

JULY - AUGUST, 1965

Ninety-Nine News





JULY - AUGUST, 1965

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

Editor

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

International Officers

President

RUTH DEERMAN
405 Camino Real
El Paso, Texas

Vice-President

ALICE ROBERTS
719 W. Orchid Lane
Phoenix 21, Arizona

Secretary

BETTY W. McNABB
926 Third Ave.
Albany, Georgia

Treasurer

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

Executive Committee

DONNA T. MYERS
11603 E. 6th Place
Denver, Colorado 80010

LYDIELLEN "Lygie" HAGAN
South 1907 Oneida Pl.
Spokane, Washington

JOAN L. HRUBEC
16902 Dartmouth Ave.
Cleveland 11, Ohio

DEADLINE FOR NEWS—

The 20th of the Month
Send Copy To:
Dottie Young, Editor
6512 N. W. 20th St. Dr.
Bethany, Oklahoma 73008

President's Column

When I look back to that July two years ago it seems like only yesterday. I am afraid that the person who took office, was a little like that Juanta Doo-good character we created in the Dead-wood Chapter. I did want to do good.

That Juanta you selected, and re-elected last year was a dreamer. The goals she set for herself when she took this office, were naive, and unrealistic, but Juanta was sincere . . . perhaps, too much so.

Particularly, Juanta wanted to bring the International level and the Membership level closer together. She wanted every member to know and understand the work that is done, and, the plans that are made at the International level. She wanted each, individual, member, as well as the International Officers to know that the members ideas, and suggestions, are important. Juanta wanted every member, to see with her, the wonderful future that is ahead of us. A future that is within our reach, if we work together.

She soon realized, that she . . . by herself . . . could not achieve her smallest objective . . . and it was here, that Juanta's personality began to split. On the one hand, she began to suffer from an overdeveloped, maternal instinct. In her own mind, she became the "Mama Bird", and all of the members were HER 99s. Her concern was for each of you, and when any chapter began to ail, she wanted to rush to the rescue, and make it well again.

She wanted so much for all of you, and because she could not do it alone, the other side of her then, well split personality began to develop. She became insensed with the idea of having everybody work and work and work, in order to attain her goals. Juanta became the CHIEF, with many, many INDIANS. She was a hard taskmaster, a perfectionist . . . with a blacksnake whip.

When Juanta took office, she wanted to meet each of you. She looked forward to the fun of flying visits and she considered with delight, the great number of hours she would be able to enter in her log book. In order to meet you and spur you on, Juanta flew from coast to coast, from border to border and criss-cross from corner to corner; Chapter meetings, Section meetings, International meetings; The cabin of

an airplane became a home away from home to Juanta. She has flown more hours in the past two years and covered more territory, than ever before in her life. The entries she has made in her books are unbelievable. Yes . . . Juanta done good. Her log book shows a trip to Carefree, Arizona, to prove her prowess as a pilot. All of the other entries are recorded in her check book.

Juanta wanted you to know her dreams. The President' Column in the Ninety-Nine News became her "PULPIT." Every month, under her by-line, a solemn dissertation appeared in print . . . which she and everyone else referred to as her "SERMON."

To achieve her ambition of having every member-at-large feel that she too "belongs" . . . Juanta surreptitiously wrote letters with leading questions to these members. Their replies were sent to the Indian in charge of the Ninety-Nine News . . . with the command that the letters be published. Juanta done good with the Ninety-Nine News . . . It has been operating in the red for the past several months.

Juanta is the advocate of a strong Chapter. Chapters are created by members, and members are obtained from women who have learned to fly, women who once were student pilots. So . . . Juanta developed the plan for 66s. The students who haven't learned to fly right, but who because of their enthusiasm and their numbers and their eagerness to work, are an asset to almost any Chapter.

Juanta believed that Chapter Chairmen would benefit from an exchange of ideas, and an airing of their problems, so . . . Juanta developed the Chairman's Coffee . . . Juanta done real good. The leaders of the Chapters are exhausted from the enthusiasm of the 66s, and the Chairmen at each of the Coffees invariably receives a cup, but very little coffee, and no time in which to drink it.

In her role of CHIEF . . . Juanta considered the Executive Board to be a grade lower than Indians . . . and refers to them as the Hired Help. The Hired Help had been elected to do a job, and Juanta was going to see that they did it, or die in the attempt . . . To Juanta, a term on the Executive Board is an opportunity to prove your

worth . . . a training ground for the future Presidents of the Ninety-Nines. Juanta wanted a working Board that spoke its mind. Juanta done good . . . The first Executive Board meeting went off like a pink tea . . . the next few like a teenager's hullabaloo, but when the riot squad banged on the door in Phoenix . . . Juanta knew that at last she had a working Board.

International Committee Chairmen occupied a status just above the Hired Help . . . but not as high as Indians. Chairmen are appointed to do a job, and Juanta warned them that she expected a full work week . . . every week. As a check on their work week, Juanta initiated "the monthly report" and as a check on their accomplishments, she invented the "section score-board." Juanta done good. She became a past master with the prod pole, and most of the reports are addressed to Mrs. Captain Bligh, or Mrs. Simon Legree.

In order for the Ninety-Nines to live up to the descriptive title of quote . . . An International Organization of Licensed Women pilots . . . end quote . . . Juanta invested in a large map of the world and a box of pins. With the help of the roster, Juanta drew a bead and poked a pin in every one of the members-at-large . . . on the map. She used pins with white heads to signify neutrality. Juanta then addressed letters to each of the pin heads. In fairness to all, Juanta never used a bent pin, but the English Indians took the bait at the first cast. Juanta discovered that English Indians are eager Indians and in no time at all a British Section was in the making.

With the British Section practically under her belt, Juanta shifted her sights to the other pins on her map . . . those stuck in the members in other parts of the world. Sections in Canada, Northern Europe, the Mediterranean and the Caribbean are all in the making. It is true her heady success with the British Section left her unprepared for the contents of the foreign stamped envelopes . . . but Juanta done good . . . she went on a regular diet of Hassenheffer every Monday, Pizza on Tuesdays, Crepe-suzettes on Wednesdays, Swiss steak on Thursdays, Gefilta Fish on Fridays, but on Saturdays and Sundays she ate at home because her 49½er speaks Spanish.

From the time Juanta first joined this organization, her soul cringed when she heard anyone ask . . . "What are the Ninety-Nines?" High on the list of

'things to get done' was her promise to herself to provide an answer to this age old question. Juanta banged away on her typewriter and wrote a Sermon on the subject, she banged away with her gavel at every meeting of the Hired Help, she banged away with her black-snake whip at the International Chairman, she plagued the Public Library for books on the subject, and acquired the idioms of the trade like PR in place of Public Relations and the grey flannel suit bit, and Public Image . . . and she used these goodies . . . vocabulary-wise . . . at the least provocation . . . and, Juanta done good . . . Only two weeks ago, Juanta's 49½er struck up a conversation with a man at the Portland, Oregon, Airport. The conversation went something like this . . .

"You here for a convention?"

"Well not really a convention . . . it's a meeting of the 99s."

"The 99s? I know about them . . . they're all over Oregon. Practically every town's got one . . . it's amazing the wonderful bargains they sell for just 99c."

Yes . . . Publicity-wise Juanta done right good.

Now just as Juanta was sincere, in all sincerity, I, Ruth Deerman, have a confession to make. The past two years have been difficult for me. There were times when I questioned my ability to do the job you expected of me. There were times when those I counted on were unable to do their jobs, and I was bitter. There were times when differences of opinion seemed to threaten our very existence and I was afraid. There were times when the pressure of work seemed more than I could bear, and I questioned the importance of the things I was trying to accomplish. But with all of the difficult times, there were always the good things, too, to off-set them. There were times when a note at the bottom of a letter gave me the courage I needed to face a problem that seemed insurmountable. There were times when someone of their own volition did a job that needed doing with no expectation of reward. There were times when decisions I had made or steps I had taken received your unqualified approval, not necessarily because you agreed with the decisions or the steps, but because of your trust in me. There were times when some small recognition or some minor accomplishment for Ninety-Nines made the hours spent working on it more than worthwhile.

The reports that are given today will

show our achievements, but only time will tell the fertility of the seeds that have been planted to assure the future than can be ours.

For the privilege of serving in this your highest office, I thank you. It has been a wonderful and rewarding two years.

Ruth Deerman,
International President

Editor's Report

Being Editor has been an interesting and challenging job. The copy and pictures submitted have been voluminous and generally so interesting that I've done little deleting — and therein perhaps lies the problem.

For nine (of ten yearly) issues, printing costs are \$1,722.45 over the \$4,000.00 budget; postage is \$694.37 over the \$1,750.00 budget. The News has averaged 42½ pages per copy, including cover, and the average cost — on a straight line basis (printing, postage, covers & editor) — has been 42½c per copy, or a penny page! Average cost per copy, exclusive of postage—30.6c.

Many avenues of economizing have been explored: cheaper paper, smaller type, competitive printer bids, etc., without a satisfactory solution. We have gone to bulk mailing for domestic addresses—saving over \$100.00 per month, and to Air Service for foreign mailing—saving over \$30.00 per month.

To keep the News in its present, attractive, magazine form (which evidently meets approval of the membership) and to stay within the budget, it will be necessary to more carefully control size since the number of pages govern both printing and postage costs.

So — EFFECTIVE IMMEDIATELY, ALL NEW REPORTERS AND OTHER CONTRIBUTORS ARE ASKED TO ATTEMPT TO KEEP THEIR REPORTS TO TWO (2) PAGES OF COPY. (No restriction on pictures at present.)

Elsewhere in his issue is a format for preparing copy—more detailed, and we trust more helpful, than previous instructions — since many members have felt at a complete loss when asked to submit news.

You have all done such a terrific job of reporting and submitting news and I have so enjoyed the praise received as the result of your work—that I have consented to continue as Editor for the coming year. So—continue to send material to: Dottie Young, Editor, 6512 N.W. 20th St. Dr., Bethany, Oklahoma 73008.

1965 Convention Report

Attendance figures: 178 registered for Convention. Combining AWTAR and Convention—the Tennessee Chapter was host to over 350 people.

By Alice Roberts
International Vice-President

Ruth Deerman has again asked me to write a Convention report for the Ninety-Nine News. Since the AWTAR Terminus and the Ninety-Nine Convention were held together, several of the Race Entrants arrived ahead of scheduled events. I understand Janet Green, Mississippi Chapter, was the first arrival and I must have been one of the last.

Wednesday, July 7th, was the deadline for the TAR and was the beginning of many interesting activities. On the evening of the 7th we boarded buses which took us to the Rock City home of Mr. and Mrs. Edward Chapin. Mildred Chapin is a member of the Tennessee Chapter of 99s and was a most gracious hostess. They had planned a cocktail party on their patio, which overlooks a beautiful valley, but the weatherman didn't cooperate, and so they opened their doors and we all remained inside. Some of us did venture out between showers and all agreed we must make it a point to go back again when the sun is shining.

From there the buses took us to the Pan O Ram Club for a delightful buffet dinner. The view of the city at night was certainly panoramic and now we know where the club got its name.

Thursday 8th began the official activities of the 36th Annual Convention. This year, to be different, we had the Governor's Meeting at 10:30, followed by a luncheon. We all felt it was particularly successful. Most of the Governors were present and after the formal reports were given, we all entered into helpful discussions on the different problems and activities of the various parts of the country. The Middle East Section Report was most interesting covering the Seminar held by the Eastern Pennsylvania Chapter covering Navigation, Meteorology and Aero Dynamics.

In the afternoon the Chattanooga Retail Merchants sponsored a Fashion Show. I was unable to attend, but hear that it was spectacular.

The evening was filled with 'race talk' as we had the social hour, and then the Awards Banquet honoring

Coming Events

September 10, 11, 12, 1965
Northwest Section Fall Meeting
Medford, Oregon

September 11, 1965
Air Meet, Chicago Area Chapter
Dupage Co. Airport

September 17-19, 1965
Southeast Section Fall Meeting
Grand Bahama Island

September 23, 24, 25, 26, 1965
Southwest Section Fall Meeting
Salt Lake City, Utah

September 24, 25, 26, 1965
North Central Section Fall Meeting
Minneapolis, Minnesota

September 24, 25, 26, 1965
South Central Section Fall Meeting
Wichita, Kansas

October 1, 2, 3, 1965
Michigan SMALL Race
Grand Haven, Michigan

those who were in the TAR. Mary Ann Noah and Mary Aikens taking high honors.

Friday 9th began buzzing early. First there was the meeting on Ways and Means and, meeting at the same time, the Annual Chairman's Coffee. This event was so well accepted last year that it was decided to have it again. I am sure Ruth had spent hours working on all the details of the meeting, and it was her desire that many new and workable ideas come forth from this meeting.

During the luncheon Delta Airlines coordinated a 'Packing Clinic' for us, telling and showing where to save space when packing for flying. This was followed by the first general business session of the Convention.

For the first time the business meeting was divided into two sessions. We had hoped that it would give us a little more time in the meeting and also not require us to sit for such long periods of time. The Friday afternoon session consisted of the Call to Order, Invocation, Introduction of Officers, President's Annual Report, Appointment of three members to Read and Approve the minutes, Roll Call, Treasurer's Report, Budget Report and the Report of the Executive Board.

Friday evening's entertainment was

in conjunction with the Chattanooga Flyers Club, and we had Frank Kingston Smith as our speaker. At this same time we paid honor to our Charter Members. You know, we think we have come such a long way in aviation, and there is no denying it, but we really have to hand it to our Charter Members who, 36 years ago established a club with a purpose and to this date it has been a purpose on which we cannot improve. They really had a long range vision!!

Saturday 10th found us reconvening for the last portion of our business meeting and, let me add here, it was a good thing we had two days in which to complete our meeting or we would have never been through in time for the Convention Banquet. We recessed for lunch and heard the announcement of the Amelia Earhart Scholarship winners. There was an afternoon business session called and the meeting was finally adjourned about 5:00 p.m. Some of the interesting highlights of the meeting were: the Resolutions Report, with Resolutions 1, 3, 4, 5, 7, 14, 17 being rejected; 8, 9, 11, 13, 16, were accepted; 6, 10 and 12 were tabled.

The Tellers Report revealed that your officers for 1965-66 are: Alice Roberts, president; Donna Myers, vice-president; Betty McNabb, secretary; Ruth Rueckert, treasurer. The Executive Board Members elected were Susie Sewell, Lygie Hagan and Joan Hrubec.

The working agreement sent to all chapters for their consideration was accepted by the membership.

We received and accepted an invitation from the Western Washington Chapter to hold our 1966 Annual Convention in Seattle, Washington. This will also be the Start of the 1966 AWTAR, the race route being Seattle to Clearwater, Florida.

We also received an invitation to hold our 1967 Convention in the Middle East Section. There will be more details on this later.

If you missed this convention, I hope this report will fill you in on some of the activities . . . but more than that, I hope it makes you want to be at the next convention in person. So start planning NOW for SEATTLE IN 1966.

We all extend our thanks to the Southeast Section, Tennessee Chapter, and Dorothy Patten and all her Committees, who did such an outstanding job to see that we had a successful convention in Chattanooga, 1965.

NOTAMS

For the footloose and fancy-free, Pan African Airlines advises: "We should like to hire a female flight instructor. We are an American owned company and most of our expatriate employees are Americans. I think that a girl would find the job to be interesting and educational as well as profitable. We would be most appreciative for any help you may be able to give us. Donald B. Sittman, Managing Director, Pan African Airlines (Nigeria) Limited, Private Mail Bag 1054, Ikeja, Nigeria."

CALLING ALL WOMEN WITH AIRLINE TRANSPORT RATINGS. Would like to know the names and addresses of ALL WOMEN holding an ATR. Hope the Ninety-Nines can help in compiling a list of what is believed to be a small group. The FAA cannot supply this information since their records do not separate types of certificates except for statistical reports and even then do not breakdown as to sex, name and address. I feel this group should have more recognition for their proficiency and professional status and, if they are not Ninety-Nines possibly encouraged to become members. Send information to me, Dottie Young (address under masthead).

Lt. Commander Jack Smith on July 20th established a new single-engine altitude record of 38,500 feet flying a supercharged 210A Cessna — thus fulfilling a dream and goal of Joan Merriam Smith. The class record broken had been held by the Japanese since December, 1959.

AIR MEETS

SEPTEMBER 11 — Chicago Area Chapter Air Meet at DuPage Airport. Dinner and Awards — St. Andrews Country Club.

OCTOBER 1, 2 and 3 — Michigan SMALL Race. Grand Haven, Michigan. Entry deadline, September 15.

NOVEMBER 15-20 — Third Bahamas Flying Treasure Hunt. 1701 First National Bank Bldg., Miami, Florida, 33131, for inquiries or registrations.

SEPTEMBER 28 - OCT. 3 — AOPA Las Vegas Plantation Party featuring Clinics and Flight Courses.

PREPARATION OF COPY FOR 99 NEWS

DEADLINE

BY THE 20th OF EACH MONTH, EXCEPT OCTOBER AND JUNE. NO NEWS IN NOVEMBER, ROSTER PUBLISHED INSTEAD; JULY ISSUE IS COMBINED WITH AUGUST TO COVER AWTAR AND INTERNATIONAL CONVENTION.

HEADING

CENTER ON PAGE 1 ONLY:
(DOUBLE SPACED)

_____ SECTION
_____ CHAPTER
_____ REPORTER

GENERAL INSTRUCTIONS

1. ALL COPY MUST BE **TYPED AND DOUBLE SPACED** ON UNIFORM SIZE PAPER — **ONE SIDE ONLY** BEING USED. STANDARD 8½ x 11 INCHES IS MOST CONVENIENT SIZE.
2. SHEETS SHOULD BE PLAIN WHITE OR NEUTRAL (NO LETTERHEADS, PLEASE).
3. **ORIGINALS ONLY** — DO NOT SUBMIT CARBONS, COPIES OR MIMEOGRAPHED SHEETS.
4. NUMBER ALL PAGES IN UPPER RIGHT HAND CORNER: PAGE (1, 2, etc.) of (total number).
5. THE **FIRST LINE** OF EACH PAGE SHOULD BEGIN **NOT LESS THAN AN INCH FROM TOP** OF PAGE, AND THERE SHOULD BE A **BLANK MARGIN OF AT LEAST ONE INCH ON THE LEFT SIDE OF EACH PAGE**.
6. USE A **SEPARATE PIECE OF PAPER** FOR ANY NOTES, NOTATIONS, INSTRUCTIONS, INQUIRIES, ETC., FOR THE EDITOR.

CONTENTS

1. ATTEMPT TO KEEP YOUR REPORT TO TWO PAGES OF COPY
2. KEEP IN MIND THE NEWS IS FOR ALL NINETY - NINES — ALL OVER THE WORLD.
3. COPY SHOULD BE OF INTEREST TO OTHERS AS WELL AS MEMBERS OF YOUR CHAPTER. PURELY PERSONAL REFERENCES HAVE LITTLE OR NO MEANING TO MEMBERSHIP AS A WHOLE; INTIMATE TYPE REFERENCES SHOULD BE CONFINED TO YOUR LOCAL AREA COMMUNICATION MEDIUM. NEW RATINGS, FLYING ACTIVITIES, SPECIAL PROJECTS, OUTSTANDING SPEAKERS, ETC., ARE OF MORE INTEREST TO OTHER NINETY-NINES THAN A MENU DESCRIPTION.
4. PREPARE YOUR COPY WITH ITEMS IN THE ORDER OF IMPORTANCE. THE LAST PARAGRAPH(S) WILL BE DELETED, SHOULD IT BE NECESSARY TO REDUCE THE VOLUME OF COPY.

PICTURES

1. BLACK AND WHITE PRINTS ONLY, GLOSSY FINISH PREFERABLE. COLOR PRINTS WILL NOT REPRODUCE. 8 x 10 SIZE MOST SUITABLE BUT SMALLER ONES CAN BE USED.
2. DO NOT WRITE ON BACKS, BUT ATTACH NAMES AND OCCASION OR INFORMATION (**TYPED AND DOUBLE SPACED**) TO THE BOTTOM OF PICTURE WITH SCOTCH TAPE SO THAT IT MAY BE FOLDED OVER OR UNDER PICTURE AND REMOVED FOR PRINTING. INCLUDE ANY PHOTO CREDIT WITH TYPED INFORMATION.
3. IF YOU WANT PICTURE RETURNED — ATTACH A NOTE, GIVING NAME, ADDRESS AND ZIP CODE FOR MAILING.

* * * *

THESE INSTRUCTIONS ARE BASICALLY APPLICABLE TO ALL COPY SUBMITTED FOR THE NEWS, WITH AN APPROPRIATE CHANGE IN HEADING.

Oregon Chapter's Rose Festival Float

By RIVKA PRATT

June 18, 1965

Rose Festival time is usually a real great time, but this year Rose Festival meant a great deal more to me than it ever has before.

Way back in January when JUANITA ELLINGSON got the idea of having a float "with an airplane flying out of a scrap book with AMELIA EARHART's picture on one page of the scrap book and her name on the other", it seemed that it would be an impossibility to carry out. However, when MARIAN BUSBY presented drawings, and the information that we could have motive power that was going to be scraped by her company, together with any supervisory and advisory facilities we might need, to us at the February meeting, it looked more like it could happen. Lots of inquiries were made regarding materials, flowers, etc., and on May 12 we finally started construction of OUR FLOAT. Welding, burning, shaping of chicken wire, pasting papiermache (which has to be put on after the basic shape of the float and fastened with tiny wires poked through to the inside and back to the outside, and vice versa, to hold the framework in place. JUANITA's two little girls, PAT and BARBARA, were able to get into some of the tiny places the 99s couldn't quite fit into, so they helped greatly. They helped most by being wonderful, good little girls while their mother spent most of her days and nights in the construction of the float. ARDEN, her 49er, was tremendous. He was there hour after hour, supervising, instructing, goading, morale building, smoothing out difficulties that came up. In fact, our appreciation goes to all the 49½ers who so generously gave us their support, actually participating and understanding tired, cranky, dirty, sticky-fingered wives with blue finger nails, and having to eat TV dinners.

FERN LAKE, chairman of the Boise, Idaho, Chapter, came down for a day and helped paste on papiermache. MARGE COLTON, from Nebraska Chapter, was there for several hours cutting daisies. Even a complete stranger, MRS. ILLIG, from Tigard, Oregon, and her little daughter, JAN, sat down with us and helped cut flowers "just to help out".

Several amusing things happened during the construction of the float. After about four hours of difficult welding, ARDEN started looking for his goggles. They searched and searched, and finally found them welded to the frame and had to burn them out.

Finally we got to the part of working on the flowers. 10,000 had to be dyed light blue and 10,000 dyed dark blue to carry out our color scheme. One evening, during the process of dyeing the flowers, MARCELLA OTHUS walked up to CHARLOTTE DODSON, who had a can full of flowers, dye and water, and said, "Is that light or . . ." CHARLOTTE replied, "No, it's heavy" and just at that moment she can slipped completely dousing MARCELLA with blue dye from head to foot. IMA PETERSON, who was standing nearby with a hose filling cans, turned abruptly when MARCELLA yelled out, was surprised and automatically lifted the hose, starting at the bottom and MARCELLA got another shower, but from foot to head.

Pasting the daisies, all thirty thousand of which had been cut off flat at the base of the flower, to a papiermache surface was a real job. IMA PETERSON claims you haven't really lived until you have lain on your back for a couple of hours pasting flowers on the bottom side of an airplane. CATHIE ELMORE worked for seven hours straight just on the features of AMELIA EARHART (the entire picture required four people working 12 hours), made up of 1500 orchid petals (and daisy petals) which were dyed to carry out



OREGON CHAPTER'S ROSE FESTIVAL FLOAT

the shading of the picture. After being dyed they had to be lifted separately and laid out on paper to dry out before being used. JUD HURLBERTSON, design draftsman for Portland General Electric, supervised the picture. It looked so real it seemed as if she might start talking at any moment.

When we first started cutting white daisies, we were pretty particular and any that looked scroungy we threw away. Before we finished we had gone back into our heap of garbage and dug out some of the "scroungy" ones to use to finish up the scrap book. Even then we were short, and because one of the professional float builders, DON BENT, had some 5000 white daisies stolen which he had picked up from another float builder at 3:30 Saturday morning, he had to rip off layers of daisies from the float BEN HUR to finish another of his floats. Two of our 99s, ROSETTA VANELL and BONNIE ——— (a student pilot from Albany) laid on planks on their backs ripping off daisies and salvaging them for DON and for ourselves. They replaced the daisies with peony petals and sprayed them yellow. If it hadn't been for these to 99s, DON's float wouldn't have made the parade and won the Governor's Trophy. Because of the terrific strain on the wiring in the old building from which we were drawing our lights, we were in the dark more than we had light, and if you don't think it is a job to paste daisies in the light, just try doing it in the dark, and by feel! However, MARIAN BUSBY came to our rescue time and again when the lights went out and called the Portland General Electric crew to come and get us back in business again.

LILLIAN LEWIS is surely starting her fiancé out right to make him a good 49½er. He was down there for hours with her helping us out. LILLIAN worked for hours trimming the rough edges off the 99 emblem on the front of the float and the lettering on the sides so they would show up more distinctly. They looked BEAUTIFUL.

Many hours of labor were given to DON BENT, professional float builder from California in exchange for 15 gallons of glue to paste flowers, and many construction items, like hog rings, welders, etc., without which we would have been lost.

