sanitary conditions, a walk along the river in search for disease-carrying insects and poisonous snakes which are peculiar to this part of the world, and finally, there was a special military review for us by the Rep. of China's Army precision drill team after which we were invited to have pictures made with them and to shake hands with the members of the team before we departed. All this and more was a

part of the great reception given for us by the people in Taiwan (Formosa).

Then—all of a sudden, like a bolt out of the blue, we came to the realization that our trip was almost over. Even though there remained about three more weeks and a half, we knew there was only one more port before we reached our 50th state, Honolulu, and the stark realization was more than we could bear. We became very sad at the mere thought of returning to the States so soon, but we tried to make the best of it in the days ahead.

The days between Taipei and Yokohama were stormy and rough. The first night out we rocked and rolled like only a small ship can rock and roll but we tied ourselves in and rode it out. Really it was very exciting and we had begun to look forward to the excitement of the stormy seas. It seemed that few were seasick in comparison to our early days at sea or maybe we were just beginning to accept it as a way of life. Anyway there were few complaints as everyone prepared for the first big fling in Japan. This is a unique country—quite expensive I thought, but we were treated royally. Few seemed to speak or understand English but we learned to communicate in one way or another. There were several highlights in my visit to Japan—the first was the sight of Fuji in all her splendor as we pulled into Yokohama Harbor at the crack of dawn on Jan. 13th. She was beautiful with the sun spreading her rays over her vast snow-covered top. Of course my greatest thrill was the evening that I was privileged to spend with our fellow-99, Hideko Yokoyama and her charming daughter, 20-

year-old Naoko, who was our patient translator. They were most gracious hostesses and took my fellow American nurses and me to a quaint little Japanese restaurant where we enjoyed a delicious native dinner. Later we saw Tokyo at night before we returned by train to our ship at Yokohama. We also had the honor of meeting Papa Yokoyama who was a very charming host. Hideko was studying for her ATR rating and expects to be her husband's private pilot in his aircraft manufacturing business. Third, we will never forget our visit with the mayor of Yokohama and his aides. Since San Diego and Yokohama are sister cities, all the students and personnel from the San Diego area (around 21 of us), received keys to the city from His Honor Mayor Asukata, and we felt that this was indeed a climax to a wonderful dream.

Many, many more exciting things happened to us on this voyage around the world in 108 days—things that only return to our thoughts in our hours of dreaming—things that we shall never lose and never forget.

The 12 days at sea from Yokohama to Honolulu were filled with excitement. It was stormy and we tossed about like a cork, but this only seemed to be an anti-climax to our days and days of experience and even this did not prove to be an annoyance. As the students studied for their finals and the faculty prepared to conclude their teaching duties, we all became closer to each other in our relationships. We began to worry about the time when we reached home and we would no longer be in contact with our newly made friends all over the world—our own classmates and faculty

mates, our German crew and all the great, noble people of the world whom we had met and learned to love. And then after those 12 stormy days at sea, one morning before daybreak, there were the lights of Honolulu Harbor and as we sat outside the harbor, waiting for a place to anchor alongside Aloha Pier, we listened to the soft Hawaiian music on our radios and came to the stark realization that we were at last home—in one sense of the word it was home, even though many of us had never been to the Hawaiian Islands before. One day in Honolulu was not nearly enough time to see the things we would like to have seen but about dusk on that same evening we weighed anchor and sailed for home. Six mornings later just at daybreak, through the wisps of fog, the Golden Gate Bridge came into sight. We watched as we came closer and closer and as the pilot boarded our ship from the small pilot boat, we had all kinds of mixed emotions—our dream was ended, we would soon see familiar faces, and hands and banners waving to us from the pier and in the foggy, cold dampness which only San Francisco can hold there were tears of loneliness, tears of happiness as we realized that we were closing another chapter in our lives.

My only wish is that each of you will have this great opportunity at some time in your lives. It is without a doubt the greatest thrill I have ever had and I truly hope and look forward to another journey with the University of the Seven Seas in the very near future.

Isabelle McCrae, Chairman
El Cajon Valley Chapter

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