Please realize that every inch of our float that could be seen had to be completely cov-

ered with flowers. Then you can begin to understand what a job this was. Our float was 10 ft., 2 in. wide, 15 ft. high, and 35 ft. long.

Just before the float started out of the arena in which it had been constructed, I happened to notice that one of the struts leading from the bottom of the plane to the axle was white and the other blue, so I asked if that was the way they were supposed to be "Heavens no," screamed JUANITA, "Where's the paint spray can?" It was found somewhere in the depths, a few shots of blue spray, and the float was on her way. We had red and green direction lights, a rotating beacon, and a moving propeller on our little plane. MARIAN BUSBY was the driver and JUANITA ELLINGSON did the motivating.

While the judges were discussing the float in the parade grounds before the parade started, MARIAN was already in the bowels of the float, out of sight. One of the judges saw the picture of AMELIA and shouted, "Hey, did you see this. I've never seen anything like it in all the years I have been judging floats. It's fabulous!" MARIAN almost exploded. "And to think it was all done by women," said another judge. "Those flowers are put on the most meticulously I've ever seen on a float," said still another. The floats are judged 40 points for originality of design; 20 points for artistic appeal; 30 points for predominance of flowers; 10 points for development of the theme of the parade "Out of the Scrapbook". We had 'em all for we got the BIG BLUE FIRST PRIZE RIBBON.

While the float was sitting on the parade grounds, people would walk perilously close to it, their coats and skirts brushing off flowers. At one point RUTH DEERMAN walked over to a man and politely said, "Please, sir, don't stand so close to our float. You might brush off some of the flowers." We finally formed a cordon around the float to keep people from getting too close to it.

RUTH DEERMAN and her 49½er CHARLIE, and her mother, MRS. KATIE GILLETTE, arrived Friday evening, after a very trying trip. At Los Angeles they were held up with a flat tire on their plane, and then engine trouble. Finally, after waiting for over two hours they gave up trying to fit it, unloaded all the passengers and baggage and transferred them to another plane, leaving Los Angeles at the time they should have been

arriving in Portland. When they arrived at Portland International Airport, three Royal Rosarians went out to meet the plane, presented RUTH with a beautiful bouquet of flowers, a corsage for her mother, and a boutonniere for CHARLIE. BETTY PRAKKEN, ETHELYN OPHEIM and JEAN ABBOTT met them at the airport and their first stop was at float headquarters. CHARLIE wandered around where the other floats were being constructed (17 of them), shaking his head in amazement and saying it couldn't be done. He was even more amazed at "all that fresh water in the Columbia River being dumped into the ocean; the Rio Grande is a mere trickle beside it". After a short stop visiting with us they were taken to their quarters at the Sheraton Motor Inn to rest up for the days ahead. Escorts were provided for their entire stay.

The dresses designed by LOU WICK of Eugene were a real dream. They were made of a light blue sugar and cream material (orlon) and were perfect fits. Shoes had been dyed to match the dresses. RUTH DEERMAN and ROSE MARIE STOLSIG were on the scene bright and early (8:00) for the judging Saturday morning.

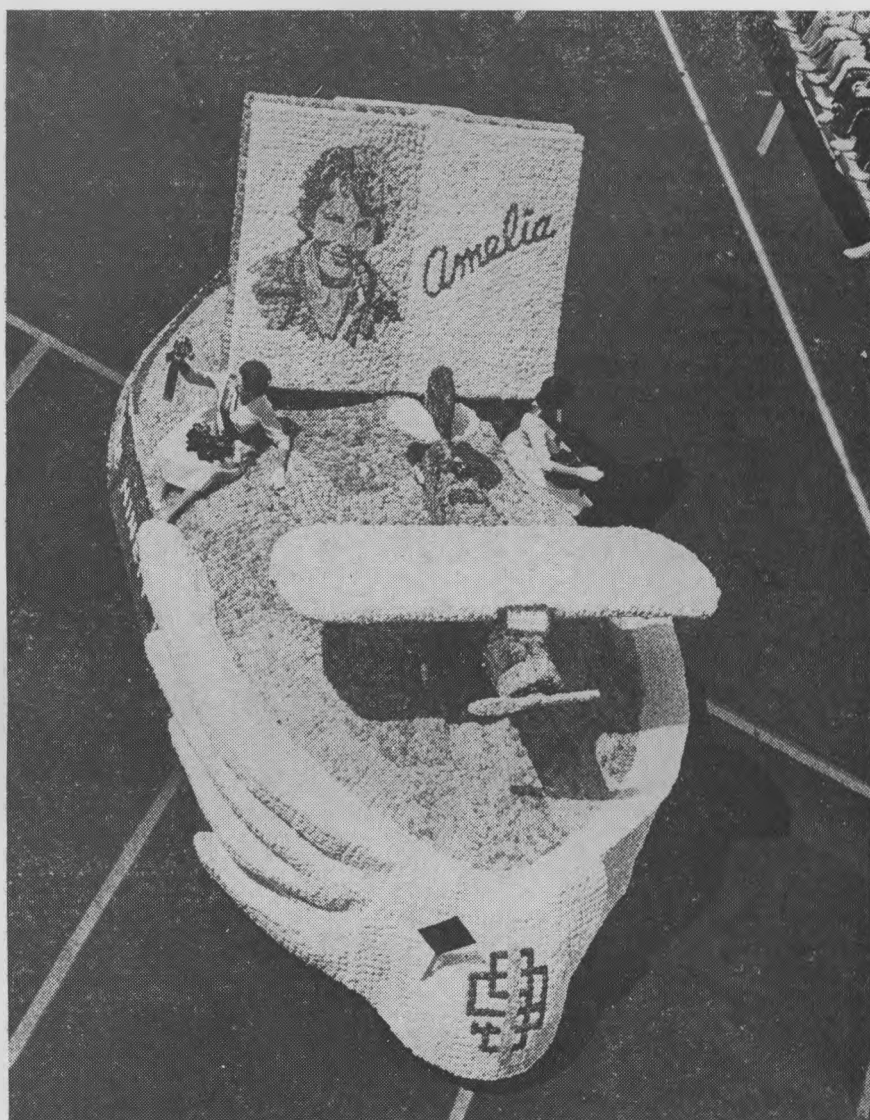
On the parade ground CATHIE ELMORE had a paste pot in her hand and a few flowers and when someone would accidentally brush over against the float and knock a flower off, over she would go with her glue pot and stick it back on. Her son, BILLY, and her 49½er, BILL, worked with us all night Friday night. Before I forget, STEPHEN and RANDY, BETTY PRAKKEN's two sons, and BARBARA DAUFEL's son, CRAIG, were tremendous help. Young legs run errands and pick up things much easier than older ones. Thanks, kids, you sure did your share. Finally, at 9:45 a.m. Saturday, June 12, 1965, RUTH DEERMAN and ROSE MARIE STOLSIG climbed into position on the float and they were on their way with RUTH very proudly displaying our BLUE RIBBON. After the parade started, JUANITA and MARIAN discovered that instead of a box of hand tools they had a box of orchid petals in the float with them. 7,000 people saw the parade from the coliseum; 400,000 saw it from the street besides thousands of TV viewers.

The wonderful thing about this whole project was that someone tossed the ball and everyone came forward and cooperated to make it a success. Something that takes a lot of hard work is a wonderful way to weld a group together.

About 20 of the girls were at a luncheon planned at Pilaski's Hillvilla Restaurant Saturday noon and that evening a dinner was held at The Quay, in Vancouver, Washington, just across the Columbia River from Portland. About 18 were present RUTH DEERMAN (on behalf of Skyways, Inc., Troutdale, Oregon) presented ARDEN ELLINGSON with a beautiful trophy on which there was a man standing with his thumb in his lapel, his legs crossed, and upon which had been engraved "To the Outstanding 49½er of 1965." She also presented to MARIAN BUSHY (also from Skyways) for her part in engineering the float to competition. On it was inscribed "99s Rose Festival Participation — from the Heart of Oregon's Aviation and Skyways, Inc".

JIMMIE KOLP, from Electa, Texas, flew up for the parade and attended the dinner as a surprise for RUTH DEERMAN.

The weekend was not over with the banquet. Sunday, June 13, a picnic was planned at Champog, about 30 miles southwest of Portland, one of our historical spots. Jupiter Pluvius was wonderful to us before and during the parade, and it looked like he was going to continue to grace our picnic for quite some time. There were about 130 99s, 49½ers and their families in attendance. The "fly-gals" are also very good cooks we found out. BOB DUNN, Oregon State Board of Aeronautics, and DON WANAMAKER, president of Oregon Pilots Assn., were present from Eastern Washington Chapter MR. and MRS. CORNIE HAGEN (LYGIE), and MR. and MRS. SHIRL SHIN (MILLIE) were also



INTERNATIONAL PRESIDENT RUTH DEERMAN proudly displaying THE BLUE RIBBON as she and ROSE MARIE STOLSIG ride the Oregon Chapter's 99s Float during the Rose Festival Parade.

there. I had arranged with SID WAGNER, a well known banjoist (who used to play at the Silk and Satin Restaurant for a long time) to be at the picnic with his wife, ARLOENE. Everybody had a ball singing songs that we all knew, and a few we didn't. About 3:00 p.m., however, old Jupe gave up the ghost and the DEERMANS were initiated with a real Oregon rain. Ordinarily we have nice "Oregon mists", but this was no mist. JOAN BUERRMAN saved the day by inviting us over to her house near Beaverton. We formed a caravan and all 15 of the cars that started got there. JOAN graciously permitted me to play her beautiful organ and SID and I continued the music, but not much singing went on here—it was mostly visiting and listening. Needless to say I had a real ball. I'd rather play than eat, and I do like to eat. SID was tremendous in making our picnic a real huge success.

Gals, if there are any of you I have not mentioned, or your 49½ers, please forgive me—I tried to cover the waterfront well — everything — every last little thing — that you all did was so much appreciated. Thank you.

On May 29 we had a meeting. Even though most of us were so busy with the float some of us managed to get away and go down to

Warrenton, Oregon (near Astoria), where our hostesses, RITA GINN, LUCY DRUCKER and GLORIA CORDER had some nice things in store for us. BETTY PRAKKEN presided at the meeting since the weather did not cooperate and it was too great a distance for those in the southern part of the state to drive. A letter from the Las Vegas Chapter was read re: JOAN MERRIAM SMITH Award. On May 12 a California congressman introduced a joint resolution memorializing JOAN. It was urged that we all write our own congressman, and urge passing of Resolution HJ 464. The Flight Service Station at Redmond, Oregon, invited us to the Oregon State Seminar to be held there in July.

ETHELYN OPHEIM reported that releases had been sent to 20 members of 99s in 20 separate towns, the Oregonian, Oregon Journal, Northwest Flyer and TV and radio spot announcements the week of June 1, publicizing our float.

Our hostesses for this meeting arranged for us to visit the new Tongue Point Coast Guard Helicopter Rescue Base. Our tour was conducted by CMDR. LAWLIS. GLORIA CORDER's 49½. HARLEY R., furnished all the transportation.

Our Charter Members

EXCERPTS FROM CHARTER MEMBERS UNABLE TO ATTEND THE CONVENTION

"I have postponed writing this letter as long as possible because I dislike sending my regrets to your most cordial invitation to the Chattanooga meeting of the Ninety-Nines. However, it's not as if I were LOUISE THADEN, OPAL KUNZ, MARJORIE STINSON or BOBBI TROUT, whose presence would add much to your meeting. Even so, I would come if it were possible.

JOSEPHINE 'JODIE'
WOOD WALLINGFORD"

"I am so sorry that I cannot attend the "Command Performance" in Chattanooga. Unfortunately I have a family one right here at home. My sister's husband died a few weeks ago after a very long and dreadful illness. I urged her to take a Great Lakes Cruise with me this summer while her son was in camp, and that, of course, would turn out to be the first two weeks in July. Our tickets are signed, sealed and about to be delivered, so, sadly, I must say that I am 'unavailable.'

It would be fun, though somewhat unnerving, to see again some of my one-time colleagues. If their memories are as unreliable as mine, few of us would recognize each other.

But truly I regret my inability to come to the Convention. It is gratifying to know that I had a small part in originating a now international organization, though I fear that presently I am a weak sister.

Regards to any who may remember me.

JEAN DAVIS HOYT"

"Found your letter on my return home from meeting my newest grandchild. I do greatly regret that I simply cannot be a prop for the meeting in Chattanooga next month. I feel I owe it to everyone's efforts in digging us all up, but the fact is, I have myself sealed, signed for and paid for an untransferable seat on a charter flight to Europe coming up next week. I am truly so sorry.

MADELINE KELLY ROYLE"

"Your beautifully expressed invitation certainly beckons me to your Gala Affair. I do want to "pay the piper" so very much, but honestly I am not at all sure it will be possible . . . Seeing old friends and meeting new ones is

1965 - 66 Membership Directory

The 1965-66 Membership Directory (Roster) is scheduled to be in your possession in November 1965. (No November News due to printing the Roster). However, in order to meet the schedule — **Headquarters must have the following PRIOR TO SEPTEMBER 30:**

1. A picture of each International Officer, each member of the Executive Board and each Section Governor. These should be at least 1½" x 1½" (preferably larger) in a glossy black and white. (If you are a re-elected officer and have a recent picture on file at Headquarters that you wish to use — advise Headquarters.

2. Complete listings of Section and Chapter Officers, Membership Chairmen, News Reporters, etc. Please return completed election forms to Headquarters as soon as election results are known.

3. Notification of any change of address or name not previously given, including ZIP CODE.

4. The names of Ninety-Nine members deceased during this past year.

5. Any changes, additions or deletions in the "Articles for Sale" section of the Roster.

Roster preparation is the responsibility of Headquarters Secretary and the Headquarters Committee and has no connection with the Ninety-Nine News — other than the Editor is usually a member of the Headquarters Committee, if practicable.

Headquarters Secretary &
Headquarters Committee
THE NINETY-NINES, INC.
International Headquarters
P. O. Box 99
Oklahoma City, Oklahoma 73101

always so wonderful. You and the organization do us much honor in doing all these nice things!

BOBBI TROUT"

"I was so delighted to get your letter, for I can still see AMELIA EARTHART sitting on the edge of the platform (you know how delightfully boyish she could look) as we voted her unanimously first president of the 99s.

I do wish I could join you in Chattanooga July 9-10, but it really is impossible. You see, I have been completely blind for five years and I just could not undertake such a journey alone. Besides, an old friend who looked after me the first year of my blindness will be here from Florida.

Give my love to all of the 99s and tell ALICE HAMMOND to write to me. My best wishes for a wonderful Convention as I know it will be. You 99s have always been close to my heart, and I get a great kick each year when someone reads to me an account of the Powder Puff Derby. I know you'll have a great Convention.

VERA BROWN"

"It is quite an honor to be given 'Life Membership' in the Ninety-Nines even though I will be unable to put in that 'Command Performance' which you so graciously extended.

Being one of the many civil service

employees at Sheppard Air Force Base and assigned to the Accounting and Finance Division, we are not permitted to take leave during the months of June and July. This is the close of one fiscal year and the beginning of another. During these two months we literally, not figuratively, have our noses to the old grind stone with many overtime hours thrown in for good measure. Never having been east of the Mississippi River would have given me an additional thrill.

I sincerely hope that the remaining 99s will be more fortunate and can be present to bask in the warmth of this signal recognition which is being accorded to the charter members.

EDWYNA McCONNELL THRO"

"It was very thoughtful of the 99s to include the Charter Members for honorary life membership in the organization and I wish to express my appreciation to you.

I regret that I will be unable to attend the Convention at Chattanooga, Tennessee, in July.

ESTHER COMBES VANCE"

"Thanks so much for your kind letter with the 'Command Performance' invite to attend the Club's International Convention in July. I'm sorry to say I shan't be there, and wanted to let you know promptly. I do feel badly about

this, and only hope the other Charter Members will be there in great number.

OLIVIA 'KEET'
MATTHEWS MAUGHAM"

"If you wanted me to 'pay the piper' for my Life Membership, it would have been much kinder to have sent a bill for about thirty years past dues. Then I could have sent you a check (I think) and gone my way, undisturbed. Instead you extend a gracious invitation to the International Convention which, unfortunately, I cannot accept. My husband and I are planning a Canadian vacation in July; otherwise, I'd be so very happy to come to Chattanooga.

I'm certain you will have a wonderful and successful Convention, and I'm truly sorry I cannot join you. Perhaps I may be able to do so at another time.

I received my first copy of the 'Ninety-Nine News' and enjoyed reading every word of it. From the enclosed you will see that there is a slight error in the address. Will you have it corrected? When the next issue is sent there might be a new or substitute postman on duty who won't bother to check the address carefully. I'd hate to miss a copy of the 'News' now that I have sampled it.

THELMA ELLIOTT GIESIN"

"It would mean a great deal to me to be able to fulfill my end of the request and to be with you all in Chattanooga. Unfortunately, I won't get out of the hospital until the middle of June and will then be house-bound for some weeks. I was in traction for 3½ months and am just up so this is understandable.

Please say hello to everyone for me and express my very sincere appreciation to the 99s for giving me a Life Membership. It is good to have all of the news of the members and find how active a group it has become. It seems a far cry from the 20 of us that first tried to get together.

MARGARET WILLIS SMITH"

"In spite of the nice way in which you put the finger on me relative to attending the 1965 Ninety-Nine Convention 8-10 July with its 'special feature' of the 'Old Timers Dinner' I don't at the moment see how I can do so, as much as it would pleasure me.

As you may know, I have promised to act as one of the AWTAR Terminus Judges, and this will entail the most time away from our Laboratory that I can possibly squeeze out. If there are no protests I even plan coming back

Kudos To Flying Magazine

Mr. Edward D. Muhlfeld, Publisher of Flying Magazine, impugns any question of doubt, regarding historical interest in the 'Round the World flight of Joan Merriam Smith, by starting a JOAN MERRIAM SMITH MEMORIAL FUND. With a kick-off contribution from Flying Magazine of \$100.00, and a goal of \$5000.00, the fund will be used to build a 1/10th scale model of 3251P and a bust of Joan to be placed in the SMITHSONIAN INSTITUTION NATIONAL AIR MUSEUM. To ensure a dignified and proper handling of the Memorial Fund, Mr. Muhlfeld consulted with attorneys and set a criterion for the Committee. Mrs. Fran Johnson, Las Valley Valley Chapter 99s, was asked by Mr. Muhlfeld to serve as the Chairman of the ad hoc Committee; she accepted; with approval of the International Executive Board of The Ninety-Nines, Inc., Fran was appointed the Chairman. Fran will accept, deposit and hold in trust, all monies received for the fund. She will be bonded. Mr. Rex Hardy, Trust Officer, Bank of Las Vegas, will serve as the Joint Trustee for the fund. The only expense to the fund will be the premium payment of the bond.

Mr. Muhlfeld, Mrs. Fran Johnson and Mr. Paul Garber, Curator of the Smithsonian Institution, will serve as the Fund Board for the contracting and final placing of the model and supporting material into the museum. Check or money orders should be made payable to:

JOAN MERRIAM SMITH MEMORIAL FUND
and mailed to:

Mrs. Fran Johnson, Chairman
JMS FUND
Post Office Box 486,
Las Vegas, Nevada 89101

All who contribute \$5.00 or more will have their names included on a scroll which will be part of the supporting material placed in the Smithsonian Institution National Air Museum along with the model of 51P.

here on the 7th, missing the Awards Dinner. That is just the way the ball bounces.

I feel quite badly about missing so important an occasion. It would be wonderful indeed to see and talk with the passle of Charter Members I am sure will be present, as well as the other Ninety-Nines. I trust you will remember me to them; and not think too unkindly of me because of my inability to be with you all in person, I shall certainly be there in spirit.

LOUISE THADEN"

"Firstly, let me apologize for my shameful delay in thanking 'the 99s' for making me a Life Member. I am thrilled and honored, and it is great to once again be in contact with you.

I can't think of a nicer way to 'pay the piper' than by attending the International Convention in July, but unfortunately, I broke my hip last June (tripped over a rug) and I am still hobbling around with the help of a cane.

Even tho I have not done any flying in years, I still have a keen interest in 'the 99s.' I would so love to see some of the old timers again! Oh well, some day, somewhere, maybe. Meanwhile, say hello to anyone who may remem-

ber me and keep the bulletins coming, please!

MARJORIE MAY LESSER
VAN ANTWERP"

"Your exciting letter about the International Convention in Chattanooga, Tennessee, July 8-10, came while we were off on one of our camping trips up in the High Sierras.

I was truly thrilled to receive such a special invitation to attend the Convention, and indeed wish I could be present, complete with my grey-hairs and old helmet — and goggles, etc., to join with the other 'Life Members' for the pay-off now due for the honor of our recent promotion from Charter status.

It actually sounds, as you describe it, like a further honor — to be given special recognition at the Convention — to us, old-timers who happened to be buzzing around in the wild blue yonder when the 'Ninety - Nines' was first thought of — those days when our basic-flying rules included 'Keep the Nose DOWN on the turns' — 'LEAN with the ship' — 'LAND from the feel in the seat of your PANTS' and (as my old Canadian RAF Instructor used to impress on me) — 'BE SURE you have plenty of water in the RADIA-

TOR.' Flying for you gals in your fancy modern aircraft seems so purely technical and prosaic!

Since we both retired, (TOM from his executive - pilot job and me from a law-office), we are gone a great deal in our Alaskan-Camper through the summer months especially, and our plans are to off to Vancouver Island in July — So I can only say I will truly be with you all in spirit and am sure the gathering will be a real success. Perhaps I will hear details from some of the old Bay Cities Chapter friends.

PHYLLIS GODDARD PENFIELD"

"I am heartsick to have to write you that I am, after all my planning, unable to come to the Convention.

Several things have conspired to make it impossible for me to be so far away from home at this time. However, FLORENCE MOODY and I are in San Diego to help — and to see the race start — then home quickly.

As you can imagine, I am very disappointed to miss being there for the 'Old Timers Dinner.' Would you please tell them 'hello' for me — and how much I would enjoy renewing old acquaintances — and meeting many I have never met. None of them would remember me as HOLFELDER, but some may as PEACOCK.

Thank you, RUTH, for your letters. I am sorry to let you know so late.

ACHSA PEACOCK HOLFELDER"

"Have been hoping to be with you all at the reunion—so waited till the last minute—now it is not possible to get away—and I shall be the loser. But my thoughts will be right there with you wonderful gals. You have all done so many wonderful things. Am just proud to be one of you—love to all.

TEDDY KENYON

"Phoned the Read House and cancelled my reservation as PAUL could not get away to work for me. What a shock. Needless to tell you how hurt I am. I so wanted to be there to see all of the girls, the only comfort I have is that I know this is part of God's plan for me. However, my spirit will be there.

VIOLA GENTRY"

"I am heartbroken too! That I can not come to your Convention to see you all. Still today was a hope to make it, but now the time is too short to be there.

I hope you will have a wonderful and interesting time there. It is nice that

Members-at-Large

Canada

Dear Ruth:

It is some time since I received your letter asking for news of my flying activities. My personal flying has been practically nil because in December we traded our Bonanza for a Travel Air, and I have not as yet received my Twin rating. I have been doing a lot of flying with my husband MERV.

In March 99 member RUBY McDONALD and husband JIM from Brandon along with MERV and I flew to New Orleans and enjoyed the trip.

During Easter vacation MERV and I took our two children on a short trip stopping at Minneapolis and Chicago.

We are planning on taking in the AOPA Plantation Party at Las Vegas this year (Sept. 28) so hope to meet more of the 99 members.

In June we enjoyed having four members of the South Dakota Chapter pay us a visit. They were AUDREY BAIRD and GEN OLESON from Dickinson, and KAY BOGEL from Bismark in one aircraft and WANDA BUSFIELD from Belle Fourche who brought along her husband DICK and her daughter and niece. We received publicity from our local newspaper and TV station on their flight. We hope to pay them a return visit some time this fall.

Will send more news from Brandon at a later date.

With kindest regards,

Sincerely,

GEORGIA KRAELING

—O—

Canada

Dear Ruth:

First, I would like to say how pleased I was to receive your letter. I am sor-

you will send me all information about this 'Coming-together for newspapers.'

All luck and success for your Convention, happy landings further.

THEA RASCHE"

"I would simply love to be there with you all, but since this is impossible, I'm sending along some silent, screaming NOSTALGIA for your amazement; just my way of 'Paying the Piper' for my cherished Life Membership in the Ninety-Nines. And I couldn't resist including some of my family in the nostalgia, also.

I want you to know how very proud I am of each and every one of you. Have a great time in Chattanooga, and tell me all about it later.

MARJORIE STINSON

ry I am late answering, but when I received your letter in Montreal, we were in the process of moving back to Toronto.

I am proud to be a member of the Ninety-Nines, although I feel somewhat unworthy when I read and hear of my fellow members. Anyhow, I shall try to tell you something about myself.

Oddly enough, there wasn't any reason for me to start flying as my relatives and friends were not pilots and I didn't have any personal connection with flying except as a mode of transportation. I always had a hidden desire within me to fly myself. This desire showed itself when, all of a sudden one Friday morning, I found myself on the way to the flying school at Island Airport in Toronto . . . with a little encouragement from my husband. Needless to say that first flight sold me, although I will admit I was slightly wary of the whole thing. I didn't know a rudder from an aileron, etc. It didn't take me long to get things sorted out as the old flying bug bit me and I found myself taking lessons more frequently than I had anticipated. This was in July of 1964, and after adding a few more grey hairs to the head of my instructor, enjoying the thrill of my first solo flight, putting in hours and writing my D.O.T. exams, in December '64 I received my Private Pilot License.

I took my lessons in a Cessna 150 and when we moved to Montreal in December, I checked out in a 172. In Montreal it was just flying for pure pleasure and making short hops from Montreal to Ottawa, etc. Last Mother's Day I took a 172 to Ottawa and took my (frightened to death of planes) mother up for a ride. She thought it was terrific, and it was a big thrill for me. I just love flying and my enthusiasm has rubbed off on some of my friends and relatives and now they are taking lessons. My 3½-year-old son thinks every mother flies an airplane.

I didn't realize so many women did fly or I think I would have ventured into it a long time ago. On my first day at the airport as I stood shaking at the knees and trying to look cool, calm and collected while waiting for my initial flight, I saw EDITH DENNY giving her Piper Apache a check before taking off on a trip. When I heard she actually flew the plane, needless to say I was impressed. Of course, I guess Edith is no stranger to you, as she was the one who introduced me to the Nine-

1y-Nines, and her flying would impress anybody.

As you can see, this is really a complete new field for me that has wrapped me up completely and broadened my horizon. Right now I am just a Private Pilot with single-engine land rating, but I have a driving desire to improve my ratings. My husband and I were seriously thinking of purchasing a 172 or 180 and when it got right down to brass tacks, I realized I needed more experience to thoroughly enjoy our own plane. After my Commercial and Instrumental, we will enjoy having our own plane.

When we were down to Florida last winter, we took a 172 up from Ft. Lauderdale International (Sunny South) and flew around Miami and the coast line. It was truly beautiful. Our schedule was too tight to fit in any more personal flying or I would have taken out the temporary license that the U.S.A. requires of Canadian Pilots flying U.S. registered aircraft. Next winter I plan on doing this.

On May 15th I was planning on taking a plane over to Burlington, Vermont, to the air race; as it is just a hop from Montreal, and see exactly what you people do, as it is all so new to me and I am very interested. Unfortunately May 15th found me flat on my back in bed with a flu that was going around and this is unusual for me. I was really sore at myself for picking such a time to be ill, as I was looking forward to seeing it and meeting some of the girls.

I trust I have answered some of your questions. I am green in the wonderful field of flying and therefore I must apologize for not having anything too interesting to tell the many interesting and experienced women pilots who read the Ninety-Nine News.

Thank you for your welcome letter.

LYNNE CHERNOFF

—o—

South Africa

Dear Ruth:

Once again I am attempting to write to you. I have tried so often but have had so many interruptions that eventually I give up "till next time." I now have an hour to spare before going to the Kyalami Motor Race Track to help make hamburgers and hot dogs for hungry spectators, who will be watching the races this afternoon.

During April I took the kids to their grandparents' farm in Tzaneen. I was away five days, and as (bad) luck would have it, that was just the time that ANNALIESE PINTO, a Ninety-



South Dakota Ninety-Nines visit with Members-at-Large in Brandon, Canada. Left to right: AUDREY BAIRD, Dickinson, N. D.; MARJ STEVENSON, Brandon; GEN OLESON, Dickinson; GEORGIA KRAELING, Brandon; WANDA BUSFIELD, Belle Fourche, S. D.; DOROTHY ROSENMAN, Brandon; KAY VOGEL, Bismark, N. D.; and RUBY MacDONALD, Brandon.



MARJORIE STEVENSON, DOROTHY ROSENMAN, GEORGIA KRAELING and RUBY MacDONALD, all Brandon, Manitoba, Canada, Members-at-Large.

Nine from Portugal flew as passenger on a Portuguese airline to Johannesburg. She did her best to contact me, without success. However she did meet MURIEL GARROW, an enthusiastic

flyer, and I heard all about it from MURIEL.

In May, LOUISE SACCHI from Jenkintown, Pa., brought an aircraft out here to Germiston from the States. I

had the pleasure of meeting her at Jan Smuts Airport just before she left South Africa. Although we only had about an hour's talking time, I found her most interesting and sincerely hope that she will be spending much more time in our country next time round.

You want to know all about me? Well, here goes. In November 1949 I was awarded the Slabbert Bursary as a result of South African Air Force Aptitude Tests. This enabled me to obtain my "A" license, later changed to "Private" license. August 1951 I passed my Commercial license tests, and during 1954 I received a Senior Commercial license. Most of my training was carried out on Tiger Moths, an aircraft I still love to fly today, as long as the termites in the fabric and wood hold hands. The most interesting aircraft that I flew around this time were Air Force Harvards (very unofficial) and DC-3's (also unofficial), but most interesting as the DC-3 trips covered hundreds of miles of wild Africa. My first official employment as a pilot was in 1952, carrying passengers and freight into and from Basutoland, South Africa's Switzerland. Prospective passengers soon got over their prejudices against a woman pilot, because by air a trip from Matatiele to Mashi takes about 30 minutes, whereas by mule, the only other means of transport at that time, the journey took three days!

The employment in Basutoland was most interesting and here I learned more about flying than any instructor had ever taught me. The only snag was that the boss never paid his employees, and after six months one is inclined to be somewhat hungry. So I became an air-hostess on South African Airways, working in the blunt end of an aircraft instead of the sharp end. Needless to say, this was fun in its way, but not very satisfactory for someone who wants to work "up front." I left Airways to be married, and my husband and I moved to Francistown, Bechaanaland, where he had employment as a DC-3 pilot.

After two years, we moved to Salisbury, Southern Rhodesia, where my husband flew for Central African Airways on Vikings, DC-3's and the Viscounts. I flew for Skywork in Salisbury, first on Tiger Moths, spraying Tsetse flies from the air, to combat sleeping-sickness, and living in a mud hut on the banks of the Zambesi. It was terrific fun, even if the instruc-

tions stated that flying above two feet from the ground or bush, was too high. The airstrip we used is now under hundreds of feet of water at the famous Kariba dam. When spraying activities ceased, I went onto the Anson Mark 19, carrying 10 passengers and one pilot, between Salisbury and Kariba Dam site. The prejudice against the girl flyers was dying out or else the passengers were all fatalists. Whichever the reason, the aircraft were always full. The Anson Mark 19 was a great improvement on the older type of Anson, as it was of metal construction, fitted with V. P. Props., and the undercarriage was hydraulically operated, doing away with the 149 turns of the handle to operate the undercart.

Whilst in Salisbury I attempted the altitude record for light aircraft. This was in 1958. I used a Tiger Moth for the purpose, not a good choice at all, but the only aircraft available at the time. Using an open aircraft at the start of winter to climb as high as possible really was a bit foolish, but as I was to leave Rhodesia for the Congo the next day, I had no choice. I have never been so cold in my life! However, I broke the women's official record and missed the men's unofficial record by 800 feet. Going on official records only, I held this record until March, 1964, when a man broke it in a Mooney aircraft.

Living in Leopoldville, Belgian Congo, was, as you can imagine, very interesting, although I did not fly very much. There were no jobs available for women, and club flying was all I could do. However, with riots, murders and massacres the order of the day, I had a bird's eye view of many unpleasant happenings. When life became too unpleasant and risky in the Congo, we returned to South Africa where we are now settled at last. My husband has just completed lectures and exams on the Boeing 727 and we are now waiting for the delivery of the first Boeing on the 24th of this month. I have done very little flying since our return to this country five years ago — just enough to keep my Commercial going. What with two children to care for, several financial setbacks, etc., I could no longer afford to keep up my Senior Commercial, due mainly to the cost of keeping up my Instrument Rating. My interest in aviation has never waned, although the standard of my bookkeeping has had a setback, but who can concentrate on Debits and Credits when

the Boeing 727 operating notes are lying around the office?

As regards the winning of flying trophies, the first one to come my way was the Sybil Starfield Trophy in 1951. Later in Cape Town during the same year, the Rosamund Everard - Steenkamp Trophy and the DeHavilland Trophy for the best woman pilot of the year, were handed to me—a grand 21st birthday present! In 1956 I won the de Havilland Trophy once more.

Regards to all Ninety-Nines.

Sincerely,
YVONNE LOURENS

—O—

Belgium

Dear Ruth:

Thank you for your kind letter on 24 May.

I am always flying. Yesterday France (Fronville et Nomb) back to Brussels in bad weather. Today in Spain with a wonderful sun.

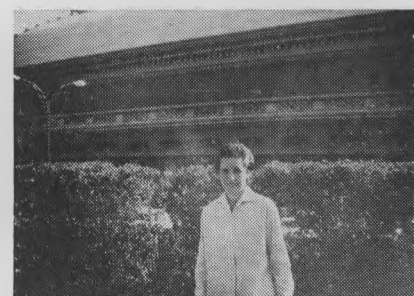
Yours faithfully,
JACQUELINE COUSIN

—O—

Spain

Dear Ruth:

You are very nice to take me in the 99s, because I think you are all wonderful pilots and I am a poor "160 hours pilot," but I think it is a good thing to know, better example to improving yourself! Our section in your column will be too little really!!! I work like nurse with two children's doctors and I fly only on Sundays and other holidays. We must fly in Spain at least 20 hours a year to keep our fly-license. We fly on our near country, and some-



CARMEN CAVESTANY, Member-at-Large from Spain.

time we fly, go some place (in our country) to take our lunch with the typical meals of the other lands. We fly, in ASIA—I and Stinson and Bouker and now we are going to fly Tiger we hope. It costs about six dollars for an hour.

I hope to know ANNELIESE PINTO soon and I shall be glad to be able to help her. Perhaps one day in Spain it will be as interesting as you are in the 99. Excuse my English.

Sincerely yours,
CARMEN CAVESTANY

Korea

Dear Ruth:

I would very much like to tell you some pleasant and surprising news. Unexpectedly, MRS. RUBY SADTLER of the Greater New York Chapter 99s has come to Korea just to visit. She has been here three weeks already, and we are having a good time together. MRS. SADTLER has an old friend of hers, MR. AND MRS. SCOTTS, who is legal advisor to National organization. They have opened many kinds of parties for her also MRS. SADTLER has met many governmental officials and civilian diplomats at the receptions, and she has had interviews with famous journalists in Korea and been on television, too. Whenever, 99 members come to Korea, I would be happy to welcome them and I do hope that the friendship between the United States and Korea would become interesting fervour.

With best wishes to you.

Love,
KIM (MRS. BYUNG MO LEE)



YONG AE KIM (Kyung-o-Kim's sister) as second May Queen of the Ewa University. She has soloed **THE KIM Piper Colt**. (Feb. '65 Ninety-Nine News)



Ninety-Nines visit with President of Korean Republic. Picture taken in office of **PRESIDENT BONG KI KIM** where **MR. KIM** visited and presented **RUBY SADTLER**, N.Y.-N.J. 99, a present. Left to right: **YONG-AE KIM**, Korea's 2nd woman pilot; **MRS. SCOTTS**; **MR. BONG KI KIM**, President of Korean Republic; **MRS. RUBY SADTLER**; **MISS GRACE KIM**, Korean Republic Journalist; and **KYUNG-O KIM** (MRS. BYUNG MO LEE), 99 Member-at-Large.

Portugal

Dear Ruth:

I should have written you ages ago, but first I waited until I had all the news about the British 99s' Race and when I came back, I had a lot of work to do and many problems to solve, in one word; it is only today after a very noisy and agitated children's birthday party, that I could find a peaceful hour to tell you about my trip to England.

It was very kind of **SHEILA** to have written that I have done very well; actually I didn't, but I did my best and had lots of fun. I never had entered a Race before and had lots to learn about racing, and still have! But nevertheless I enjoyed it very much, especially afterwards, being very relieved not to have lost my way and having managed to get safely back at Shoreham without having missed the turn-

ing points. It was a very happy **ANNE LIESE** who climbed out of the Tiger Moth, though awfully frozen, with a burning face and almost paralyzed hands and feet!

I had a wonderful time in England, and the British 99s did everything to make my stay there one of the happiest weeks in my life. With **BETTY CONES**, I had a very nice lunch at the American Club and we spent the afternoon visiting the Aviation Museum and saw lots of planes of all ages; with **YVONNE POPE** I went to see "Those Magnificent Men in Their Flying Machines"; not to mention the kindness of all the other 99s I met, their helpfulness and the many talks we had about all kinds of subjects, specially about flying. As for **SHEILA SCOTT**, I just can't tell you how nice she was, and I only can say that I hope sincerely to be able to see more of her and not to lose the contact with her and with her friendship.

The British 99s made me a member of the "Tiger Club" where I also met very nice people and where I had the opportunity not only to fly a Tiger Moth, but also a "Turbulent" and a "Condor." I found there a wonderful atmosphere of mutual interest in flying

**What Are You Waiting For?
Come On . . . Join The Race**

**Michigan Small Race
Grand Haven, Michigan**

October 1, 2 & 3

activities and even met an English pilot married to a Portuguese who is coming to live in Portugal. Though England is not very near to Portugal, I very much hope to be able to go there again soon, for I grew very fond of a lot of people and miss very much the general feeling of friendship through flying I found among English pilots.

Please send me an application form for another Portuguese 99, HELENE LEITAO BIGNOLAS is the daughter of a former French Flying Officer and though she did not fly much these last two years, she will soon fly again. She is very nice and loves idea of becoming a 99.

Perhaps we will soon be able to form a Portuguese Section or Chapter including ISABEL MATIAS, who at present is living in Spain, but who often comes to Portugal and is a Portuguese, and to other prospective pilots who are now taking their license.

I hope to have some more news about my flying in Portugal in a near future. At the present moment I haven't had much time, but in August, I will certainly fly again. In the meantime, I wish you successful Convention Days.

Yours sincerely,
ANNELIESE PINTO

1965 Winners Of Amelia Earhart Memorial Scholarship

By Deedo Heise
Amelia Earhart Memorial Scholarship
Trustees

CONGRATULATIONS to the three 1965 winners of the Amelia Earhart Memorial Scholarships of \$700 each! You, the Ninety-Nines, through your contributions to the Fund and your willingness to serve on Chapter and Section screening committees, have made the awards possible and the trustees are proud to present these girls to you.

Ruby Jane St. Onge, a widow with a college student daughter, lives in Minneapolis and received her private pilot's license in April 1932. She has since earned her commercial doing weekend secretarial work for local flight schools. To gain experience for her chosen career as a charter pilot, Ruby acquired a Canadian license, and for the past two summers has been flying via float plane into the Northwest Territory of Canada to Great Bear Lake delivering supplies. Ruby has



CAROL RAYBURN
South Dakota Chapter
Instrument and
Instrument Instructor's Ratings

been offered a position with the Crystal Shamrock Flight Service in Minneapolis and will use her award to obtain her Instrument and Instructor ratings.

Carol Sue Rayburn of Hurley, South Dakota, is a junior at South Dakota State University, where she majors in political science and is employed as a flight instructor. Since her first hour of dual in November '61 she has earned private and commercial certificates and a flight instructor rating. An Al Ward Scholarship from the Flying Farmers started her on a flying career. Of her 740 hours, over 400 have been spent giving dual instruction, one of her more recent students being her brother, who obtained all his dual time for commercial and flight instructor from 20-year-old Carol. Her scholarship will be used toward an Instrument and Instrument Flight Instructor Ratings.

Janet Leslie Ferguson of Higher Denham, England, began flying in 1951 in Denham and continued her training with the Women's Royal Air Force Volunteer Reserve. In 1955 the Amy Johnson Scholarship enabled her to obtain an assistant instructor's rating. She now holds British commercial license,

Renew! Renew!

Sept. 30, 1965
is the deadline.



RUBY ST. ONGE
Minnesota Chapter
Instrument and Instructor Ratings.



JANET FERGUSON
British Section
U. S. Multi-engine and
Instrument Ratings

instrument rating, twin rating, full instructor's rating and twin instructor's rating and United States commercial license with flight instructor's rating. She has flown over 1700 hours instructing; has done aerial photography, ferried aircraft from England to Italy, Belgium to North Africa, U. S. to Europe. To be fully qualified for transatlantic ferry flights, Janet will use her award toward her U. S. Multiengine and Instrument ratings.

The Powder Puff Derby

The 19th Annual All-Woman Transcontinental Air Race (POWDER PUFF DERBY), with 76 starters from 23 states, flagged off at 20-second intervals at El Cajon, Calif., on July 3, 1965, enjoyed following winds until the mandatory turn-around point at Savannah, Ga. Thereafter, into Chattanooga, most racers encountered head winds with thunderstorms on the final two days.

There were two repeats from last year in the top five winners: Mary Ann Noah, Kans., and Mary Aikens, Kans., in 1st place flying the same Cherokee 160, and Marle Chalow in 4th place, solo, in the same Cessna 182.

There proved to be an upset on the last leg with Mary Ann Noah scoring an edge, Fran Bera and Margaret Mead, Calif., placing 2nd and June Douglas, Fla., solo, in 3rd place. These three finished with scores just over "two-tenths of a point" apart. Until after Savannah, when June felt the sting of having to circumnavigate thunderstorms, she was leading the field. June was the winning co-pilot in 1960 and the fabulous racer, Fran Bera, has won 7 previous Powder Puff Derbies.

71 crews qualified by arriving in Chattanooga before the July 7, 12:00 EST deadline. Out of 8 flying solo, 3 placed in the top 7 and in different type aircraft. June, 3rd, in a Piper Cherokee 180; Merle, 4th, in her Cessna 182; and Judy Wagner, 7th, in her Beechcraft K-35 Bonanza.

Merle Chalow is a 20-year-old student at Bucknell University, Pa., a chemistry major, having completed her sophomore year. She uses an airplane to commute to her home in N. J. Merle edged out 5th placers, Phyllis Cantrell and Betty Foster, Calif., by only "four-tenths of a point." Tight scoring continued on down the line. 6th and 7th places were less than "three-tenths of a point" apart; 8 and 9th were "two-hundredths of a point" apart, etc.

The most youthful team of Madine Parsel and Myrna Shanfield, Calif., with a combined average age of less than 24, placed 8th. Only Madine had flown the TAR, in 1964. Youngest in the race was 17-year-old Marsha Ringenberg, Ind., flying as co-pilot to her mother, Margaret. All three mother-daughter teams qualified—Frances and Jeanne Warner, Colo., and Esther and Judy Phipps, Calif., flying one of the two twin Apaches in the race.

Further proof that it's "anybody's

Sky," even against the seasoned racers, is the team of Dot Etheridge and Lucille Wolfe, Miss., who placed 6th. It was their 1st TAR, and at the time of take-off they had logged only 361 hours between them.

In fact, 41% of the pilots and co-pilots had never flown the Powder Puff Derby before. Among these were Janet Green, Miss., and her co-pilot, Pat Ward, La., who led the pack to cross the finish line 1st in a Mooney Super 21. (Due to the handicapping, the 1st one to cross the line is not necessarily the winner.) Both girls fly multi-engine and Pat, mother of two, is a deputy for Parish Sheriff's Dept. She flies co-pilot with her husband in a Cessna 310 on extradition cases for women and juvenile prisoners.

Sisters vieing against each other were Winifred Du Perow, Mich., flying a Cessna 172 with co-pilot Dot Ligon, and Sammy McKay, Mich., with co-pilot Claire Ojala competing in a Cessna 210. Winifred nosed out Sammy,

What Are You Waiting For? Come On . . . Join The Race

Michigan Small Race Grand Haven, Michigan October 1, 2 & 3

who had taught her, due to a balky gear which wouldn't retract after take-off in Calif. This forced her to return to Gillespie Field for correction, losing precious minutes.

Sister team, Elaine Loening and Katharine Gahagan, who placed 3rd in 1963, developed a leaky fuel tank which let gas seep into the cockpit lining. Repair time spoiled their planning.

Proper analysis of weather and winds, as well as accurate navigation, skill in handling the aircraft, and good judgment are vital factors which determine the winners.

OFFICIAL RESULTS

July 7, 1965

1	Noah, Aikins	15.6120
25	Bera,	15.4634
73	Douglas,	15.3805
71	Challow,	14.6401
16	Cantrell, Foster	14.2483
14	Etheridge, Wolfe	13.9229
21	Wagner,	13.6796

40	Parsel, Shamfield	12.4217
5	Steadman, Clark	12.4030
20	Pennock, Abbott	12.1378
6	Gladney, McElhatton	12.0190
62	McCrae, Saunders	11.9488
11	Banks, Keavney	11.6911
59	Crane, Reaume	11.5443
66	Clark, Young	11.2550
64	Rose, Lambert	10.7774
13	Glasson, Klotz	8.7530
8	Arnold, McCarty	8.7124
60	Duncan,	8.5003
75	Warner, Warner	8.1586
19	Fry, Hardin	7.8923
39	McGuire, Dunn	7.8874
17	Turrill, Frenzel	7.6241
48	Jenison, Schmidt	7.5580
43	Tobey, Brown	7.2180
67	Roberts, Sanders	7.1821
42	LaMar, Short	6.2132
58	Vial, Wimmers	6.1042
30	Loening, Gahagan	5.9801
68	Davis,	5.8324
3	Betzler, Francis	4.8303
76	Schoger, Roscoe	4.7702
56	Dittmar, Parker	4.5423
44	Myers, Melick	4.3924
4	Hammond, Pearson	4.3889
38	Gilmore, Geddes	4.2937
10	Payton, Jones	4.1548
32	Huidekoper,	4.0937
77	Phipps, Lagomarsino	4.0679
35	Curran, Van Buskirk	4.0503
12	Green, Ward	3.9805
61	Noble, Copeland	3.8914
45	DuPerow, Ligon	2.9581
7	Mitchell, Long	2.7032
15	McCullough, Vasquez	2.3913
72	Faux, Walters	1.9565
69	Nielson, Nicholson	1.8433
54	Rueling,	1.3213
51	Crowley, Rainwater	1.0515
55	Wofford, Faller	1.0286
63	Greinke, Grimm	.1936
24	McKay, Ojala	.0309
57	Johnson, Taksell	— 1.0288
46	Steinhagen, Schucker	— 1.7497
78	Kilbourne, Storrs	— 2.5448
52	Harper, Price	— 3.2504
23	Cantillon, Crews	— 3.3538
49	Graham, Hall	— 3.3716
2	Rigenberg, Rigenberg	— 3.4779
29	Willis, Knoop	— 4.2388
53	McGee, Andrews	— 4.7790
36	Diemand, Peterson	— 4.7930
28	Knuth, Schlundt	— 6.2330
27	Mullen,	— 6.3819
22	McKendrick, Nielsen	— 6.7630
9	Reed, Fleisher	— 6.7668
37	Higgins, Westerlund	— 8.0781
74	Julich, Laudenslager	— 8.3054
65	Shapira, Wikander	— 11.3967
33	Langher, Luther	— 12.7350
26	Schutte, Southard	— 16.0629

Evelyn Bryan Johnson, Chief Timer

Welcome
and
Congratulations
to our new
British Section

By Janet Ferguson

Section activities since our last report have included the premiere of the film "The Magnificent Men In Their Flying Machines" and the Air Race for the Ninety-Nines trophy.

The premiere was attended by Prince Philip and a group of Ninety-Nines and 49½ers . . . as well as a theater-full of less important individuals. JOAN HUGHES, one of our most experienced members, flew the specially-built Demoiselle in the film and there was a wonderful tribute to her flying in the souvenir program. A most entertaining film, which we thoroughly recommend when it gets over your way.

The race was a handicap affair consisting of one lap of an 87 mile course starting from Shoreham Airport on the south coast and finishing past Worthing Pier (shades of the finish-line in Atlantic City!). There were nine entries, seven from the British Section: SHEILA SCOTT, DIANA BARNATO WALKER, ELIZABETH OVERBURY, PAMELA HUNTLY, BERYL SANDERS, MARGO McKELLAR, and JANET FERGUSON (With BETTY CONES as co-pilot); one member-at-large: ANNELIESE PINTO, who came all the way from Portugal to take part; and one prospective Ninety-Nine, CHRISTINE HUGHES. Much to our delight, SHEILA won the race convincingly in a Comanche — a just reward for all the hard work she had done on the organization of it. CHRISTINE HUGHES was second and DIANA third, and ANNELIESE received a special prize for "best foreign entrant" — well deserved, and we were so happy to have her with us for the race. Our very grateful thanks go to Champion Spark Plug Company who supported this race so generously and donated both trophies and prize money for it.

Now to members' individual activities.

SHEILA has been busy as usual — came 6th in the Manx Air Derby (air race round the Isle of Man) with ELIZABETH OVERBY as co-pilot. This was in a Comanche 400, which as fastest machine in the race took off last and had a considerable handicap to overcome. SHEILA attended a lunch given by Champion Spark Plug to honor both JERRIE MOCK and SHEILA herself, and at the time of writing is in the U. S. attending the Convention.

Our congratulations to DIANA BARNATO WALKER, who was awarded the M.B.E. recently for her services to Air Transport Auxiliary in the war and the Girls Venture Corps, for which she is currently flying.

YVONNE POPE attended the lunch for JERRIE MOCK and SHEILA. She's still very busy flying for Morton Air Services.

I'm glad to say we have two more airline pilots now. ELIZABETH OVERBURY has joined Autair International Airways as a First Officer on Ambassador aircraft. (The Ambassador is a high wing pressurised aircraft weighing 55,000 lbs., powered by two Bristol Centaurus 661 engines, and carrying 55-65 passengers).

BERYL SANDERS is flying at weekends as co-pilot on DC3s for Dan Air, another independent airline. So the girls are really breaking the barriers down at last. Incidentally, BERYL's charter flight to Singapore was as supernumary crew on a DC4 and stops included Hong Kong, Seoul, Osaka, Karachi and Cairo.

CLAIRE ROBERTS visited the Isle of Man rally with her Dragon and "saved the day" when the airport ran out of fuel. CLAIRE collected enough from the mainland to fill all the visiting aircraft and enable them to get home safely.

GILLIAN CAZALET is busy with hunting surveys and has been flying as co-pilot on the DC3 on survey over the North Sea — flying flight lines at 1000 feet on eight-hour sorties. GILLIAN writes: "Don't anybody ask me to sit down!" She's also been doing a lot of survey flying on the Rapide (a one-pilot operation).

Good news for BETTY and ERNIE CONES. ERNIE has a new job at Southampton Airport with Kollsman Instruments — near enough to commute from the house they've been building. They move into their new home at the end of July and ERNIE starts with Kollsman on 2nd August.

FREYDIS SHARLAND was at Shoreham for the Ninety-Nines race, as an onlooker for a change. (FREYDIS is the only woman to win the British Air Racing championship). Meanwhile she and TIM are making plans for furnishing their new villa on a remote Greek island.

On a personal note, I'm just back from ferrying two Piper Pawnees from Geneva, Switzerland, to Baghdad, Iraq. (The Iraq government had bought four, and another pilot and myself ferried two each. A long, slow trip, but good experience and interesting too. I had a very pleasant surprise in Brindisi, Southern Italy, when shortly after I had landed an American registered Cessna 170 taxied in and out stepped three girls. I discovered the pilot was a Ninety-Nine, ROSE MARIE FINLEY of the Long Beach Chapter and living in Geneva, who had just taken part in the round Sicily air race with her daughter and a friend from California — in fact they won the ladies prize. We were both heading for Corfu and so flew across the Adriatic together. It was a very nice interlude in my second ferry trip.

Finally, brief "histories" of our three new members:

PAMELA HUNTLY learned to fly in 1963, and not content with just the basic private license instruction she took instruction in aerobatics, twin-engine flying on the Anson (8-10 seater ex-RAF aircraft, gross weight 10,400 lbs), obtained her twin rating on a twin Comanche, and while deciding what type of aircraft to buy she flew a dozen different types, from Tri-Pacer to Cessna 310. Since buying her Comanche 250 she has taken part in the Isle of Man Rally, the Ninety-Nines Race, and recently flew to Cannes, on the French Riviera — a very enterprising and enthusiastic pilot.

MARGO McKELLAR has been flying since 1955 and is extremely active in the Tiger Club (the well-known club for aerobatics, racing, display flying, etc.). MARGO in fact is an indispensable part of that club and spends every weekend at their headquarters at Redhill, flying and organizing the all-important refreshment department. She has 500 hours and a wide variety of aircraft types in her logbook and has parachute dropping and glider towing ratings on her private license. She has taken part in countless races, competitions and rallies and is always placed well up among the leaders. MARGO has a 500 acre farm on which she raises

wheat, barley and cattle, is a horticultural expert and has an MA from St. Andrews University up her sleeve.

MONIQUE RENDALL was in the Air Transport Auxiliary during the war and ferried all types of aircraft in all types of weather! After the war she had the unique job of operating a "pleasure flying" aircraft at London Airport. In those days the authorities allowed a deHavilland Rapide (twin engine biplane, conventional gear, 8-passenger) to carry passengers on short pleasure flights from the airport. Unfortunately, they put a stop to it in due course and so MONIQUE lost her business. She's now living in Beirut where her husband is a captain with Middle East Airlines. We understand she visited the U.S. in June but haven't heard the details yet.

ED NOTE: Congratulations to JANET as one of the AE Scholarship Winners and we were incited honored by Governor SHEILA SCOTT'S presence at International Convention.



By Timmie Tiver, Governor

I have done very little flying myself this year and did not get to the meeting in Perth (over 1,000 miles away) as I was busy producing what I hope will be a future 99 by the name of ELIZABETH ANN TIVER, of whom we are very proud, but you will be pleased to know there nine of our girls flew their own or went in light aircraft to Perth. Most of them doing over 2,000 miles. All must be done VFR. All navigation was map reading and dead reckoning, with NO checks with VOR aids except position reporting by VHF or HF every hour or so.

Also we have had six new members join us in Australia about which we are very thrilled.

ROSALIND MERRIFIELD, I believe, joined while she was in California, before she did her flight across the Pacific. The first Australian woman to make the flight. She was flying a Piper Aztec.

BEVERLY SHAW has gone to Jamaica for six months to work as a physiotherapist at University College Hospital at Kingston and would like to see any visiting 99s going her way.

During the year the Sydney members were very happy to be able to entertain five visiting 99s—some 49½ers, MR. and MRS. LOUISE SMITH and two children, PROF. and MRS. VIVIEN WHITE, MISS BELLE HETZEL, MISS EILEEN BRISTON and MR. and MRS. BRISTOL, but it would be greatly appreciated if 99s coming to Australia would drop a short note to any Australian 99 at their first port of call giving an approximate ETA so we can be sure someone will meet them on their arrival.

Please wish the meeting at Chattanooga good luck from the Australian girls and tell them to come and see us sometime.

By Margaret Kentley

This year our section annual meeting was in Perth, W. A., the most western end of our section, some 2,000 miles from Sydney and some 3,600 miles from New Zealand or about one sixth of the circumference of the earth, which is the area covered by our section. Since all women pilots in Australia (about 200) belong to the Australian Women Pilots Association, those of us who also belong to the 99s hold our annual meeting concurrently with the annual meeting of the AWP, since it is the time when most of us are likely to be together. This year, of the seven girls who took their own aircraft anything from 3,000 to 6,000 miles for the return trip, five were 99s in all bringing 17 women pilots as crew and extra crew and about 30 others either lived in W. A. or flew there by airline. Nine 99s got together on JandaKot Airfield in the Aero Club hangar on the Saturday afternoon and held our annual general meeting. We all had a wonderful weekend in Perth thanks to the hospitality of the Western Australia girls.

I went by airline, but hired a Cessna 175 from the W. A. Aero Club and flew 2,000 miles around the NW of Australia during the week before the meeting. It was fascinating, over deserts and iron ore mountains and I included an inspection of the U.S.A. space tracking station at Canarvan, which is second in importance only to Cape Kennedy. This year nine of our Australian 99s have made flights of over 2,000 miles each, the longest being ROSALIND MERRIFIELD's Pacific solo. She is just about to do the same trip again. I think she joined the California Chapter when she was there getting ready for her flight. I think she ought to transfer to our section.

The following is a report of her trip

across by CHRISTINE HENDERSON in a C182, over 2,700 miles, of which about 1,000 miles each way are over barren uninhabited desert.

"On Tuesday, 5th April, it was 'W. A. here we come' as we were cleared for take-off from Adelaide Airport, JUNE NELLIGAN and I felt we were off at last. The weather was very claggy, with patches of rain as far as Minnipa (250 miles). Then we had bright blue skies to Esperance, the other side of the desert. Near Minnipa, we passed the Ceduna-Adelaide DC-3 and were tempted to say 'we just waved to you as we saw you go by', when they asked us our position on the radio.

"We overnighted at Ceduna on the coast, some 330 miles out, and had fun trying to get our tie-down pegs into the hard ground. Finally two groundsmen came to our assistance with the help of a piece of piping. So our first buy for the trip was a sledge hammer, as we were afraid dear little RHL may be tail-less if we had to resort to using long steel pipe lengths, too often.

"The Royal Flying Doctor Service pilot drove us into our hotel, after we had ordered our Met forecast and requested that the Forrest NDB be turned on next day. Ceduna folk were friendly until they realized that we were looking for a 5:30 a.m. ride out to the aerodrome! The only taxi was away and we even tried the police station, but no one was in—lucky for them! At dinner that evening all the hotel guests were seated at a large table and somehow they found out that we were WOOP's (women pilots) and one of the gentlemen offered to drive us out to the aerodrome at 6 a.m. He said, 'We should help these pioneering women!' His mate replied, 'You can't call them damsels in distress, they're just lunatics!'

"Our kind chauffeurs were very punctual and whilst June 'flight planned' they helped me clean the windows—the temp. at this time was about 34 degrees F. Another piece of equipment that we did not have was an oil funnel, these gallant gentlemen made a funnel out of a B.P. road map and so helped us out once more. Imagine—we saw the sun rise!

"Well, someone forgot to put the NDB on for us, but we managed to find Forrest by dead reckoning and flight planning (which is the method most of us use most of the time) some 300 miles across the desert, with its terrific sealed strips in the middle of nowhere. Mrs. Sweeney gave us a lovely breakfast, which was most welcome. Keeping the

'iron compass' in sight to Kalgoorlie, another 250 miles, I could count on my fingers the things we saw on this stretch: two trains, a jeep and a hawk, but we noticed a number of Flying Doctor strips and private strips.

"What a welcome cup of tea we had in the Department of Civil Aviation Hut at Kalgoorlie. We were so thirsty we felt that we had walked across the Nullabor Desert. And there was EVELYN KOREN in her spotless white flying suit and all but spotless C172, EPK, having arrived before us and I felt I had all the Nullabor dust on me. It was beaut to meet up with EVELYN, CAROLYN and JILL who were about to take off for Perth.

"Between Kalgoorlie and Esperance a lot of land was being burnt-off, thus it was very hazy, and last light was quite early. Esperance is another very pretty place on the coast, like Ceduna. Throughout the trip we insisted on BP petrol, except at Esperance. Why? Because the BP man lives near the aerodrome—the aerodrome is 14 miles out of the town and our hotel was in town. (Somebody has been this way before and warned us). So we had arranged for 'Mr. Mobilgas' to refuel us and he kindly offered us a lift to town, where we met PEGGY KELMAN and her team, ESTHER MATHER and FRED THOMPSON. PEG from Queensland and doing a 5,000 mile trip and her two co-pilots from Melbourne. It was good to see them and PEG's fine C182 CYE.

"This night at dinner we were seated with two gentlemen who, we found later, are with the Royal Australian Army. JUNE and I still cannot work out why they offered to drive us to the aerodrome at 6 a.m. the following morning. Maybe we just had that look. We gladly accepted their kind offer. The hospitality at this hotel was fantastic and we were able to cook some breakfast before leaving in the morning. Somehow it was JUNE's turn to flight plan again, so I took the two chaps up for a flip. They were thrilled and were glad they had volunteered to get up early.

"We took off for Jandakot via Albany, but the cloud base got progressively lower. When about 50 miles out we turned back as we could now not only see a truck on the highway below us, but the driver also! It was the first time either of us have turned back and we felt disappointed, but we didn't wish to feature in the D.C.A. Safety Digest. So we had to go back to Kalgoorlie and then on the 200 miles to Perth.

"Thanks to the marvelous diagrams that we had received from ROBIN MILLER and also a folder that D.C.A. had given us, we had no bother to Jandakot, the new Perth general aviation aerodrome. But — we landed with a bang! Luckily we made a very slow approach and when our port tyre burst on touch down we veered to port but managed to pull up before we were off the strip and in the sand. There we were, sitting on runway 31 and so caused all traffic to make cross-wind circuits. The fire crew, airport manager and members of the Royal Aero Club, Perth, came to our rescue. En route we had done little bits of washing and had hung them in the cabin to dry. We intended taking the washing in as we taxied in, but at Jandakot we didn't taxi in, so there was a great flurry when we realized. We tossed the things on the back seat, so, when they decided to take us up to the hangar in their van, and also our luggage, there was another scramble to conceal THEM. After a visit to the control tower to fill out a 225 report, we were taken to the motel by ROBIN MILLER, who had been a great help to us and was responsible for the organizing of the weekend.

"We all had a fabulous stay in that tremendous city. MOIRA ROBINSON and MARGARET FENSON were the two brave souls who flew over to Rottnest Island with me. The R.A.C. of W.A. fitted us up with life jackets for our 'cverseas' flight, they even made out my flight plan for me. Wonderful service!

"On the Monday JUNE NELLIGAN, MARIE MARKEY and I went to the opening of the new hangar and flying school for the Piper agents, MILLARD O'SULLIVAN, at Jandakot, in the little red terror (Mini Minor). Tuesday we deserted RHL and flew to Geraldton (200 miles) in a twin Comanche which had flown over from Sydney for the opening. It was a terrific day and TED WEST was at the controls for the flight. On the way home we had afternoon tea at Rottnest Island again—not bad, eh? The modern age you know!

"We headed for home on Wednesday. It was a thrill to have the Boeing 727 RME call us up outside Kalgoorlie, and we listened to the Bendigo (Victoria) races, a thousand miles away, on ADF for part of the way.

"The Perth hospitality could not have been bettered, and it was topped off when we went to the briefing room, the briefing officer had already started to

make out our flight plan for home.

"Adelaide was one night away, so we spent two hours at Forrest cleaning RHL until she was really shining. A-1 flying conditions to Ceduna, but then it was dust, dust and still more dust. We were at flight level 55 and it was still very thick. Visibility was poor from Ceduna to Port Wakefield, over 200 miles, and that's a long way in those conditions. From Dublin (S. A.) to Adelaide Airport we had numerous calls from the Airspace Controllers and realized why, when we heard them close Parafield, nearby, and heard the Viscounts, DC3's, etc., asking for repeated W/V. We had had a G/S of 170 knots from Ceduna. When we turned on to final we thought we were in a hovercraft as we just sat there and could see the fast approaching lightish blue wind cloud that precedes a trough. We landed with a cross-wind of 30/35 knots and once again had the fire truck welcoming committee. We made a normal cross-wind touchdown and then the fun started, the trough struck and just lifted us off the runway on to the grass. We stopped into wind, the fire crew dashed over and held our wings. It was good to see JOHN again and hand the aircraft back in one piece.

"Thanks are due to all with whom we came in contact. The D.C.A. chaps and the gentlemen who refuelled us at each point and all were just so beut that we had a fantastic, gantabulous flight. The R.A.C. of W.A. were really great and it's thanks to their maintenance that we kept our schedule."



EASTERN NEW ENGLAND SECTION

Isabel Blodgett, Reporter

Providence, R. I., Airport was the chapter meeting place on June 19th for CHRIS SEAVER, chairman, members FRANKIE SUTTON, LOIS WARTMAN, PHYLLIS WELLS, GERTRUDE McGRATH, FRAN PORTER, PAT JONES, LOIS AUCHTERLONIE, MILLIE DOREMUS, RIPLEY MILLER, HELEN HASSEY, and ORA STEVENS, and for two welcome guests, POLLY ANNIS and DOROTHY PARK.

LOIS WARTMAN has accepted the position of registrar at Rhode Island College. We're very proud of LOIS, who received her masters degree last year in business administration, and

wish her good luck in her new endeavor.

Also we're proud of JUNE DOUGLAS and glad that, although she lives in Florida, she keeps her membership in the Eastern New England Chapter. She is a business woman now (manager of Philadelphia Fund, Inc.), engaged to be married, and she won the International Air Race hands down, with 11 mph over her handicap speed. Congratulations and all best wishes, June!

Among the "also-rans" in the IAR were Chapter Chairman CHRIS SEAVER and News Reporter ISABEL BLODGETT. We enjoyed every bit of the flight, partly because we didn't learn till afterwards that in a speed race you always keep your ventilators closed. It was great fun seeing flying friends from everywhere and making new ones we want very much to see again. After the race we went hopping, along the most beautiful bays, to an inn well named "Peace and Plenty" on Great Exuma Island. There we had fun for two days with HELEN GRAHN and her co-pilot, the renowned JERRIE MOCK. Another recommended stop, at Mrs. Patterson's, on Harbor Island in Northern Eleuthera, proved to be closed for the summer, so avoiding several expensive alternatives, we hopped on over Abaco to Grand Bahama Island, for two pleasant days at King's Inn in Freeport. Next year, they tell us, the Air Force Base on San Salvador will turn civilian. It might be fun to fly there and see the monuments at the three points where Columbus might have landed. Or to drop down on one of the outer isles described as follows in our island hopping brochure: "Fuel: None. Transportation. None. Food, None. Accommodations, None. Remarks, None."



GREATER NEW YORK CHAPTER **Charlotte M. McCollum, Reporter**

Our penny-apound fund-raising event was a resounding success in every respect. A very commendable crew turned out to help, 21 on the ground, and 12 planes and pilots. Everything from Cessna 172s and Cherokees to a Beach Baron, a twin Comanche and a Cessna 310 were donated for our use. We flew 214 children, 131 ladies, 80 men and 20 boys, for a total of 445. Our Flying W

dinner raffle, handled by RUTH BLISS, brought us over \$100, to make our total profit for the day over \$500. A big vote of thanks should go to BARBARA BROTHERTON, who headed the affair and spent a great deal of time and energy on the many details that go with such an undertaking.

As our chapter has committed itself to send \$5.00 per member to the AWTAR board, this depleted our treasury by \$420.00. Any contributions from chapter members to help offset this particular expenditure will be most gratefully accepted by our treasurer and Ways and Means chairman, BARBARA BROTHERTON.

Our June 21 business meeting was held at JULIE VOM SAAL's home in Yonkers, and was attended by 19 members and one guest, ANESIA MACHADO, a member-at-large from Rio De Janeiro, Brazil, who brought up two AWTAR prizes from Varig Airlines. Members present were RUTH BLISS, BARBARA BROTHERTON, SELMA CRONAN, MARJORIE DAVIS, MINA ELSCHNER, BARBARA EVANS, MARJORIE GRAY, KAY HILBRANDT, LOUISE HYDE, MARGURITE LAUDENSLAGER, DOTTY JULICH, ELEANOR LOIJA, MARION LOPEZ, CHARLOTTE MCCOLLUM, PEGGY NORRIS, DORIS RENNINGER, JULIE VOM SAAL, JEANNE SPIELBERG, and our venerable chairman, PAT WILSON. Multitudinous amounts of business were taken care of, and Julie's refreshments were greatly appreciated by all the girls. Thanks again, Julie, for once more letting us use your home as our "club house".

We were most sorry to hear that PRIL LOVERIDGE's Cessna 180 was totally destroyed when a sudden wind and thunderstorm hit the Red Bank area on June 2. The wind tore the tie downs out of the ground, flipped the plane over, and carried it 60 feet away.

BETTY PATTON, JEANNE SPIELBERG and MARION LOPEZ are taking the same European artists sketch tour this summer, unbeknownst to one another. MARION said they will be in France, Italy and Spain for five weeks, and is sorry she had to miss the Convention.

MARJ GRAY is moving to Oyster Bay, N. Y., after a lifelong residence in New Jersey. Long Island members please note.

JEANNE SPIELBERG left for vacation in Italy and Greece July 15, after a successful run in the Washington Square show (sidewalk, that is).

MARJORIE DAVIS is going to Yugoslavia this summer, and on her way home will see 99 members in England.

RUTH BLISS is flying to Kalamazoo, Mich., in July.

ELLIE McCULLOUGH was on the "To Tell the Truth" television program on June 21. ELLIE flew the AWTAR solo this year in a Cessna 172. MARGARET LAUDENSLAGER entered her Comanche 400 in the AWTAR, and flew co-pilot, with DOTTY JULICH as pilot.

JULIE VOM SAAL flew to Enid, Okla., June 28, and from there went to Chattanooga on July 6 as chapter delegate.

BARBARA BROTHERTON picked up PEGGY BOREK at North Philadelphia Airport and flew to Chattanooga for AWTAR Terminus inspection duties, and stayed on for the convention.

Chapter members who were at the AWTAR terminus and convention include BARBARA EVANS, PAT WILSON, JULIE VOM SAAL, BARBARA BROTHERTON, SELMA CRONAN, MARGARET LAUDENSLAGER, KAY HILBRANDT, KAY BRICK, DORIS RENNINGER, IRENE KEITH, DOTTY JULICH and ELLIE McCULLOUGH.

WESTERN NEW YORK CHAPTER

Jean Mutchler, Reporter

The western U. S. has better prepare for some heavy private pilot traffic: 49½er DR. GEORGE MOORE's excellent slides and talk of his trips will probably inspire some touring. There's obviously no better way to see the country.

DORITA NORTON is another advocate of it. She has even been Debonairing her business trips to Florida and Tennessee. On the small scale side, JEAN MUTCHLER has found the Cessna 140 can make a nice jaunt to Boston.

Two of our number deserve congratulations for aviation accomplishments. JOANNE KOHLER has checked out in the Cherokee and TERI PIRRUNG is really going great with her multi-engine rating on the Twin Comanche and her instrument written exam passed!

Congratulations too to DONNA JOSS on a new son, TOMMY! It was so nice to have DONNA back at the meetings and now we learn she will be leaving us when her 49½er starts at Princeton. Our loss is New Jersey's gain but we shall miss DONNA.

We have been missing our Rochester members of late; after all the success

at overcoming winter travel difficulties it's a pity to pass up the easy runs. We certainly hope to renew all old acquaintances at the next meeting.

ETHEL FEDDERS' party was very delightful and it's too bad anyone missed it. Everyone enjoyed her delicious buffet and had a fine evening, complete with ETHEL's playing the "Song of the 99s". It was grand to have LOIS RINCK and NAOMI MEEKER back and it's most pleasant to consider that they have returned to the "fold" on a permanent basis. Three cheers to NAOMI and JOANNE KOHLER for managing the trip to Chattanooga to represent us.



EASTERN PENNSYLVANIA CHAPTER

Caroline Bregler, Reporter

Busy, busy, busy are the words for the Eastern Pennsylvania Chapter. On June 12 BETH STURTEVANT, JERRY ROBERTS, BARBARA FARQUHARSON, IRENE WIRTSCHAFTER and Peggy BOREK airmarked Aqua Land Skypark with LILLIAN CHESNESS, airmarking chairman of Washington, D. C. Chapter. It was the first section airmarking event. DENNIS CONNOR, owner of Aqua Land, treated the 99s to a lunch of deviled crabs and mounds of fresh crabs. Then they painted the roof of a very large boat shed, and if anyone had fallen off they would have had a very wet landing. The Maryland 99s are going to put the second coat of paint on the roof.

The June chapter meeting was in Towanda, Pa., with VIRGINIA SWISHER as hostess and was a great success, even though it was a longer trip for some 99s than anticipated. We prepared our delegates for the convention, enjoyed a delicious Italian buffet, and flew home from the CAVU weather in Towanda down to Allentown where we met an enormous thunderstorm and had to detour. BARBARA FARQUHARSON and PEGGY BOREK, leaving shortly before the others in a Cherokee, dodged around the storm and heavy rain showers into North Philadelphia, but JOYCE ROGGIO with KATE MACARIO, ELSIE McBRIDE and MARIE D'ALTERIO had to land at Pottstown to wait out the storm, and JERRY ROBERTS with BETH STURTEVANT and IRENE WIRTSCHAFTER had to

fly down to Wilmington, Del., and wait there. LUCETTA SHARP, CAROLYN HARBOLIS and HAZEL BARTOLET were close to home in that lovely weather and had no difficulty. Welcomed as a prospective member was FLORENCE WALSH.

On Saturday, June 26, Governor MARIE D'ALTERIO and chairman PEGGY BOREK flew up to State College and had a luncheon meeting with HAZEL BARTOLET, CAROLYN HARBOLIS, CAROL SMITH and prospectives MARION DUNLAP and ELLEN ROTTSCHAEFER, who are planning a new Central Pennsylvania Chapter, to this happening we joyfully look forward.

PEGGY BOREK, chairman of finish inspection for the Powder Puff, is flying to Chattanooga with BARBARA BROTHERTON, NY-NJ 99s, and will also attend the convention as a chapter delegate along with MERLE CHALOW and IRENE WIRTSCHAFTER.

On Wednesday, June 30, JOYCE ROGGIO, MARIE D'ALTERIO, ELSIE McBRIDE, KATE MACARIO, IRENE WIRTSCHAFTER, ANNE SHIELDS, LOUISE SACCHI, KATE BARCUS, JESSIE ECKHART, RACHEL HOPKINS and PEGGY BOREK were guests of CONNIE and ABBY WOLF at their farm in Blue Bell. There was a display of the antique aircraft used in the film "Those Magnificent Men in Their Flying Machines" and a demonstration flight of an OX5 Thomas Pusher by a be-helmeted, leather jacketed, gaitered, daring pilot name of COLE "JUBILEE" PALEN. Then guests were driven to see a pre-premiere filming of said film which they guarantee to be hilarious, interesting and most entertaining.

Congratulations to BETH STURTEVANT on making the family joke pay off. It seems that BETH has been working for the past three years on a "Cashword" contest which is being run by the local paper. Last month the paper contacted BETH and she is now \$1,000 richer.

MERLE CHALOW spoke to the West Chester Flying Club about her AWTAR experience. It was reported that she did a terrific job, along with RUDY CHALOW's side remarks, that were the hit of the evening.

CAROLINE BREGLER and a girl friend on the weekend of June 25 joined 32 other flying enthusiasts from Turner Field in Prospectville and flew to the peaceful old fishing town of Nantucket. We rode bicycles, took sightseeing trips with at least 12 in a jeep and had a gala beach party with all of the lob-

ster and clams we wanted. The group left Nantucket around noon on Sunday for the nearby island of Martha's Vineyard. After spending a few pleasant hours on this lovely island, with much regret we headed the nose of our plane toward the west and with overwater guard flew to Block Island and Montauk Point and then on to Pennsylvania.

WASHINGTON, D. C. CHAPTER

Jacqueline M. C. Smith, Reporter

Our June meeting was held on the 20th at the home of MITZI KELLER. It was a picnic cookout and certainly a great success. A short business meeting was held. LAURA ZERENER talked about her flight in the New Jersey-Nassau IAR race and she was quite enthusiastic, so I think LAURA will be entering more races.

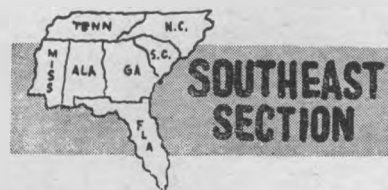
BEA WILDER and HAZEL DWIGGINS went to the Convention in Chattanooga as delegates from our chapter. They flew down in a Cessna 172 and from all accounts really had a ball! VIRGINIA THOMPSON and JO EDDLEMAN drove down to the convention. NANCY TIER and ALICE FUCHS flew down together, and FAYE WELLS and BLANCHE NOYES were also there. So the Washington, D. C. Chapter was pretty well represented.

LAURA ZERENER and a friend flew to Detroit over the July 4th weekend in LAURA's 140. LAURA also attended the Reading Air Show and while there met MITZI KELLER and her 49½er. From their reports, this was an excellent air show.

MITZI KELLER's daughter and son-in-law and two youngsters were visiting at the time MITZI had the cookout and many of the 99s who have known her for some years really enjoyed renewing the acquaintance. How time flies!

A few weeks ago BEA WILDER checked out in the 172 but still prefers Piper's Tri-Pacer. She'd rather fight than switch!

See you all soon.



FLORIDA GOLDCOAST

Jan Wagner, Reporter

With the IAR and Powder Puff races over for another year, perhaps we can get down to some serious flying now. The Florida Women Pilots Assn. sin-

cerely and truly thank all the 99s along this year's race route for their splendid cooperation in assisting with the race. Every detail was handled beautifully. Did all the girls in the IAR know that at the start in New Jersey, that Lear Jet that having troubles in landing at the time of our take-offs, was none other than Arthur Godfrey's airplane. The pilot sure was a bit shook up that he could not land for a few minutes.

We had 15 members and three guests for our July meeting held at Sunline Helicopters at Oplaka Airport. DOT SHAW, chairman of this year's nominating committee presented the slate of officers for next year—to be voted upon at the next meeting. ANN ROSS gave a detailed report in regard to the Southeast Section meeting to be held this year at Jack Tar's Grand Bahama Hotel, at West End, Grand Bahama Island. Start making plans, as this will beg a chance to do some more over-water flying to this very lovely island in the sun. Doesn't this sound inviting? Complete details are given in a special announcement in this issue of the news.

Believe that next year, we are planning on some fly-ins for some of the meetings. In this way, we can cover the entire state of Florida and perhaps interest more girls in flying—and who knows, we could even pick up some new members along the way.

SPECIAL TO ALL NINETY-NINES: Welcome to Grand Bahama Hotel and Country Club! It won't be long now. Your September 17-19 Southeast Sectional meeting with rain dates of September 24-26 is planned for our island resort. The Bahamian red carpet and rum swizzles are awaiting you!

We, the Goldcoast Chapter, shall be in touch with you soon regarding more details . . . in the meantime, let us tell you more about Grand Bahama Hotel.

* You will arrive at Jack Tar International Airport at West End (just 71 statute miles from West Palm Beach).

* The Florida Goldcoast Chapter has planned:

1. Meeting from 1 to 3:30 p.m. on Saturday.
2. Special reservation for dinner-dancing on Saturday evening in the Turtle Walk Lounge with native floor show and entertainment.

The rest of the time you are "on your own" for fun and relaxation. Special reduced rates have been confirmed for your meeting and within the next few weeks, be on the lookout for your reservation card. We all will be looking for-



99 members attending the June fly-in of the Arkansas and Memphis Chapters at MARY STANLEY's strip, Augusta, Ark., were: (back row) POLLY DUNCAN, Memphis; INA WALKER, Memphis; BETTY BOLIN, No. Little Rock; MARILYN SOLOMON, Little Rock AFB; MARY STANLEY, Augusta; VIRGINIA PROCTOR, Yynne; MARTHA TOBEY, Memphis. (kneeling) ROSEMARY WILLIAMS, Memphis; CHRIS BROWN, Memphis; and DONNA HALE, No. Little Rock.

ward to welcoming you to the Island of Fun and Sun.

* Husbands and families most welcome.

GEORGIA CHAPTER

Betty W. McNabb, Reporter

Imagine my dismay to find NO Georgia column in this month's Ninety-Nine News! I wonder where it went—was it late? Did it go to Pakistan or somewhere? We did have news—and I shall try to capsule it all into one brief report because—we found out at Convention that the News is too plump!

Georgians went to sectional at Asheville, loved the weekend high in the Smokies, enjoyed listening to my Dad, FRANK B. WOOD, and another and "famouser" FRANK KINGSTON SMITH of NATA. Present were CAROLYN KENNEDY, FRANCES PEACOCK, JEAN VOYLES and BETTY McNABB.

Next—convention and AWTAR terminus. Georgia Chapter had committed itself for impound, therefore had to call on Carolinas to man the Savannah "must stop", which we were told by all the contestants, they did with distinction.

Meanwhile RUTH MILLER, CAROL LOWERY, CAROLYN KENNEDY, and BETTY McNABB worked with Tennessee and Memphis girls at impound, driving shuttle cars, handling trans-

portation, phone calls, and what have you, in Chattanooga. Thought Chattanooga knocked itself out making a wonderful terminus and convention setting, are proud of our Southeastern Section and the hostess chapter.

A fifth Georgian appeared for the convention, JEAN VOYLES, who is busy teaching summer school at Georgia State and couldn't get away for terminus.

FRANCES PEACOCK and 49½er, JACK, have purchased some property at Marco Island, Fla., for a retirement home. CAROL and BILL LOWERY of Albany have moved into their lovely new home. BETTY McNABB has collected a seaplane rating and commercial glider ticket. (By all means go to Murfreesboro, Tenn., and let GARLAND PACK give you your rating—he's simply marvelous.)

BETTY was speaker for Tennessee Medical Record Librarians at Gatlinburg, flew into Johnson City airport, nobody told her where to park, finally man came out, said in great surprise, "Thought you were EVELYN BRYAN—she comes in here all the time and knows where to park! You sound just like her".

Anybody for RON KITS?

MEMPHIS CHAPTER

Mary Stanley, Reporter

June 5 was the date of our third

annual fly-in here on the STANLEY strip at Augusta, Ark., for the Arkansas and Memphis Chapters. Seven planes filled with 99s, 49½ers and various other relatives and friends arrived Saturday morning. A day of hangar flying (lots of AWTAR talk) mixed with active and passive participation in water sports on Taylor's Bay was climaxed by CHRIS BROWN, INA WALKER and MARTHA TOBEY all having a try (dual of course) at aerobatics in the STANLEY clip-wing J-3.

We are very proud of the showing made by our AWTAR entrants. POLLY DUNCAN, flying solo, was 19th, and MARTHA and CHRIS, flying the race for the first time, were 26th. All flew in Skyhawks. On hand in Chattanooga to greet these girls at the finish were HILDA SAVAGE, BONNIE WHITELEATHER, MARY and JOE STANLEY and FRANK TOBEY. BONNIE and INA helped with the race terminus. HILDA is spending the summer in the Bahamas and dropped by Chattanooga after leaving a son at camp. The rest of us enjoyed the AWTAR festivities and convention.

ROSEMARY and BOB WILLIAMS are the proud owners of a new Bonanza. INA WALKER has passed her commercial written and is also working on her multi-engine rating. We are proudly displaying the trophy given us at the Southeast Sectional for having acquired the greatest number of new ratings percentage wise of any chapter in the Southeast Section.

MISSISSIPPI CHAPTER Bernice Kelly, Reporter

The Mississippi Chapter 99s held their June meeting in Baton Rouge with new members PAT WARD and DEE COMEAUX as our hostesses. Upon arrival at Downtown Airport DEE met us and took us to her house, just a mile from the airport. There delicious Louisiana coffee and pound cake were served. DEE's mother had baked the cake for us and everyone enjoyed it so much. A short business meeting was held. ETHEL RADZEWICZ, chairman of the nominating committee, presented the slate of officers. They were voted on and we have the following new officers: JESSIE MILLER, chairman; MIRIAM LOE, vice chairman; DOT ETHERIDGE, secretary; LUCILLE WOLFE, treasurer; PAT WARD, reporter; and JANET GREEN, membership. We are very happy with the new officers and know they will do a grand job. After business, PLEA-

SURE and that means talking about the AWTAR. JANET and PAT; DOT and LUCILLE exchanging ideas and plans with each other on how to race and win. DOT and LUCILLE flew "Southern Bells" their race plane to the meeting so we could see it, with its big fresh No. 14 painted on. JANET and PAT are No. 12, so all our Mississippi gals will be close together, with these four terrific people flying the race, I don't see how Mississippi can miss.

PAT, DEE and 49½er plus her son really rolled out the red carpet for us. We all went swimming in her pool, and while we were enjoying swimming they were preparing barbecued chicken, baked beans, slaw, hot French bread and home made ice cream. We were all starved and ate up a storm. As we ate it started raining and the thunderstorms gathered and we thought about spending the night, but in a while it blew over and we all were able to take off, although it was overcast and the storm clouds lurked in the distance.

Our attendance was wonderful—10 members, five guests (we now have 23 members). LUCILLE and DOT brought guests FRANCES HERRINGTON and ORA VEST from Greenville. MIRIAM flew her Bonanza from Natchez (had just received her commercial license). SAMMIE, JESSIE and BERNICE flew in SAMMIE's "Blue Angel" Comanche; ETHEL and JANET in her Commander along with three of her children. SUZANNE MONTGOMERY, a student pilot, joined us for lunch. We were delighted to meet her and wish her well in her flying.

PAT presented the members with their name stamps which included the 99s emblem along with name and address. They are very attractive stamped as letterheads and also return addresses.

DOT told us a funny story about her recent trip to New York. The girls landed in Newark, N. J., at one of the airports. When she called in the tower asked where she was from. DOT answered "Mississippi" and he said, "Did you fly all the way up her from Mississippi? She said yes, hadn't he ever had anyone from Mississippi. "No," he said, "you are the first one." Mississippi is coming along, now they have heard of us.

We have a new member in Jackson, TEENA RUTLEDGE. She has a new Cessna Skymaster and has just checked out in it. (They had a Skylane and she

got her license in that plane in June). She took ETHEL and me up for the other day. It was so interesting and lots of fun. It had never sat in a plane at 7000 feet with a prop standing still. Of course the engine in back was working. It just slows down a little when one engine is feathered.

We are looking forward to our August meeting in Greenville. DOT and LUCILLE will hostess the meeting. It's going to be a 2 day affair with boating, fishing, water sports and last but not least flying. Can't wait.



ALL-OHIO CHAPTER Edy Maxim, Reporter

Ohio had excellent participation in the IAR this year. In fact, more from Ohio than from any other state. CONNIE JONES and ROSE MOORE were the best Ohio team, placing 14th. ROSE, a student pilot, had 4½ hours. She being the aviation writer for the Painesville TELEGRAPHIC sent back many interesting projections and comments to her newspaper. Other Ohioans: DOT-TIE ANDERSON and NEVA PAINTER (student pilot); MARION BETZLER and ANN NICHOLS (student pilot); JERRIE MOCK flew co-pilot for HELEN GRAHN of Indiana; JEAN BONAR and PAT ROGERS; SUE HIVELEY had as co-pilot MARGARET VENESS (student pilot) from Waterloo, N. Y.; MARILYN COLLETTE and MARY SCHEAFER; RUBY MENSCHING and EDY MAXIM; JANICE KUECHENMEISTER and AUTRIE LEHR.

Thank you, Dayton area gals, for a fine day at Wright-Patterson Air Force Base for the June meeting. And we enjoyed the "severe clear" weather you arranged for us. Meeting full of pre-convention business, followed by luncheon in the officers club. Many of the 99s and guests enjoyed browsing thru the Air Force Museum. The museum has progressed to a fine lay-out of aviation history and certainly requires more than those few hours of quick scanning.

JANICE KUECHENMEISTER returned home from the IAR without any more trouble. Has checked out in a C172 Skyhawk. Entered the Greater Cincinnati Airmen's efficiency race

with the 172, but overguessed on gas and time. Gals were prominent in receiving trophies.

BEV MATHER has returned from European trip.

LEE ROCK and 49½er, JIM, took PA-250 to California in April, via Houston and El Paso and return via Ogden and the Black Hills.

MARY BRANDMAN and PETER now enjoying a Travel Air. MARY received her multi-engine rating seven years ago.

Apologies to SUE HIVLEY. Somehow, in the last "99 News" her new rating was misinterpreted. She just recently acquired her "flight instructor" rating. Thus, she now has the following: commercial, instrument, flight instructor, single and multi-engine land.

More news on SUE: In June, had a chance to put her multi-engine rating to work. Flew to New Jersey in a Twin Beech. Once again, current on instruments. Beautiful night for flying, but flew it all the way there and back on simulated instruments for the purpose of getting current again.

DOTTIE PATRICK is almost ready to cover the Jungmeister. All parts are together. She has engine and wheels, but no instruments.

JUDY and JIM EVANS are looking for a club plane.

SUE GRIFFING still keeping the office going at Griffing-Sandusky Airport—seven days a week, daylight to dark. She and daughter, MELODIE, brought a new Cherokee 180-C back from Vero Beach at the time the IAR went that-away. In fact, a tower operator thought she belonged to the race, since was flying a Cherokee. She informed him she would be flying south—not north—if she were in the race.

Congratulations to RONALD LOVE, son of RUTH AND MERRILL LOVE. He is one of the three Cleveland area high school students appointed to the Air Academy by Congressman WILLIAM MINSHALL. RUTH and MERRILL flew RONALD to Colorado Springs in June.

CONNIE JONES won the stock airplane race (200 mile course) sponsored by the Sandusky-Bay Aviation Club July 4th at Sandusky. CLIFF CRABS was co-pilot in the Cherokee 180. CONNIE was sponsored by Concord Airpark as usual!

Second place was won by flight instructor BOB GALLATIN of Elkhart, Ind., and AGNES (an Indiana 99). The GALLATINS flew a 1947 Stinson. JO-ANN STYPE of Wooster placed eighth.



Cape Girardeau Chapter 99s, left to right: EVELYN BRAESE, AUDREY BLAICH, LOIS FEIGENBAUM, ALICE GODWIN, MARTHA HARMON, POLLY FREYTAG, MILLIE LIMBAUGH and NELL RICE, owner of the 1931 Stinson Tri-Motor, flew to Dyersburg, Tennessee, for a luncheon meeting.

Sandusky 99s behind the scenes: DOTTIE PATRICK, spot landing judge; JUDY EVANS, stock race scorer; SUE HIVELY, contest chairman; SUE GRIFFING handled regular airport business. An estimated 400 airplanes attended Aviation Day at Sandusky. Other 99s attending: BETTE WARNER, JANET GIBBS, AUTRIE LEHR, and from Arlington, Va., LAURA ZENERER.

Our best wishes were with MARION BETZLER, flying the AWTAR. Her co-pilot was FRANCES FRANCIS, former Ohio 99. Another Ohioan, PATRICIA KNOPP of Kettering, flew co-pilot for BARBARA WILLIS of California. We have yet to meet PAT, and look forward to having her become an Ohio 99 soon.

The Chattanooga gals and the rest of their Section did splendidly with the TAR terminus and the convention, and deserve a big hand! They must have been overwhelmed with the gross attendance. Indeed, it was our pleasure to have visited beautiful Chattanooga, even though at times it does get IFR-ish. Five delegates from Ohio present: HELEN SAMMON, MARION BETZLER, PAT ROGERS, CONNIE JONES, JANICE KUECHENMEISTER. Also: VIRGINIA SCHUMACHER, AUTRIE LEHR, JEAN HIXSON, HELEN MORGAN, JOAN HRUBEC, EDY MAXIM, and JIM SAMMON, FRED MORGAN,

MYRON COLLIER, CLIFF CRABS and PAT's daughter, LAURA. AUTRIE arrived early and helped with operations at the TAR terminus.

AUTRIE LEHR has checked out in their Bonanza N661D, both day and night. Flew to Cleveland and saw the "Magnificent Men in Their Flying Machines".

VIRGINIA SCHUMACHER had trip to New Orleans, to San Diego, to Chattanooga for convention, in Comanche 250 with Colonel FRED and HELEN MORGAN.

ELINOR and RUSS MADDOX made quick trip to Las Vegas, Nev., in their Comanche 250 with two guests. ELINOR and daughter, WENDY, made trip in the Comanche from Dayton to Wilkes-Barre, Pa., over July 4th holiday.

CONNIE JONES, CLIFF CRABS (in CLIFF's 195), EDY and JOHN MAXIM flew to the National Soaring Meet at Adrian, Mich.

CONNIE JONES is starting all-girls' ground school course July 21 at Concord Airport for non-pilots (wives who don't enjoy flying).

Congratulations to the Sandusky area 99s and prospectives! They recovered and managed well, despite the fact that they had 24 reservations and 51 people showed up for the July meeting. All enjoyed a bit of that exciting aviation history as told by Early Bird REINHARDT AUSMUS of Sandusky. MR.

AUSMUS, our guest speaker, is one of those fabulous pioneers, who designed and built his own airplane (1910) and taught himself to fly it (1912).

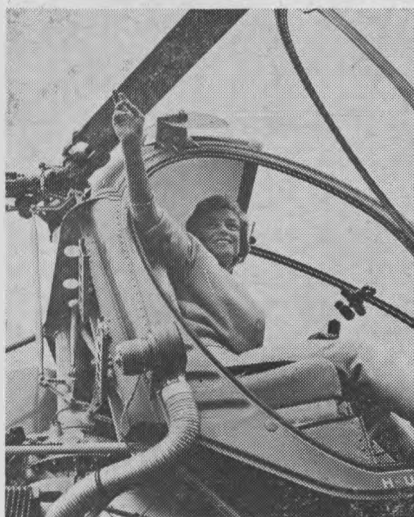
MUGS ANYONE?

CHICAGO AREA CHAPTER

Doris Mullen, Reporter

Several members have been working very hard. New ratings include: JOAN SHOGER, commercial; BOBBIE JOHANNSEN, commercial; ARLENE ODEGAARD, instrument rating. LORETTA SINCORA is working on her multi-engine rating in a Piper Aztec C.

News of coming events — Chicago



DORIS MULLEN, Chicago Area Chapter 99 and Whirly-Girl No. 84, in a Hughes 200.

Area 99s will be helping in the Welcome Booth Aug. 1-7 at the E.A.A. Show in Rockford, Ill. Members will be participating in the Fashion Show on Saturday, Aug. 7, at 3 p.m. BARBARA PENCE is the coordinator for the show "You CAN Take It With You".

On September 11 our Air Meet at Du Page Co. Airport will allow husbands as co-pilots. Prizes and dinner later at St. Andrews Country Club in the evening. For information write LOUISE KOKESH, our chapter chairman.

TRACY PILURS was busy with the Smith Miniplane "Psst", helping to advertise "Those Magnificent Men and Their Flying Machines" at Midway Airport. It's reported they slyly stole the show.

Flying Activities — AMY GABRIEL was picked up at college by her mom, IRENE GABRIEL. You should have seen them unloading the stuffed toys.

RALPH and GERRY KRAUSE get around on weekends. One in Las Vegas and another with Suburban Flying Club to the Ozarks. LORETTA and RUSS SINCORA plan a flying trip to California with children, CRAIG and CAROL.

TRACY PILURS and daughter, LAURIE, visited a farm with HELEN SAILER in western Illinois. Fishing and raiding the strawberry patch. I must tell you of an experience HELEN S. passed on to me. MARGE RAGLIN is teaching at Schweinfurt Air Force Base in Germany and recently took a spring vacation in East Germany, Poland and Russia. While in Moscow, MARGE attended a puppet show and was approached by a lady who saw her 99 pin. It turned out to be DOTTIE SHULTZ, former San Diego 99, now teaching in Paris, France. Moral of the story: WEAR THAT 99 PIN!

Our penny-a-pound for Amelia Earhart Scholarship was quite successful. SUE ROSCOE coordinated the activities of the day. Airport personnel, FFA supervision, and help from FSS were all most helpful. Joliet Airport was the location and we had to turn people away late in the day. The weary pilots included BOBBIE JOHANNSEN, BARBARA PENCE, JOAN SHOGER, EVA WHITE, MARIE CRONIN, and RAY KOKESH (49½er who flew a Musketeer when he discovered he had just gone over 100 hours on his Bonanza). Many ground crew members (too numerous to list) assisted capably.

Delegates flew into Chattanooga, Tenn., for the International 99 Convention. LOUISE KOKESH, chapter chairman; EVA WHITE, publicity; SUE ROSCOE, corresponding secretary; and JOAN SHOGER, air marking. Also attending: BOBBIE JOHANNSEN, MARY SCHUMWAY, HELEN SAILER, ALICE KUDRNA, GERRY KRAUSE and VIRGINIA COFFEEN. ALICE HAMMOND had to race with the stork for her daughter's home.

After my transcontinental tour I raced home to find my 49½er placed 14th in the National Soaring Meet in Adrian, Mich.

GREATER KANSAS CITY CHAPTER

Katie Letcher, Reporter

Congratulations and 99 special cheers for MARY ANN NOAH, the 1965 winner of the AWTAR. It must be wonderful to win the Powder Puff Derby for the first time, but to win twice in a row must be out of this world! MARY ANN and her navigator, MARY AIKINS,

arrived back in K.C. July 14th and were received by a welcoming chapter, plus some very nice news coverage by KCMO-TV.

Congratulations are also in order for STELLA LEHMAN and her co-pilot, LORETTA EVERSON, who came in third in the Sky Lady Derby. There was a very nice article about it and STELLA which appeared in The Kansas City Star. Others of our group in the Derby were MARILYN DICKSON and ELAINE MORRIS (who I understand took the Tailend Tony award!), and BETTY SIMPSON with co-pilot PEGGY WRIGHT.

Well, back to some older news. Our June meeting was held at the Prison Camp at Leavenworth, Kan., with our hosts being JOE and JOAN REINDL. We were treated to a wonderful feast and then to a tour (scale-model type) of the prison grounds by JOE. Fifteen members attended, also six 49½ers and five visitors. Most discussed business was our planned airlift which took place June 20. Everyone had a very good time and ate, as I recall, lots! Thank you, JOE and JOAN.

We had a very successful penny-a-pound, though the weather was threatening all that day. We were able to donate \$275 to The Speech and Hearing Society of Kansas City. Many thanks to all the ground crew help and to the pilots. MARILYN DICKSON, MARY ANN NOAH, SARAH GORELICK, STELLA LEHMAN, ALEAH COMBS and RUTH STAFFORD were the feminine pilots. We also owe a debt of thanks and appreciation to: HUGH BRUBISS, JIM DICKSON, SHELDON STAFFORD and DR. LINDQUIST for piloting, too.

Our July meeting was held at the Lake Lotawanna home of RUTH and SHELDON STAFFORD. Ten members and four 49½ers made it. Boating, water skiing and swimming were on the agenda, plus eating. The good food was contributed by all the members attending. We got a report on the recent Sky Lady Derby from STELLA LEHMAN and discussed plans for those going to the convention in Chattanooga. A good time was had by all. Thank you, RUTH and SHELDON and sons.

Now for some brief news flashes:

Visitors — ALICE ROBERTS and her husband were thru Kansas City in April. On hand for dinner with them at The Inn were RUTH and SHELDON STAFFORD, JOE and JOAN REINDL. ELAINE and BILL MORRIS, MARI-

LYN DICKSON and SARAH GORE-LICK.

New Ratings — Congratulations to RUTH STAFFORD who recently received her instrument ticket. Also to ALEAH COMBS and KITTY HEATH, both who passed their commercial and instrument writtens.

New Member — As soon as MARY ANN comes down out of the clouds with some application forms we hope to welcome to our chapter: ANNETTE GRUBISS. She and her husband, HUGH, are the owners of a Bonanza, which HUGH flew for us in our penny-a-pound. We want to thank them very much for the help.

Lost Member — We were sorry to lose ANN WHITE to Denver, Colo.

Till next month, happy flying.

GREATER ST. LOUIS CHAPTER **Jane Noyes, Reporter**

The good old summertime brings a lot of activity — especially flying activity — as you can tell by what some of our members have been doing:

ROSE and PAUL JOLY are making their annual trip to see their lot on Greater Exuma Island. Hope to have a little work done on it this time while there. SYLVIA BLOOM had a nice flying trip to Minnesota for a family reunion. DOTTIE HAUPT has been doing some night flying and was a little shook up when she got back to the airport one night and the lights had been switched off. DOTTIE has left our fair city and now lives in Decatur, Ill. That doesn't stop her from coming to our meetings though. How's that for loyalty? LORETTA SLAVICK and RUTH TAKSEL were in Albuquerque for the Aviation Writers and Space Writers Convention. LORETTA also attended an N.P.A. board meeting in Wichita. IRENE RAWLINGS and hubby had a perfectly wonderful trip to Europe—complete with their own guide no less. They had hoped to fly their own plane from here to New York, but something called "weather" interfered. AMY LAWS and friends flew to Biloxi, Miss., for a little fishing. AMY was thrilled when she got to fly an Aero Commander back from the Springfield Sectional. GOLLY MINER has finally confessed that she flew over (not thru) St. Louis' Gateway Arch when PRESIDENT JOHNSON was there. She got a surprise when she was met by two Army helicopters. GOLLY also visited her grandchildren in Ohio. Grandmother MARGARET WALSH hurt her leg badly when riding — or trying to — a Honda.

She's convinced now that flying is much safer. Several of our members planned to go to Chattanooga for the convention and to greet the Powder Puffers when they come in.

We were so happy that two of our members, VALERIE JOHNSON and RUTH TAKSEL flew in the Powder Puff Derby this year. (We're all anxious to hear about their adventures at our meeting on Tuesday). Several of our gals flew in the Sky Lady Derby, since it started from Weiss Airport here. They were: FRAN HENCKE, RUTH LAKE, SYLVIA BLOOM, AMY LAWS, COTTIE HAUPT, ERMA JACO, and new members KIT HEEDCOCK and teenager DONNA RAE HOOPER. Once again FRAN and RUTH flew away with the top prize. DOTTIE and KIT were second. Congrats! Congrats!

Our chapter is growing — we have a few brand new members and quite a few prospective members, and were happy to welcome them at our last meeting at EDITH OLOVITCH's lovely home. We also had a visiting member from Arkansas Chapter, MARY McKILLIP. Hope that she will soon be one of us. As usual with so many women, we did a lot of gabbing, but did manage to transact some business. RUTH TAKSEL and VALERIE JOHNSON gave us a preview of the Powder Puff Derby with their "look alike" outfits.

Way back in May our hostess was RUTH LAKE. At that meeting, EDITH OLOVITCH was appointed chairman of the committee to plan our 25th anniversary celebration in September. This should be a memorable affair. Also voted to donate a trophy to the Sky Lady Derby — for the gal with the fewest flying hours.

That almost brings us up to date, but there should be lots of news to report on from our July 20 meeting.

INDIANA CHAPTER **Betty Kaye-Smith, Reporter**

Father's Day accounted for at least one member, MURIEL DYKEMA, missing our June meeting. Vacationing in the Minnesota woods kept JO RICHARDSON away, flying around the Bahamas occupied BETTY KAYE-SMITH and 49½'er, ELLIOTT, and prospective member JOANN ROUL was also on vacation.

SHIRLEY MAHAN reported that husband, MARK, was elected president of the Indiana Flying Farmers recently and has been organizing the state into districts to encourage more flying. The MAHANS' new home, which they are

LAST FLIGHT

YVONNE DAVIS

Member

Indiana Chapter

North Central Section

May 25, 1965

building this summer on their farm only 100 feet from their landing strip, holds promise of good entertainment for 99s in the near future.

At the July meeting we were happy to have Powder Puff Derby contestants TANNIE SCHLUNDT and ETHEL KNUTH report on the race as well as their trip out to California. ETHEL, TANNIE and husband, PAUL, flew the race plane out to El Cajon on Saturday and Sunday, June 26 and 27, in plenty of time for impounding. Then ETHEL went on to Santa Rosa to meet husband, RUSTY, and visit her son and family before starting the race. Both ETHEL and TANNIE are to be congratulated for the excellent sales promotion given their sponsor, Stokley-Van Camp, for whom ETHEL is a secretary in Indianapolis and for whom TANNIE handles travel arrangements.

Members who couldn't get to the International Convention got good reports from those able to attend: MID CASSIDY, PEGGY COULTER, DOROTHY HENDRICKS, DOROTHY SMITH, MURIEL DYKEMA, BILLIE SMITH, TANNIE SCHLUNDT, and ETHEL KNUTH and DELIA SANDERS with their 49½'ers. PEGGY brought guest EILEEN RIDGEWAY, new Muncie private pilot (May). MILDRED SNYDER reported that she is working on her 10 hours dual in their new (to them) 180 Cessna. MARTHA OZBUN reported that she and her family just returned from an enjoyable trip to Washington, D. C. We missed reports from SOPH PAYTON, who planned to fly the race with PAULINE JONES of Michigan as her co-pilot and MARGARET RINGENBERG who has daughter MARSHA as her co-pilot.

MARTHA HOLST was an Indiana delegate to the American Home Economics Association convention in Atlantic City where she, husband, JOHNNIE, and daughter, DONNA, flew on their two-week, 22 hour (flying time) trip

in June and July. After convention, swim and surf on the boardwalk, they took off for Flushing Airport for a World's Fair and New York City whirl. Then on to Hartford, Conn.; Concord, N. H.; Utica, N. Y.; Chardo, Ohio; and home. Most exciting takeoff, she says, was following five F100s off runway 24! She didn't say where. But fun!

IOWA CHAPTER

Mary Lou Ballensky, Reporter

The Sunday of June 13 found us in Cherokee, Iowa, with DINNY PHIPPS as hostess. Those attending were HAZEL SIGAFOOSE and husband, PHYLLIS BARBER and husband, ELEANOR RONEY, HELEN FLAHERTY, DINNY and NATE PHIPPS, myself and my favorite 49½er, JOHN BALLENSKY. Guests included the C. W. MAHANNAHS from North English (he was the flight instructor for both the SIGAFOOSES and the BALLENSKYS), HARRIET and DAVID OSTERMANN from Ocheyedan, MARILYN RONNING and friend from Sioux City, ELEANOR ASHLEY, also from Sioux City, and GENEVIEVE YOUNG from Fort Dodge.

After a lovely smorgasbord at a local restaurant, PHYLLIS BARBER presided at a short meeting in the absence of TINA HEALY. The men were taken on a tour of a mink farm near Cherokee, but seemingly didn't place any orders or didn't bring back any samples!

So—back to the meeting! Discussions included Aviation Day at Ottumwa, July 11. We plan to have a booth to sell lapel pins with pilots ratings as a money-making project. Also, we had a further discussion about the Omaha weekend now in the planning for the second week in October. (This was first brought up at the May meeting.) We hope to stay all night at the Airport Inn near Eppeley Field and tour the SAC base.

HARRIET OSTERMANN joined our ranks as a member, and PHYLLIS BARBER and HELEN FLAHERTY announced firm intentions of going to the National Convention at Chattanooga.

KITTY HACH and husband are with GOV. HUGHES and the 100-member Iowa Trade Mission in Europe. We hope to have an interesting account of her trip in the near future.

LOIS GRANGE, KITTY HACH, PEG ONG, BEA JOBE, PHYLLIS BARBER, and HELEN FLAHERTY were the



(Left) DR. DONALD A. SHELLY, Executive Director Henry Ford Museum and Greenfield Village, (center) DR. JEANNETTE PICCARD and (right) MRS. PHILIP A. HART at the JEANNETTE PICCARD COMMEMORATIVE DINNER May 20, 1965.—Photo courtesy of Henry Ford Museum, Dearborn, Mich.

On October 23, 1934, DR. JEANNETTE PICCARD piloted a balloon from the Ford Airport, now known as the Ford Dearborn Test Track. During this scientific balloon ascent with her scientist husband DR. JEAN PICCARD, JEANNETTE PICCARD became the first woman to pilot a balloon into the stratosphere reaching an altitude of 57,599 feet. Her record still stands today.

During this year's Michigan Week celebration, May 20th, Dearborn celebrated our Aviation Heritage with DR. JEANNETTE PICCARD as guest of honor. The day started with the dedication of a marker which jointly commemorated DR.'s JEANNETTE and JEAN PICCARDS' historic flight and WILLIAM B. STOUT, aircraft designer, who contributed to the fame of the Ford Airport.

In the evening, a commemorative dinner in honor of DR. JEANNETTE PICCARD was held in Lovett Hall in Greenfield Village, Dearborn, Michigan. Introductory comments were given by RICHARD HAGELTHORN, 1965 Dearborn, Heritage Day Chairman; JAMES RAMSEY, Director Michigan Department of Aviation and 99 BERNICE STEADMAN, Aviation Chairman, Michigan Week. DR. PICCARD was most gracious in the acceptance of the tribute given her and narrated a film of her historic ascent.

The program concluded with a talk by our Guest Speaker and Michigan 99, MRS. PHILIP A. HART, on "Woman's Contributions to Aviation." MRS. HART spoke of her experiences in the NASA space program and the contributions and tribulations of women in aviation.

The Michigan Chapter of 99s was well represented on this occasion and it was of interest to note that the majority of attendants were women.

lucky gals who attended the Spring Sectional in April, and this is the new weather term HELEN brought back from Springfield—"severe clear!" After our terrible spring weather here in Iowa, we'd like to see a few "severe clear" days this summer!

MICHIGAN CHAPTER

Claire Ojala, Reporter

The June meeting found a large number of birds homing in on Pheleps-Collins Field at Alpena, Mich. The weatherman gave us scattered clouds, 65 degree temperatures, sunshine and

Northern Michigan's 50 plus miles visibility. Our hosts, CAROL and ROBERT WELCH welcomed us to Alpena and its friendly operations office complete with weather station and hot coffee.

We were taken to the Alpena bank building for our lunch box dinner and program. 99er PEG SULFRIDGE of Saginaw was our speaker and told of the People to People program started by former PRESIDENT EISENHOWER in 1957. The program was intended to bring the peoples of the world closer together on a personal basis to complement the official government programs. As a participant in the People to People chapter in Saginaw PEG had the opportunity to assist Saginaw in adopting a Sister City, Tokushima, in Japan. The success of this adoption was insured by PEG's association with a Japanese student who studied in Saginaw.

In addition PEG told of her experiences in traveling through Great Britain, Ireland, Scotland and Europe with a group of 137 American girls (school girls) as part of the People to People program. PEG's enthusiastic narration of her experiences in this world wide program truly showed us the value of personal diplomacy in this troubled world and reaffirmed the fact that the 99s are not only pilots but doers and patriots.

BERNICE STEADMAN has been elected president of the newly formed Professional Flight Instructors Assn. while PEG SULFRIDGE is secretary.

It was exciting to hear of the International Race and all its fun from DOROTHY REAUME, VELMA DEL GIARNO, MARIE (SAMMY) McKAY, MARETTA SIMPSON and second place winners BEA STEADMAN and MARY CLARK. Congratulations you two.

LORRAINE McCARTY flew husband, MAC, to Stephens College, Columbia, Mo., to see daughter, JILL, graduate. After returning home for two days she was off to Columbus, Ohio, and back. By the time this is printed she will have flown to Chattanooga to leave her much traveled Colt, then off to El Cajon to fly the AWTAR with PAT ARNOLD. She claims she will trade that Colt for anything larger and a little faster but I doubt if she would—it is too much a part of her now.

JULY—It has been a busy month for your scribe starting from Flint to El Cajon for the AWTAR and ending in the Yukon. No, we didn't get lost, just had this month's meeting at the Yukon

Restaurant in Saginaw. I was fortunate to hitch a ride as co-pilot with our chairman, SAMMY McKAY, and her two Pontiac-Tigers. Our chapter had 18 girls in the AWTAR: Sisters WINNIE DUPEROW and SAMMY McKAY, who have flown together in past races competed this time. DOROTHY LIGON was co-pilot for WINNIE and CLAIRE OJALA for SAMMY. The other teams: ANNE STEINHAGEN and ELIZABETH SCHUCKER; BEA STEADMAN and MARY CLARK; PAT ARNOLD and LORRAINE McCARTY; ALICE HAMMOND (former Michigan member) and JEAN PEARSON; SOPHIA PAYTON of Indiana, twice Michigan SMALL Race winner, and PAULINE JONES; LEAH HIGGINS and DONNA WESTERLUND; FRANCIS MYERS and ARABELLA MELICK; MARGARET CRANE and DOROTHY REAUME.

BEA STEADMAN and MARY CLARK finished 9th and MARGARET and DOROTHY placed 14th, with PAT ARNOLD and LORRAINE McCARTY coming in 18th. The rest of us had a wonderful trip and enjoyed the scenery. With the termination of the TAR in Chattanooga we had a few days to sight-see and SHOP.

Our Michigan Chapter was 2nd in attendance at the convention with 17 members (JEAN PEARSON couldn't stay) plus five 49½ers present. MARY VON MACH, charter member of 99s, became a life member and we are all very proud of her and her contribution to our organization.

After a weeks rest it was off to the Yukon Restaurant in Saginaw for our July meeting. It must have been a shock for such a quiet field to be awakened early on a Sunday morning by so many women and airplanes. The line service was terrific with line boys equipped with fluorescent wands. After a hearty breakfast, surrounded by a caribou, bear and mountain goat, we listened to our guest speaker, KAZUKO SPRAULL, tell about her hobby of hand making Japanese dolls. The dolls were just exquisite, and each represented a phase of Japanese life (even the men enjoyed them).

Next month's meeting should look like a military operation with the Michigan and Indiana Chapters being guests of the Ohio 99s in Richmond, Ohio.

The chapter girls were really off and running the past month. While the 18 members were off on the AWTAR others flew the country in a more leisurely manner. DOROTHY BREWER

and hubby, CAL, flew to Abilene, Texas to pick up DOROTHY's mother and sister for their daughter's wedding, then flew them back. The new Bonanza performed real well and the trip was made in 6½ hours.

MARY CREASON tells us the SMALL Race applications are coming in—DEADLINE IS SEPTEMBER 15. She is flying charter now, Ottawa Air, Muskegon, and instructs part time. DOTTIE SEIBOLD from North Shores, Grand Haven, accompanied her to the meeting.

BABE RUTH must have broken some kind of record on July 10 in Lansing's open house. She flew 9½ hours adding 40 take-offs and landings to the Sunday count.

We were so sorry to hear that THELMA LINDSAY fractured her right arm in a fall while shopping in March. The cast is off now and she is at home taking it easy.

ANN ENGLEMAN and 49½er enjoyed a few weeks in the Bahamas — flew in their new Comanche. After arriving home, a few days later they were off to Colorado.

PAT CLARK, a 66, received her private license and is anxious to become a full fledged 99 — 100 percent of her time is in the family Bonanza.

Hope you all have a summer of CAVU and tailwinds.

WRITE NOW FOR YOUR PACKET ON THE MICHIGAN SMALL RACE. WRITE MASIE STEARS, 2963 EAST "E" AVE., RT. 2, BOX 90, KALAMAZOO, MICH. 49004.

MINNESOTA CHAPTER

Mabel Barr, Reporter

The Minnesota Chapter met July 14 at the Lavender Inn, Faribault, Minn., for dinner and a business meeting. We presented our Amelia Earhart scholarship winner with a corsage. I'm sure all of us were as surprised and pleased as she was to win the scholarship. She says it is the first thing she has ever won. Three cheers for RUBY ST. ONGE.

We are also pleased to announce two new members who joined us at this meeting. PAULINE MONSOUR and SALLY (MRS. ROBERT) SLOAN. Both girls live in the Twin Cities area now.

We had scheduled a fly-in June 27 up at Breezy Point near Brainard but it fizzled because of the weather. Oh well, try, try again.

RUBY ST. ONGE attended the International Convention at Chattanooga so she briefed us on the proceedings

and gave us ideas and notes that will be particularly helpful to us as we plan our convention in the fall. She said she could talk all night but instead will give us short "installments" from time to time.

BARBARA PHILLIPS is to be married August 7 and we offer our congratulations and best wishes to her.

The "Twin Citian," Minneapolis magazine, had a very good article (Lady Pilots Give New Push to Private Flying) in its July issue. Among the girls pictured and interviewed were these 99s: MARY McMILLAN, JOYCE JOHNSTON, RUBY ST. ONGE, VIRGINIA MAYER and HELEN MASTERTON. And this is a nice spot to end the news for this time.

OZARK CHAPTER

Helen Matz, Reporter

Our June meeting was held at the SGF airport. Those present were VELMA HITE, PATTY HURST, MAYME BURTIN, JEAN FULDNER and me. Not much going on flying wise, but here is the gossip. MAYME hasn't had much time to fly "Honey" as she and her real life honey are in the midst of building a lodge, with living quarters, and a 14-unit motel at Bennett Springs State Park. She did take time out to take her grandchildren for a ride, and a CAP member out on a search flight for a plane that had gone down somewhere. To my knowledge the plane still hasn't been found.

JEAN FULDNER is all wrapped up with her new lot and prospective house. Almost three acres of wilderness with a stream running right through the middle. The land has to be surveyed, the underbrush cleared out and the rocks picked up before they can really start on the house, so the FULDNERS certainly aren't doing much flying these days.

VELMA reports nothing except a flight in to SFG with PATTY for coffee and pie. Poor thing.

PATTY is looking forward to a flight to Alaska with her hubby and other members of the Flying Physicians. Imagine she will have some wild tales to tell when she returns. She is also planning a wedding for her daughter, JAN.

The most exciting thing I can report is a trip to Pensacola, Fla., to see my little (?) Navy boy. Couldn't find much to do around Pensacola so wound up in New Orleans where we had no trouble at all finding something to do. We did make a tour of the Air Station where he

is stationed, and saw about every type of Naval aircraft in about every phase of repair and disrepair. Also got to see the pilots practicing on the Aircraft Carrier Lexington. Very interesting. The other MATZ brat finally got his commercial and float plane ratings, the plane on the lake, and is now in business. Come on down and take a ride. We need the money!

This gossip is going to be so old by the time it is printed it seems rather ridiculous to send it in, but we voted not to have a July meeting due to the various activities being planned. Just hope some of them are interesting so I'll have more to report in Aug. See you then.

WISCONSIN CHAPTER

Marie Mitzenheim, Reporter

'Twas a beautiful day for flying! Our planes came into Bell-Baraboo Airport and we were greeted by JEAN and JOHN McARTHUR. Attending luncheon at the charming Farm Kitchen were DR. and DEEDO HEISE, DR. and ROMONA HUEBNER, MR. and MRS. RADTKE, MR. and MRS. AEHLERS, MR. and MRS. MITZENHEIM and children, LORELLE, ROBERT and GERALD, MR. and MRS. J. McARTHUR, FLORENCE TONEY, RUTH LEMBKE, DORA FRITZKE, EHREN FATH, JOAN HAMMERSTEDT and a most interesting guest, JEAN HAUSER. JEAN had flown to Baraboo in a Tri-Pacer alone, though she cannot hear. She will be the first licensed pilot here who is deaf! It was fun talking with this enthusiastic lady.

ANNE ROETHKE and JUNE BOYLE have returned from the convention and a good long vacation filled with fun and blessed with good weather.

MARILYN FIFIELD has been doing a great deal of flying and has earned her multi-engine rating!

The weather permitted nearly all our members to fly-in to Galt Airport at Greenwood, Ill., for a July meeting. We had a fine time at this busy airport and a long interesting meeting. DEEDO HEISE, EHREN FATH and ANNE ROETHKE told us about the International Convention. We held election of officers for our Wisconsin Chapter. F. TONEY will continue as chairman, JOAN HAMMERSTEDT was elected vice chairman, ROMONA HUEBNER was re-elected secretary, and RUTH LEMBKE elected treasurer. We were provided transportation to Richmond for a delicious dinner and continued our meeting. Several plans for future meet-

ings were mentioned and an invitation to visit Baraboo was extended by JOAN McARTHUR.

Two of our gals began planning entry in the 1966 Powder Puff Derby and three guests were provided application blanks — so we're looking forward to three new active members.



ABILENE CHAPTER

Mel Hall, Reporter

Election of officers was held at our April business meeting and they are as follows: AUDREY ANDERS, president; GLORIA PUCKETT, vice president; JOY RAMSEY, secretary-treasurer; and MEL HALL, reporter.

My thanks to the girls for the privilege of representing them in the news one more year.

Since our last meeting and since school let out, it seems everyone has been busy with vacations and what-not and news is scarce, however, I did manage to obtain a little.

Congratulations to PATTY TALIAFERRO on acquiring a new Cessna 210.

AMBER CREE and her 49½er flew their 210 to California for a week's vacation. They had the fun of watching a dear friend make her TV debut for a fall series program. They also spent a few days in Las Vegas, Nev., en route home. AMBER loves to cook and apparently spent some time in super markets. She brought home the biggest mushrooms and avacados I ever saw in my life. The mushrooms measured 3½ inches across, so help me, it is the truth!

This reporter and husband spent two weeks in Florida the first two weeks in May and are the proud owners of a 500-B Aero Commander. I was thrilled to be able to fly it home to Abilene. DICK and I felt we had lost a member of the family, though, to lose the faithful Apache.

DICK, two pilot friends and I attended the annual Service City golf tournament in Dallas May 17 and 18 for flying golfers. The excitement of the day was provided by ARNOLD PALMER, when he came swooping down over the clubhouse in a Lear jet. Later he joined us for a bit of socializing and talk about flying, which he loves as much as golf

(he says). The association presented him with a plaque honoring him "Flying Athlete of the Year". Next day we attended a "jetbrunch" at the Executive Inn where WILLIAM SCHULTE of the FAA gave a report on things to expect in the near future in general aviation.

Have had the pleasure of inspecting a Lear jet, North America's Saberliner, a JetStar (belonging to the Prime Minister of Canada), NASA's DC-6 which was being refurbished interior-wise and re-engineered mechanically. They will use it in high altitude tracking from Alaska to the southern tip of South America.

Also have had the exciting adventure of flying two new airplanes, namely the Cessna 441 and Beechcraft's King Air.

This summer has been quite full for yours truly. In between flying our wonderful new airplane I have been quite busy studying and practicing for a commercial license. Finally made it and received my ticket June 15. In six weeks I put 50 hours on the new bird and also covered a lot of miles, which took in Oklahoma, Kansas, Missouri, Iowa and New Mexico. While in Wichita, Kan., I had the pleasure of meeting MRS. OLIVE ANN BEECH, who is a most gracious and talented lady. The tour through the factory was especially interesting. The King Air and Queen Air lines were together and was most impressive. It was quite a day.

We have an apology to make to the Austin 99s. We hope you girls will invite us for another fly-in sometime soon. Most of us were out of town for one reason or another and it seems not one representative from the Abilene Chapter showed up for the June 14 fly-in luncheon.

Well, yours truly is off this weekend for a fishing tournament in Port Aransas, Texas, and following that will be studying again and trying to obtain an instrument rating.

Hope ya-all are having as much fun as I am and flying a bunch!

ALBUQUERQUE CHAPTER

Georgia Tillery, Reporter

Such a nice meeting June 4! Five of us drove to Vaughn over the mountains, 120 miles east of Albuquerque and we arrived all tired out from driving at lovely home of MARGARET and EUGENE PEREZ. To our surprise the dining room table was set for a most delicious meal! Then our gracious hostess had arranged for a film on D. O. Care, which is the Osteopathic Doctor's Program for underprivileged people



White nylon jacket for sale by Albuquerque Chapter. \$12.95 with Wisconsin 99 Patch; \$11.25 without patch. Cost includes mailing.

of a very low income group in Mexico. Wouldn't you know it, the projector bulb blew out! But 49½er EUGENE gave us a much more interesting first-hand experience because he had served as an interpreter on the last trip. The doctors fly down periodically to a small missionary clinic and do what they can in a short while.

We really counted our blessings as we started home at the many, many privileges God allows us and we never appreciate them until we hear what little some people have! MARGARET tells us they are asking if 99s would fly clothing to the area.

Acting Chairman IRENE KAY welcomed our new 99, ISOBEL HART, and our two 66s, COILA MOELLER and DONNA NAUSEY. GEORGIA TILLERY reported air marking is still going: one town finished, one marked off ready to paint, and two more ready as soon as they get the patterns. We've had most cooperative help from Albuquerque control, led by BOB STANTON on the project and state aviation director, BOB WHITE.

If anyone wants suggestions on patterns, write us. MR. STANTON has made us the best templates out of lightweight material that hinge and hit into a car, then spread out to make 10 foot letters.

We are sorry to see MARGARET PEREZ step down as "Flying Farmer Queen" but she reports a most rewarding year and wishes the best of everything to her successor.

FORT WORTH CHAPTER

Betty Jo Parsons, Reporter

DR. DORA DOUGHERTY is going to Alaska in July, if plans work out, then to Europe for a two weeks tour! She's in the Air Force Reserve, leaves WDC August 6 in AF plane.

JIMMIE KOLP of Electra, a FTW member, toured Alaska and Western Canada in June and early July, reports the NW country beautiful, the pilots up there "really tuned in".

CEALE ORPEN is in Europe now, plans to return in the fall—attended the Paris Air Show!

HELEN MORRIS flew over to the Paris Air Show, with her husband, "DOC", who flew the Wren during the non-military days.

EDNA GARDNER WHYTE flew 4th place in her Musketeer, in the Sky Lady Derby. There were nine planes in the race, a long 542 miles in one day.

BETTY JO PARSONS, FRANCIS PYLAND, GLADYS BROGDON, DOROTHY McLaurin, FAITH RICHARDS and prospective member MALENA RICHARDSON were featured in the Fort Worth Star Telegram, in a series of articles by MARION HODGSON (ex-WASP). Others, featured this spring, VERA STUBBS, TONY PAGE, DORA, ANITA REILLY, MARY KAHAK.

Everybody's been too busy to have a meeting, elect new officers, or a cotton pickin' thing at chapter level.

HOUSTON CHAPTER

Louise Bickford, Reporter

This is the season of vacations and hearing about other peoples' trips gives us stay-at-homers itchy feet. A few of our members have been off on flying vacations or are leaving shortly.

MARTHA AKINS and family flew to Chattanooga for the International Convention, and from all reports they had a marvelous time. From there they met relatives and drove through the Smokey Mountains, then flew to Virginia, Niagara Falls, up into Canada, back through Columbus, Ohio, St. Louis, Mo., and on home.

MARY ABLE and family made a trip to the West Coast stopping at Tucson, San Jose (from there making trips into San Francisco), Las Vegas, Los Angeles then back home.

MARY COALE and husband are leaving for a three week trip up to Wisconsin then on to Nova Scotia.

Our group has been getting some good TV and newspaper publicity. Recently one of the local papers ran a full page article on the airmarking of Humphry

Airport with color pictures. MARY JANE STEPCHINSKI and MARILYN STONEBERG each had newspaper articles about their flying and together they had newspaper and TV coverage prior to their leaving for St. Louis and the Sky Lady Derby.

We were very pleased to have MARY JANE and MARILYN as race contestants and hear they had quite an exciting time. They had the best time estimate for the race. Besides bringing back participant trophies, MARY JANE received one for the pilot with the least number of hours.

MARY JANE recently made a trip to Memphis, Tenn., to deliver a Comanche. The only place one can be sure of locating her these days is at the airport.

Congratulations to MARY ABLE for getting her multi-engine rating; MARY JANE for passing her commercial written; and IMA PRETTY for getting her private ticket and becoming a new 99.

DEL and GENE HIGHTOWER, ORA MAE and BEN BOSWELL and your reporter and family joined the Houston Air Tour Club on a fly-in to Granite Shoals Lake, north of Austin. We were certainly shown a good time by a few of the local residents with luncheon at a lake-side lodge, spot landing contest, boat riding and ending with a watermelon feast.

On this trip your reporter initiated the newest member of the family to flying — a six weeks old son. Since that time, he has logged several hours.

Plans are in the making for a fly-in to McAllen and a hangar dance. More on that at a later date.

Happy flying everyone.

KANSAS CHAPTER **Garnett Hastings, Reporter**

Business and pleasure were combined for the June meeting of the Kansas Chapter 99s at the poolside of PAT McEWEN's residence. After the meeting and luncheon, swimming and sunbathing were prevalent and all had a good time. Members present were JEAN NOBLE, JOYCE FUNSCH, GARNETT HASTINGS, HAZEL GUY, PAT McEWEN, ESTHER ISAACS, GENE NORA JESSEN, PAULINE OTTOWAY, JEAN MURRAY, ALICE DODD, GAIL RIEDEL, BETTY BUCKMAN, MARY AIKINS, MARILYN COPELAND, and JUANITA HATTAN. Guests included INGRID DAVIDGE, DORIS KOOB, BARBARA TALL and CARLA VARNER.

Another step forward — MARILYN



The Colorado Chapter toured the wind tunnel, Aero labs, Link trainer and classrooms in Fairchild Hall at the Air Force Academy May 15. Pictured in front of the Officers' Club are left to right MARION HEIN, 99 from Cascade; 49½er TOMMY MEIGHEN;; 99 FREDDA TURRILL and her son MIKE; JANIE OESCH, 99 from the Academy; VIRGILEA SWORTS, prospective member from Louisville; 49½er LARRY TURRILL; PAULINE MEIGHEN, Colorado Springs; MURIEL LELAND, chairman of the 99 tour; MARGARET DWELLE, Aurora; KOA's Weatherman Ed Bowman; hidden by the umbrella handle is guest ENGLEMAN; 99 GAIL MITCHELL, BARBARA MARRION and MARSHA BRANDAO from Boulder; MARION TANKERSLY, Littleton; BETTY CANNON, JEAN FARRELL, JO DENNIS and MARJ BLUE al 99s from Denver.

Photo by Neil Hein.

COPELAND now has her instrument rating, and we congratulate you highly for this achievement.

Lots of fun was had by our gals flying the Interantional Air Race—MARY AIKINS and MARY ANN NOAH placed 6th in their Cherokee; and PAT McEWEN and INGRID DAVIDGE placed 17th in a Bonanza. Our gals now heading for the Powder Puff Derby are MARY AIKINS and MARY ANN NOAH, PAT McEWEN flying solo, and JEAN NOBLE and MARILYN COPELAND (racing for their first time). We'll be cheering you gals on, and wishing you all the best of luck.

We are sorry to hear that HELEN LEE may not fly in the Powder Puff Derby, but we know after viewing the devastating flood damage to their Ranger Motel and Restaurant in Augusta, that both she and 49½er REX have their hands full at this time.

JOYCE FUNSCH has made a splendid and well-wished recovery from her recent surgery; and will soon be back in tip top shape once again.

GENE NORA JESSEN and 49½er BOB are at present on a three week tour in Minnesota and Michigan and thereabouts, participating in Family

Fun Fairs. She's soon liable to forget where she is supposed to "hang her hat".

Next month we are looking forward to attending the International 99s Convention in Chattanooga, Tenn., then, in August, JUANITA HATTAN has invited our Chapter to fly in to Woodland Park, Colo., for a weekend at their cabin. Sounds like lots of fun—hope to see all of you there.

NEBRASKA CHAPTER **Lois B. Durham and** **Jan Heins, Reporters**

Weather, illness, and new ratings have all contributed to the delinquency of this column, but here is the Nebraska news:

Our June meeting was a fly-in breakfast at the Buffalo Air Service, Kearney, Neb. It was a joint 99 and Flying Farmer gathering with beautiful flying weather. Along with a hearty breakfast was a flight clinic on Radio Navigation and movies for the pilots. Members present: LEAH SNART, LOIS DURHAM, BERNIE BAUER, MILLIE BARRETT, SHIRLEY AMEN and FLORENCE BORING. We missed JAN HEINS. She had engine trouble and

had to make an emergency landing elsewhere and was not able to attend. One of our new members, JEAN GIVENS, flew in from Omaha. Guest pilots were SHARON MEYER from Hastings and JUDY FARRIS from Lincoln. Other guests included JAMES SANDSTEDT, Director of Aeronautics, State of Nebraska, and RALPH FRICK, Chief of Lincoln Tower and RAPCON. 49½er HARRY AMEN was present with sons, DANNY and STEVE. Out of town guests: JAN COUTON, Loup City; MARY LOU PHELPS, Omaha; BARBARA KREJEI, Fort Calhoun; and CELESTINE KAUFMAN, Cozad.

The July meeting was scheduled for Saturday, July 10, at Falls City. JAN HEINS and the injured bird waited patiently, but the Lincoln weatherman would not cooperate, only one plane came in from Omaha with JEAN GIVEN, pilot, VERDAYNE MENZE and MARY LOU PHELPS as passengers.

KATHERINE MARSH was out of the area vacationing; BERNIE BAUER is down in Oklahoma working on her CFI; and LOIS DURHAM was grounded with a bad back (not FAA!).

Our chapter received sad news today about the death of one of the early members of the chapter, BETTY CLEMENTS. BETTY flew with us during the early 40's, joined the WASP, served with the Red Cross overseas, and became a prominent physician. At the time of her death she was associated with the Barrows Neurological Institute, St. Joseph's Hospital, Phoenix, Ariz.

Our next meeting will be in Omaha, August 8, in the Silver Lining Room in the Terminal Building, Eppley Field, in conjunction with the International Flying Farmers convention. We would like to extend a special invitation to any visiting 99 or any prospective member to join us for a dutch lunch at 1 p.m.

OKLAHOMA CHAPTER

Nema Masonhall, Reporter

Three of our members are going to Europe this summer, RUTH JONES and SKIP CARTER left via boat and SHARON FISHER leaves later this summer for Spain — WALLY FUNK makes four of ours over there, could almost have a chapter meeting. RUTH, WALLY, and SKIP had a get-together during the Paris Air Show and will be in London about the same time.

MARY CORNELSON was our May

meeting hostess in Fairview for a buffet lunch with most of the members flying in, save one little earthling. Would like to welcome LOUISE SKILLERN, Ponca City, and PAULINE ROBLE, Thomas, as our new members; and prospective member BILLIE JO KINNARD who traded her 140 for a Musketeer and a private license about the same time.

Hear the gals had a ball at the Oklahoma Flying Farmer Ladies Flight Clinic in Stillwater, June 4-6. MARY CORNELSON soloed their Comanche; CAROL WADDEL, our OFF Queen, got her commercial seaplane rating with ARLENE WALKUP running her a close race for one, too. EMILY FROST renewed her instructor's rating, VELMA WOODWARD attended the first day's activities as did MARTHA THOMASON, another prospective 99, who soloed the 150. Sunday morning everyone crawled in a plane and descended en masse on the FSS Station at PNC.

KIM BAILEY has received her commercial ASEL and commercial glider rating. BRONETA EVANS and VELMA WOODWARD flew a Cherokee 180 to Perryton, Texas, doing a little visiting with CAROL WADDELL in Woodward along the way. LOU SKILLERN, ARLENE and CAROL held the ribbon for HAROLD KRIER to cut during the PNC Air Show — quite an experience for the gals. JERRY COBB ferried an Aero Commander to Africa.

Oklahoma had five 99s at International Convention — JANE ABBOTT, MARY CORNELSON, BRONETA EVANS, SUSIE SEWELL and DOTTIE Young — as were ROGER, JANE's 49½er, and MARY's 49½er, Edsel, and two children. All reported a wonderful convention and Tennessee hospitality.

Congratulations to the out-going international officers and to our new ones.

SHREVEPORT CHAPTER

Sarah Henley, Reporter

The Shreveport 99s have been caught in a beehive of activity the last few weeks — flyin', travelin', and marryin'.

LEE WHELESS is now MRS. TOM HOGAN. The bride and groom are at home in Shreveport after a Canadian wedding trip.

Barksdale Air Force Base in Bossier City, La., hosted a fly-in breakfast for general aviation on Sunday, June 6. Our 99s were asked to assist with the registration which we were delighted to do. JACQUELINE COCHRAN was the honored guest for the fly-in. There was a wonderful turnout for the occa-

sion and everyone enjoyed inspecting the military aircraft on display.

MARTHA CHRISTY with RAY and the girls left the early part of June to tour the continent for the summer. We have had some brief, but enthusiastic, reports via airmail from this extended tour and we will fill you in on the details in a later issue. The CHRITYS flew over and picked up a new sports car in England that is being used for the tour, then shipped home for RAY's use.

The June meeting met at SARAH HENLEY's. Present were JERE SAUR, HELEN HEWITT, HAZEL NEALEY, PEGGY SUE WENK, DOTTIE PORTS and CORIENNE STRICKLAND. Final plans were discussed for the Monroe, La., AWTAR stop.

The AWTAR stop at Monroe proved to be exciting. DOTTIE PORTS and HAZEL NEALEY faithfully manned this stop. These girls flew over Sunday and stayed until the last TAR entry was east of Monroe. There was quite a bit of traveling and flying back and forth from Shreveport to Monroe during these days. JENNY McWILLIAMS and HELEN HEWITT flew over on Sunday to assist, JOAN CARROLL flew over Sunday and stayed thru Monday and JERE SAUR and SARAH HENLEY went over on Monday and stayed until the clock was unplugged. DOTTIE and HAZEL reported that the 49½ers that were on hand from time to time during this stop were invaluable with their assistance.

Our flags are waving — another new member! PEGGY SUE WENK and SARAH HENLEY met for lunch at El Chico Restaurant on July 9 with new member JUDY MOORE for the purpose of completing JUDY's membership application. JUDY took her flight training with HELEN HEWITT and just recently received her private ticket. JUDY is a native of Bunkie, La., where she captured many honors, having been the former Miss Bunkie of 1958. JUDY is the wife of DAVID W. MOORE, real estate developer and an active figure on our local political scene. DAVID should have his private license by the time this article goes to press, so aviation is a much shared interest in this family. Welcome aboard, JUDY!

Conducting the summer ground school for private pilots sponsored by Southern Aviation are SARAH and GEORGE HENLEY. With 15 students, vitally interested in aviation, the class is quite a lively one.

HELEN HEWITT has passed her

written for instrument instructor. HELEN is acquiring ratings so rapidly its difficult to keep up with them.

A more gorgeous ring has rarely been seen than that gracing the third finger left hand, of JEGGY SUE WENKS. The lucky groom-to-be is FRANK HARRIS, a local geologist. We understand that FRANK, though not a pilot himself, is thrilled with PEGGY SUE's flying. PEGGY will continue her studies at Centenary College this fall with an early summer wedding planned for next year.

This greenhorn pilot received a BIG thrill this week. Two executives of the company with whom I am employed asked that I fly them to Lafayette, La., on a business trip. After picking myself up off the floor I consented while dashing for the door to get to the airport before they changed their minds. Everything favored us on this trip and who knows? it could happen again.

TOP OF TEXAS CHAPTER

Billie Holmes, Reporter

FRANCES CREE, KATHERINE McARTHUR and Pampa 66 BETTY SHELTON met us at the airport with coffee, doughnuts, and lots of hospitality when we flew in to Pampa on June 18.

Having just received our "alike" blue and white dresses, we spent the first hour trying them on — some of us trading for size!

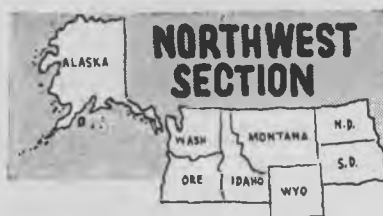
Then we were guests of the Kiwanis Club there for a delicious lunch. Although MARGE MITCHELL is in the clouds over flying in the AWTAR in her brand new Bellanca with KATHY LONG of Dallas as co-pilot, she did manage to come down to earth long enough to entertain us all at the luncheon discoursing on the "funtastic" aspects of flying.

Several Kiwanians from Plainview, including MARGE's 49½er, GENE, flew up as did about half a dozen lady guests.

PAT JONES from Kress brought ROSEMARY ZELANY — our college student who lacks only a year at Texas Tech having her degree in elementary education.

Your reporter was chauffeured by Borger 66 CARMEN LEWIS, who has just recently passed her written private, in the latter's Cherokee.

We plan a flying trek to Abilene next time we can all get together. And for a change the Texas Panhandle weather cooperated with us so that we all got home on schedule!



EASTERN WASHINGTON CHAPTER

Helen R. Crum, Reporter

With no July meeting and many members on vacation, news has been a bit hard to come by. Al of us followed the race with great interest since we had two couples from this chapter participating. It was the 13th time for GINI RICHARDSON who flew with CHERIE YATES as co-pilot, and the second time for GINNY HARPER, with BOBBIE PRICE as co-pilot. Even though they did not place first and second, they report that it was a worth while experience, difficult at times, but fun meeting old friends and making new ones.

Our Chairman BARBARA THISTED telephoned the other day that she has returned from San Diego where she and her husband bought a Tri Champ. She spent part of her vacation brushing up on her flying, as did her husband, who will give lessons in the plane during his spare time. They are finishing their airstrip as well as adding to their house. She is running for Vice-Governor of the section, as you know.

JEAN CARBON, our delegate to the convention, flew back to the meeting with LYGIE HAGAN. LYGIE will spend some time in Colorado before returning to Spokane. GINNY HARPER also attended. BOBBIE met her husband in Chattanooga and both of them visited friends in the east before flying home. A Spokane bank sponsored a broadcast every night during the race on a local radio station featuring a long distance conversation with GINNY and BOBBIE. GINNY's husband and an FAA friend from Spokane flew down to El Cajon to send off the girls.

BEVERLY McCALL has a new Comanche which she is flying for business as well as every spare moment for pleasure, taking friends to Reno and Lake Tahoe. The other day she made headlines in the local newspaper when she landed her plane at the Yakima airport with partial aileron control. There was no need for the fire truck standing by.

KAM HITCHCOCK is taking a summer course at the University of Hawaii. Her mother, KATHLEEN, is co-pilot and navigator for her 49½er many

hours a month in their Baron. BONNIE HENSON has returned from another trip to Mexico in the Cherokee with her husband, who took pictures en route for commercial purposes. CHERIE passed her instrument written with flying colors shortly before the race. GINI reports an interesting meeting of the Women's National Advisory Committee for Aviation in New Orleans last May. The next one will be this fall in San Francisco.

The June meeting was an airmarking project at Omak. The numerals on the strip took more paint than was available, aside from the fact that the wind was so strong it blew the paint out of the buckets. Another session will be held later. During the business meeting at HELEN DEWEY's home action was taken on seventeen proposed resolutions regarding the by-laws. DOROTHY NETTLESHIP as pilot and CHERIE flew up together from Yakima. Others present were JEAN CARBON and husband, LYGIE and DR. HAGAN, MINNIE and CARL BOYD, MILLIE SHINN, TERRIE BECKER and FRANCIE GIBSON.

IDAHO CHAPTER

Jacque Batt, Reporter

Our May meeting was held at the Saratoga Hotel in Caldwell. We met at noon for a luncheon meeting with DR. S. D. SIMPSON — physician and Comanche pilot — as guest speaker. DR. SIMPSON discussed the use of oxygen and other medical aspects of flying. Flying to Caldwell for the May meeting were JOY WAITE of Jerome in her Super Cub and ELOISE STOVER from Homestead, Oregon. ELOISE said it was the first time since last fall that she has flown out of the Hell's Canyon area. It was a hot, windy day and both pilots reported a rough trip.

ANNETTE GOULD and 49½er Don flew in their Mooney to Las Vegas for the Tournament of Champions. This is an annual event for the GOULDS. ANNETTE met a Las Vegas 99, NORMA GUNDERSON, at the Alamo Airways on McCarren Field.

CAROLYN GREINER hopes that by our next meeting their little "Bundle of Joy" will have arrived. She, also, hopes they haven't jinxed themselves by painting all of the nursery furniture blue! Soon she wants to be back flying again.

The next meeting has been scheduled for June 11th at the Gooding Airport. This will be a joint meeting with Eastern Idaho Chapter.

Only five from the Idaho Chapter attended the meet at Gooding. Flying down were our chairman, FERN LAKE, CLAIRE JUSTAD, HILDA ELLIOTT, JOY WAITE and EILEEN SCHRIER. EILEEN will be a new member of Idaho 99s very soon. We have prospects of another new member, too, LINDA JURVA of McCall. LINDA is a college student at Missoula and flies a Cessna 120.

CAROLYN GREINER's baby boy has arrived and everyone is doing fine. Congratulations to CAROLYN and 49½er DALE.

LAURA CONNER has finished her pinch hitters course but is still very busy with other instructing and flying.

For the second year the Caldwell Chamber of Commerce asked the Idaho 99s to assist at their annual Mayors Day Fly-In. Members helping were FERN LAKE, LAURA CONNER, JACQUE BATT and GAYLE EVANS.

June 30 our chapter will meet at the Kitty Hawk Lounge at the Municipal Airport in Boise to discuss the coming air derby July 10.

July 10 was the date of the Idaho Ladies' Air Derby — taking off from Boise and ending in Kellogg with a short stopover at Lewiston. This year our derby winner was picked by the highest over handicap, and congratulations from all Idaho 99s go to FERN LAKE in her 172 for placing first. FERN is a top-notch pilot, as she has proven herself to be, and I am sure that everyone is so happy for her that she is our winner. Second place went to LINDA JURVA in her 120. CLAIRE JUSTAD was awarded a trophy at Lewiston for making the best pattern entry and pattern. This award was one that we were not told of in advance and was presented by the Lewiston Aviation Committee. ANNETTE GOULD placed second for this particular award. Yours truly, JACQUE BATT, received our traveling plaque for making the WORST spot landing. There were many other fun awards, and it was a fun and interesting derby. CLAIRE JUSTAD deserves congratulations at this time as she was the derby chairman. CLAIRE put a lot of time and effort into making the derby again a success.

MONTANA CHAPTER **Bev Ledbetter, Reporter**

The Big Sky Race plans and committee reports were the main topics of conversation at our June meeting held in Glasgow, one of the more east-



PEARL MAGILL, Glasgow, President of the Glasgow Hangar of the Montana Pilots Association and Immediate past state Secretary of the M.P.A.

In the past 11 months, PEARL has received her Commercial and Instructors rating, has passed the Instrument written and is now working toward her Instrument flight check. She has over 400 hours' flying time since receiving her Private license in 1951. PEARL works in a Real Estate and Insurance office and on weekends keeps books for VIC WOKEL, the operator at the Glasgow airport. PEARL and her 49½er have a neat clean 120 Cessna which they have put many loving hours into, rebuilding it from the tires up.

ern towns in the state. This was PEARL MAGILL's first occasion to be hostess to the group. She was assisted by DONNA LEE ETCHART, a student pilot, who we hope will soon be joining the group.

The weather was only half way cooperative for the day. It was clear for most of the members for the morning flight but by noon the rains came and everyone took off for home in soupy weather.

After the meeting ELSIE CHILDS and HELEN DUNLOP flew on to Sheridan, Wyo., to visit family and friends. Monday morning office jobs made it a short but enjoyable visit.

PUD LOVELACE and KAY WIDMER arrived from Bozeman and PAT ECTON from Manhattan. PAT made a long solo cross country.

KARIN RIBI, Hamilton, picked up MARY STEPHENSON and ELSIE

JOHNSON in Missoula, to make the longest flight of the day, 493 miles one way. Only a 99 would travel so far just for lunch. BOBBIE KRAMER, Billings, just missed being introduced as a guest. She hopes to get to the meetings a little more often.

Members living nearest the meeting place are so often the last to arrive for some reason and although it wasn't planned that way Havre was last on the list of arrivals. SHAREL BITZ and young daughter DEBBIE and your reporter, due to early mornings rain and thunder showers along the Canadian border, were forced to leave later than planned.

LU NELSON and husband KEN planned to go to Glasgow for the meeting, stay overnight with PEARL and BRENT and spend some time Sunday on MAGILL's boat on Ft. Peck Reservoir. On arriving at the airport, bags in hand, they made the rude discovery that there are times when one airplane owned by two parties is oft time not enough airplane. In this case, the plane was gone as were LU's plans to attend the Glasgow meeting.

As this is being read the race will be a thing of the past and just a weekend to remember and talk about until next year. Race entries were distributed to those members present at the meeting and will be mailed to the rest. Several gals have flown the race route or part of it. MARY STEPHENSON, PAT ROEMER, PUD LOVELACE, and KAY WIDMER, KARIN RIBI and race co-chairman ELSIE JOHNSON flew the entire route, checking with members or airport operators about preparations being made for the stops.

The Sectional meeting in Medford on Sept. 10, 11, 12, was discussed and ELSIE urged everyone to give some thought to attending.

Many 99s and families had planned to attend the dedication of the new West Yellowstone airport and terminal building on June 12, but due to bad weather, you name it, they had it, only KAY WIDMER and MARY JO JANNEY were there. Umbrella in hand I hope. The runways are quite adequate for any 99 to land on, long and wide, reports Kay. The terminal building is beautiful, built in a definite rustic western motif and constructed of native stone, wood and lots of glass. A gift shop, restaurant and rent-a-car services make Montana's newest airport the spot to land for your flying vacation.

The students in the Air Age Educa-

tion workshops now in progress at five colleges throughout the state have had a busy schedule of flying activities. Their regular classroom study has been highlighted by speakers from the FAA and Montana Aeronautics Commission. They toured the airport and each one received one hour of flight orientation and familiarization. An all day field trip to a nearby air base was included in their activities. The members of the class at Northern Montana College in Havre, under the direction of RONALD KOLOGI, and with the assistance of the M.P.A. members who furnished planes and pilots, flew to Great Falls where they were joined by the students of Eastern Montana College, from Billings, and were conducted on a tour of International Airport. They visited the tower and weather bureau offices. After lunch in the airport dining room they were transported across town to Malmstrom Air Force Base for a tour of the SAGE headquarters and RAPCON. 99s who flew airplanes for this trip were, LAULETTE HANSEN, SHAREL BITZ and BEV LEDBETTER. These workshops were under the direction of MARY JO JANEY, Supervisor of Aviation Education through the State Dept. of Public Instruction. The students, all teachers from the school systems of the state, also made projects that they can use in their classrooms to better teach the modern concepts of aviation and space to their students.

ELSIE JOHNSON announced at the meeting in Glasgow, that ELIZABETH VANCE, Charter Member who is now living in Missoula will be a special guest at the pre-race dinner on Friday night.

PUD LOVELACE and JACK were in Spokane on business and PUD spent some time visiting with LYGIE HANGAN.

KARIN RIBI also visited the tall timber state but Seattle was her destination. It was her first trip into such a busy area but in spite of being No. 4 to land, she had faith in the tower operator and had no problems.

MARY STEPHENSON, our newest flight instructor, reports over 50 hours of instruction time. "You really learn a lot about people," was one comment she had. Part of her 50 hours was of the non-paying variety. She pulled a switch from the usual, she is instructing her husband under the hood while he works toward his instrument rating.

MARY JO JANEY, a Montana Aeronautics staff member and Supervisor

of Aviation Education was recently informed in a letter from COL. JOE MASON, National Commander of Civil Air Patrol, that she is a recipient of a Frank G. Brewer CAP award for her outstanding contribution in aerospace education for youth. The award will be presented at a dinner at the U. S. Air Force Academy on July 22.

One of the former graduates of the Air workshops mentioned above, MRS. ABBIE WILLIAMSON, eighth grade teacher from Box Elder, brought her class to the Havre airport for airplane rides. SHAREL BITZ flew the 18 members of the class around the area. The money for the rides was earned by the students, through the sale of magazine subscriptions and school supplies in the school. It was the first plane ride for many of the students.

Your reporter and family flew to Sidney, July 5th to attend the Fly-In Breakfast and Air Show. After a hearty breakfast and a bit of visiting in town with former friends (still friends, but I should say we once lived there), we returned to the airport by car much slower than we did by plane. There was a line of interested townspeople that stretched at least a mile. We finally arrived just as the feature performance of the day was starting. This was Montana's own AL NEWBY and his aerial acrobatics in a Great Lakes Trainer. It was a real thrilling performance, even to skeptical me, and the huge crowd was properly impressed I'm sure. Sky divers, bomb dropping, spot landings and a demonstration of the T-28 trainer type airplane, once obsolete, but being used again in Viet Nam, was also on the program. The T-28 was purchased by a group of Sidney businessmen for cloud seeding. At present there are no 99 members in Sidney, but I talked with a couple of student pilots who were interested in knowing more about the organization. I also visited with MRS. WILLIAM SPECHT, a member of this year's Air Education class at Northern, who had signed up for golf lessons this summer but had decided to take the money and use it for flying lessons instead.

LAULETTE HANSEN and ERMEL planned to fly to Polson to attend the Flying Farmers picnic held July 5th but were unable to get into the mountains due to approaching thunderstorms and turbulence.

Late news of the race show 16 entries so far. A 5:00 breakfast, with take off time set for 6:30, should mean early



MRS. LYLE GABEL (LORRAINE) of Maupin, OREGON FLYING FARMER QUEEN for 1965.

to bed on Friday nite in Missoula. Happy landings.

OREGON CHAPTER Rivka A. Pratt, Reporter

On June 21, 22nd the Oregon State Board of Aeronautics, under the direction of RALPH MCGINNIS and BOB DUNN, had a Flight Instructors Refresher Course at Portland Air Base. Among those taking this course were RUTH WIKANDER, ARLENE BAKER, DORI LOHR, EVELYN RATCLEFF, BOBBIE HAYS and JOAN BUERRMAN from our Chapter. On the first day JOANNE NELSON and BETTY PRAKKEN handled registrations (65 registered) and on the second day LILLIAN BILLINGS and JUANITA ELLINGSON did the honor.

On June 3 and 4th, RUTH WIKANDER and VIRGINIA GILLILAND took off in a Bonanza for Columbus, Ohio (Don Scott Field). They were in Columbus for four days and returned on June 9th and 10th, just in time for the Rose Festival Parade. They reported a good flight all the way with a "little weather." Any time they were over 9,000 feet, they used oxygen. They had a little trouble getting their oxygen tank refilled in Columbus and the charges were exorbitant. The total flying time was 14:52 Eastbound and 16:10 Westbound.

On July 3rd, ETHELYN OPHEIM, MARIAN BUSBY, JUANITA ELLING-

SON and her 49½er, ARDEN, took off for the Timber Carnival at Albany, Oregon. The plane used by our chapter on our float in the Rose Festival Parade was sold to the Oregon Pilot's Association and was utilized on a float in the Timber Carnival Parade. At the last minute, the parachute jumper scheduled to ride the float backed down and ROSETTA VANELL donned the gear and rode the float for 3½ hours. BETTY GROVES and her 49½er DON took ETHELYN, JUANITA and ARDEN on a cyclone tour of the festivities ending with a super demonstration of a Mark 21 Mooney with BILL MOORE, Albany Airways, piloting the plane. JUANITA said she didn't know a plane could do the things BILL did with that Mark 21.

At a recent meeting of the Flying Farmers of Oregon and Washington, one of our members, MRS. LYLE (LORRAINE) GABEL, of Maupin, in central Wasco County, was elected Queen of the Oregon Flying Farmers. Before her election as Queen, she had served in the position of princess. Her new role as hostess carries also the responsibility of keeping chapter records and publishing the newsletter. LORRAINE began taking flying lessons when just 10 years old when her father, HENRY TROH, operated an airport in the Portland area and now a charter service flyer.

Four of our members decided at the last minute to join CHARLOTTE DODSON at Chattanooga for the convention and took off in a 175 Cessna from Albany, Oregon: JEAN ABBOTT, Chairman of the Oregon Chapter, pilot; BETTY PRAKKEN, Secretary; MARCELLA OTHUS, Petticoat Derby Chairman for 1955; and BERNADINE BENNING, Chairman of the Southern Oregon Chapter. When they got ready to return they were grounded by weather and rather than spend the rest of the summer in the South, the girls hired a charter pilot to get them out of the weather. CHARLOTTE had gone on a commercial flight, but was fortunate to be able to come home with GINNY HARPER of Eastern Washington Chapter in a Cherokee equipped with DME. The plane was equipped ultimately with radio. GINNY let CHARLOTTE take the controls for part of the trip home, and needless to say, CHARLOTTE was thrilled with the DME equipment.

In order to make room for the charter pilot, for the four girls from Oregon, MARCELLA had to fly commercial from Chattanooga to Memphis. She

arrived ahead of her friends and while wandering around the Memphis Airport spotted a beautiful red and white K 35 Bonanza in a hangar. It was for sale—she called her 49½er JOHN, who put in a bid on it, and surprisingly got it. It had just been majored and wouldn't be ready for a few days so JOHN flew back to bring it to Portland. Some people have all the luck!

At the convention CHARLOTTE DODSON participated in the Chairman's meeting as a member of the Deadwood Chapter. JEAN ABBOTT participated on the panel discussion group; and MARCELLA OTHUS provided the comic relief.

On the way home, pilot JEAN ABBOTT, and passengers, landed to sit out some thunder storms at Pultaski, Tennessee. The local newspaper was so surprised to see four women in a Cessna 175 that the editor got out of the bath tub to come to the airport to get a picture and write a story. They will be featured in the July 20th edition of their paper.

We are very pleased to hear that the AWTAR board is consulting RUTH WIKANDER on the 1966 AWTAR through the Northwest.

ETHELYN OPHEIM made a real friend of RUTH DEERMAN's mother, MRS. GILLETTE, while she was visiting us here in Portland. MRS. GILLETTE has invited ETHELYN to make a trip to Texas with her later on this year.

Another pleasant surprise was to hear that the Northwest Section was represented by an AMELIA EARHART Scholarship winner. Congratulations from all of us are in order to CAROL RAYBURN, college student and flight instructor from Brookings, South Dakota.

CHAIRMAN BYERS JONES and JUANITA ELLINGSON took off from Portland International Airport on July 9th headed for the Diamond Jubilee Idaho Ladies Air Race celebrating the fact that Idaho became a state just 75 years ago. They decided to fly the race course backwards so flew from Kellogg to Lewiston, via Cottonwood, and then to Boise where arrangements had been made for them at the Stardust Motel: PATTY ELLINGSON, Juanita's 8-year-old daughter had been visiting in Idaho and JUANITA got a chance to visit with her, but she didn't want to come home with her mother, but came home the following Monday by jet, all by herself. She told the gentleman sitting next to her on the

jet that she liked the jet better because in "Mama's airplane I get sick."

On July 10th, the day of the race, the girls were called at 5:00 a.m. Breakfast arrangements had been made by the Chamber of Commerce and was followed by the weather briefing with takeoff scheduled for 8:00. However, takeoff was held up for 45 minutes due to one of the timers not being able to get his plane started (he had the timers for Lewiston). It took CHARMIAN and JUANITA just 1 hour and 27 minutes to reach Lewiston in their 182 Skylane. The Chamber of Commerce at Lewiston picked up the tab for a refreshment stop after which they took off for Kellogg where a luncheon had been planned by the Shoshone County Airport. The Chamber of Commerce of Kellogg gave them a tour of the Bunker Hill Mine which is called the "Jackass Mine." One-sixth of the world's supply of lead, zinc, silver and gold are mined in this "Fabulous Valley." It is located between Bozeman and Spokane and was used as a trail by the pioneers. The Chamber of Commerce of Kellogg also took them on a tour of the Country Club where golfing facilities were available as well as a refreshing drink — all this handled with precision timing by the Chamber of Commerce. Street banners waved "Welcome, Gals of the 99s." Even bare walls of buildings had been freshly painted welcoming the girls of the 99s.

During the trip through the mine the girls had to don hard hats and face masks when they were taken to a part of the mine where the ore is pulverized to flour-like consistency, then boiled in huge vats at least 20 feet across with different chemicals added to bring certain metals to the surface to be scooped off. From Lewiston to Kellogg was 45 minutes over the ruggedest, mountainous, vicious terrain CHARMIAN and JUANITA had ever flown. According to JUANITA: "CHARMIAN is a heck of a good bush pilot; she did a beautiful job of flying."

Mayor ROGER FULTON of Kellogg, attended the Award Banquet at the Elks Hall — a marvelous job — delicious hot food, and stimulating, witty conversation. MAYOR FULTON gave a very nice welcoming address; the Chamber of Commerce welcoming committee went all out; transportation was furnished for 24 hours a day for anything we wanted; MR. EASTMAN brought around jugs of orange juice and the Sunday morning papers early Sunday morning for every girl.

An interesting sidelight: Idaho pilots, and co-pilots dressed alike and they had a contest for the best dressed team.

In passing, I would like to make the following statement: RUTH DEERMAN cared for what happened to the Chapters. It will be a long time before the OREGON CHAPTER has another opportunity to meet as grand a person as RUTH. She made us realize that being a 99 means something and that the littlest pilot, who perhaps is limited to weekend flying, is important, too. This Chapter, for a number of years, has been going along looking for the true meaning of being a 99. RUTH showed us the way. The immense moral support she gave our Chapter by paying her expenses to come and be a part of our Rose Festival Float, gave us the encouragement we needed to make us a complete, unified, active group, capable of accomplishing anything we might set our minds to do.

In our minds, RUTH DEERMAN stands for the 99s and has inspired us to fulfill what we believe are the ideals of this organization. RUTH DEERMAN, we have the greatest respect for you and love you dearly.

PUGET SOUND CHAPTER

Marchine Dexter, Reporter

Weather has been marvelous, and we have been flying again; especially BETTY CURRAN, who got a K-35 Bonanza for the Powder Puff Derby. She and co-pilot, BETTY VAN BUSKIRK, have really been practicing.

NITA MATHESON, BETTY C. and MILDRED PEARSON went to Port Angeles, May 22. One member came from Victoria, but bad weather prevented many from attending. The decorations and crab luncheon were really enjoyed. Several prizes were awarded, too.

On May 8, BETTY C. took MILDRED and JEANNE REEVES to the Spokane Airport opening. Yours truly fueled the plane on its return and listened to all the fun they had had, including making the acquaintances of diminutive JERRY MOCK.

MARCH DEXTER flew the 140 to Eugene, Oregon, April 30.

JEANNE made a trip to the San Juans.

SHARON REDWIG has been practicing at every available opportunity -- working for that license.

We have all been working on the Washington State Pilots coming convention and planning big doings. And we

are sure rooting for our two BETTYS in the upcoming derby.

SOUTH DAKOTA CHAPTER

Mabel Anesi, Reporter

We had a wonderful time at the July meeting in Rapid City! We were all weathered in by severe thunderstorm activity in all quadrants, so enjoyed an overnight stay with DOROTHY IEE, JOANNE THOMAS, and JEAN TOUGH. Singing and dancing at "Old Town" was our extracurricular activity.

We had a very nice complete report on the International Convention at Chattanooga from our delegate, CAROL RAYBURN. We were delighted to hear that she had been presented an Amelia Earhart award, and will use it toward obtaining her Instrument rating and Instrument Instructor rating this summer. There couldn't be anyone more deserving than CAROL.

Chairman MAXANNA CARLSON is flying the Rodeo Circuit again the summer, with Miss Rodeo America! She asked to be excused from her duties, and appointed AUDREY BAIRD to act in her place during the summer months.

Ballots were counted for election of officers, and guess we all agreed that AUDREY would make a good Chairman, because we voted her in to office for the next year! BETTY DAVIS was selected First Vice - Chairman; WANDA BUSFIELD, 2nd Vice-Chairman; and KAY VOGEL, Secretary-Treasurer!

MARGARET "NICKI" WEAVER from Worland, Wyo., has just passed her Commercial Written exam. BETTY DAVIS, who has so recently received her Commercial license, is now working on her Instructors rating.

I really had to hurry home from the meeting to write up this report, so hope I do make the deadline. We decided to have the next meeting in Lander, in conjunction with an "Operation Amigo" meeting which will include swimming, boating, fishing, helicopter rides, and a barbecue. We're hoping that our 49½ers will enjoy this week-end with us, and they do sound interested!

SOUTHERN OREGON CHAPTER

Bernadine Benning, Reporter

Medford, Oregon, has been chosen as the convention city for the Northwest Fall Sectional — Sept. 10, 11 and 12.

GLADYS BURRILL, newly appointed publicity chairman, got off to a terri-

fic start with a good write-up about our convention plans and history of 99s. GLADYS, who recently received her Multiengine rating, has been flying co-pilot for Mercy Flights, Inc. Her 49½er, GENE, bought her a 172 last summer. She has now confiscated the family Apache. At least he isn't grounded while she is out practicing landings in all short fields in So. Oregon.

JEAN SHAW recently flew to Kerrville, Texas, to attend the Mooney Sales Meeting. Her 49½er, BUCK, is Mooney dealer in So. Oregon.

Our 66 program which has interested six student pilots so far has produced one new member, JERRY PARKER, Ashland, who got her private license in May. Congratulations, JERRY! JERRY made a beautiful landing in a cow pasture on her solo cross country. This forced landing didn't lessen her desire to get her license so she could become a 99.

VERBENA MILLER is also a new member this month. BENA and her 49½er, MURRAY, recently moved to Gold Hill, Oregon. MURRAY is a retired Air Force Major and manager for Rogue Valley Skyways.



SOUTHWEST SECTION

BAKERSFIELD CHAPTER

Rhoda Thompson, Reporter

BERTHA HAYCOCK has returned to her home at Springville from a trip to deliver a plane to Puerto Rico.

Taking off from the Wichita, Kansas, factory, she dodged tornadoes in crossing over Arkansas, Mississippi and Florida, and had to return to the Caribbean island of Great Imagua for a clean tank of gas after finding, while over the sea, that what she had was dirty.

During the 565-mile ocean hop from Great Imagua to Puerto Rico, her ADF went dead as she was flying through a severe tropical storm with heavy headwinds.

Running short of fuel, she was forced to fly out to sea to avoid the Dominican Republic, and had to make a nighttime radar instrument let down in Puerto Rico during the storm.

After this exciting adventure, she plans to go again in August. I wonder if she could use a co-pilot.

The auto races in Indianapolis were very exciting, JOANN MURPHY tells

us. She and her husband flew there in their Cessna 180. After the races, they went up to Little Falls, Minnesota, for fishing. The weather got a little wet, but they sat out there, bailing out the boat, and catching fish like mad. She found it quite a contrast to return to our desert country after all that moisture and greenness.

MARIANNE LAXAGUE found much difference in the European scenery and ours, too. She and her boss and wife flew to Germany where they purchased a car, then drove through Germany, France, Switzerland, Holland, and Italy. They saw much that is usually missed on average tourist routes as they could stay in the smaller towns and meet more of the people. While in France they spent some time with MARIANNE's relatives in the Basque country.

For the most FUN weekend ever, MARIANNE LAXAGUE and RHODA THOMPSON recommend the San Diego-Fallon race. This race, though not long in distance, has enough climatic changes to be a real challenge, and it is a wonderful opportunity for the novice to have a try at racing. At this time of the year, it can get pretty rough across that desert, and it did this year, but the hospitality at Fallon was so terrific one soon forgot the shaking-up on the trip. From the time we landed at San Diego through the entire week-end until we regretfully took off from Fallon on Sunday morning, we were made so welcome and so much good fellowship prevailed, we can hardly wait for next year.

PRISCILLA SPENCER, accompanied by JACK DOWTY from the C.A.P., were at Inyokern to time the planes having to land there for fuel. We should make JACK an honorary Ninety-Nine. He is always there when we need him.

There were only two contestants in the San Diego-Fallon race who were not Ninety-Nines, and we are inviting them to join our chapter. It takes only a few minutes to fly from Inyokern to Bakersfield and we need flying gals like BEVERLEE SPARGO and SUE KILGORE. SUE's husband runs the Inyokern airport.

Our secret formula for Ninety-Nines meetings in summer is a luncheon. Everyone comes to a luncheon, and many of our members find it difficult to make it to a Sunday afternoon meeting. First we met for lunch to bid PRISCILLA SPENCER, our Chapter Chairman, Bon Voyage. PRISCILLA was off on July 3 for a month tour in

Japan and Australia. Two of our out-of-town members, BERTHA HAYCOCK and BARBARA JAMISON, flew in from Porterville. It was exciting to hear first-hand of BERT's trip to the Caribbean.

This luncheon was such a success that ACHSA HOLFELDER and FLORENCE MOODY invited us all to another two weeks later. We caught up on everyone's activities, found out what everyone is doing that keeps them so busy.

TRISH MARKS recently flew to San Jose to spend the weekend. Then a few days later, flew to Napa to have head rests installed and new skin on the right aileron. Coming home, she made a very brief stop at the Nut Tree to buy a new summer purse. Just think, she was in too big a hurry to have some of that fabulous food they serve there.

JOANN MURPHY has just completed moving her secretarial service office to Oildale, which puts her closer to the airport. She's a mighty handy gal with hammer and nails, too, she built her own cabinets for her office. Otherwise, water skiing has been taking up most of her spare time.

FLORENCE MOODY saw the start of the 1965 AWTAR from Gillespie Field. The next day she watched the start of the Transpacific boat race from San Pedro to Honolulu. In the evening, the MOODYS dropped anchor a mile off shore and barbecued steaks while watching the fireworks from Long Beach and Seal Beach.

EDNA LONG saw her sister and friend off on Japan Airlines to the Orient on July 4, thereby missing the AWTAR start. EDNA is going to spend the last week in July on the north shore of Lake Tahoe.

Also going to El Cajon for the race start week was ACHSA HOLFELDER. She reported it was a most successful start, the contestants passed right by where she was watching. SAMMY McKAY had gear trouble and had to return to the field for repairs, and everyone was so glad when all was working well and she was under way again. ACHSA and FLORENCE had volunteered to help during race week and were on hand most of the week prior to the start.

JUNE EDWARDS was a guest on the local TV show "Peg Board," then filled in for PEG to interview EUNICE DICKEY who gave a good report on the student pilot (66s) program. At present JUNE is working on several

articles for national magazines and will co-author several more on this later. Subject: Flying, of course. Watch for them.

EUNICE and husband BRANTLEY and children flew their Tri-Pacer to El Paso for a week of vacation. They landed in Tucson as first race planes arrived, then on to El Paso where they were royally welcomed by El Paso Chapter members awaiting the racers there. EUNICE says that she can finally see the value of a Commercial rating for race contestants, when it gets that busy and that hectic coming in to the stops, the gals need plenty of experience. BRANTLEY DICKEY is off to Australia to look the country over as a prospective home for the family. Wouldn't that be exciting, even tho we would miss this very energetic member.

RHODA THOMPSON had the delight of taking her soon-to-be daughter-in-law for her first airplane ride. It is always such a pleasure to introduce flying to someone prepared to like it. They are so relaxed and with everything spread out in such panorama before them, they are delighted. With three trade shows to attend for business in the next month, it doesn't leave much time for flying, to her regret.

Many of our Bakersfield members are planning to attend the Charter granting ceremonies for the Monterey Chapter on August 14, it should be a very nice weekend. We congratulate them.

Again, we say, call us when you make that gas stop in Bakersfield. We'd love to see you.

That's all for this time, if your name isn't here, and you have been doing things, it is only because you keep secrets and don't tell your reporter what you do. How about picking up the phone and telling all?

BAY CITIES CHAPTER **Jean Tinsley, Reporter**

MARY FIELDS decided she couldn't fit all of us into her trailer in Hayward, so she borrowed a gorgeous San Francisco apartment for our July meeting, with DEBY BYRAM, MARY FIELDS, MIRIAM BRUGH, HIALEAH REILICH, RUTH JACQUOT, ETHEL SHAFFER and ELEANOR WILSON. Fran Grant and Helen Kelton arrived tardy as they had been to visit AL HART (The Flying Harts), who is in Marin General Hospital recovering from surgery. AL has assured me that

he will be in Reno for the Air Races in September—he did a wonderful job last year.

FRAN was bubbling over with news of her son's marriage . . . and I (your reporter) was bubbling over with news of my co-pilot time in American Airlines Ford Tri-motor N9683, which I won at the FAA luncheon (the co-pilot time, that is).

HI & DEBY will fly to the OCAA meeting Saturday in HI's 182.

We discussed the Fall Sectional which will be held in Salt Lake this year—but the main topic was the AWTAR and our irrepressible (and irreplaceable) RUTH RUECKERT gave her usual fabulous report. Our congratulations to RUTH as our new INTERNATIONAL TREASURER and to all the other new 99 officers, congratulations from Bay Cities.

EL CAJON VALLEY CHAPTER **Boo Christensen, Reporter**

CAROLYN "MAC" HUNTINGTON, Chief Pilot for Fisher Aircraft, located at Lindbergh Field, has been appointed by the FAA as a Flight Examiner. Mac is the only woman to hold this coveted appointment in San Diego and Imperial Counties.

Qualifications for FAA Flight Examiner are: 2000 hours as pilot in command of aircraft, 1000 hours as pilot in command of airplanes, 300 hours as pilot in command during past calendar year, 100 hours as pilot in command at night, 500 hours as flight instructor, hold an Instrument rating, have 10 successful applicants certified for a pilot's license during the past year.

Since this position is by appointment only and based upon ability and integrity as well as the above qualifications the Chapter is quite proud of MAC.

MAC came to San Diego in 1951 with the Navy and has been flying since 1947, and has been an Instructor since 1953. She served in the Navy as an aircraft engine mechanic and link trainer instructor, taking her commercial and instructors ratings training from private operators in the San Diego area. Her ratings now include: ATR, SEL, MEL, SES, Instrument and Flight Instructors ratings with about 9000 hours time in the air.

Congratulations to SD and Fallon for a successful SD to Fallon Fun Race. Chapter member LEAH LIERSH of the FAA gave the briefing. AILEEN SANDERS, flying solo, represented the Chapter, and captured fourth position. DOTTIE and BOB SANDERS Mustanged to Fallon via Yosemite to cover



In the winner's circle and happy over their victory in the San Diego to Fallon, Nevada, Fun Race are, FAYE DOUTHITT (l), pilot; and MRS. PHYLLIS WESTCOTT (r), co-pilot, of El Centro, Calif. Both are members of the Coachella Valley Chapter. Winner's trophy was donated by the Mayor of Fallon. The airplane, a 225 h.p. Navion, was formerly owned by Palm Springs' Supersonic Great Grandmother, ZADDIE BUNKER, and is now owned by the Douthitt's son, Bob, who is serving overseas in the Navy. "This Navion just happens to be the fastest of the three that we fly, and young BOB just loves to get all these winning reports on the airplane; I'm sure it's a morale-booster, too", was his mother's comment. (Eleanor Wagner photo).

the land approach.

The 19th AWTAR: Take-off morning was the bright sun-shiny day that Californians like to brag about. And the ensuing brief minutes when BOB SANDERS first lowered the flag on TAR No. 1 MARY ANN NOAH, followed in succession by each plane and re-sent trouble burdened TAR No. 24 SAMMY McKAY on her way again made all the planning, committee work, frustrations, seem light, worthwhile, and just as short as the 37 minutes it took to

have all the planes airborne.

The citizens of El Cajon and visitors that morning of take-off made it possible for TAR No. 65 JOAN SHAPIRA to continue in the race after her sponsor had withdrawn his support only that morning. From her parents came a "hearty letter of thanks" to the Daily Californian. To quote briefly: "My wife and I, as well as my daughter, want to thank the people of El Cajon from the bottom of our hearts, and I think the people of the United States and

the world should know of this matter."

At this writing we wish our ailing DOTTIE DAVIS best wishes. DOTTIE was sorry to miss the Race activities and sends greetings to all.

THANK YOU to the Tars that sent flowers to the hospitality room and also to the Hqs. at Gillespie Field the day of take-off. Somehow the cards were misplaced, but the gesture very appreciated.

THANK YOU for the kind notes. We were happy to have the AWTAR start and most grateful that everyone had a good time.

FOUND—one bulky knit sweater — white — with the label "Rovi Sportswear" contact BOO thru membership directory.

The Civil Air Patrol cadets included SD and ECV Chapters in their awards ceremony in July by issuing Certificates of Appreciation to each for support contributed. This was the group who guarded the impound area the entire week preceding the race start. And they thank us!

The Sheriff's Aero Squadron of San Diego County also honored the ECV Chapter with a plaque for "Outstanding Contribution to General Aviation."

Women in Aviation week was declared by proclamations issued from the State of California, the cities of La Mesa, El Cajon, San Diego, Savannah (Georgia) during the weeks Powder Puff Derby activities.

DOTTIE CAMBELL received her new membership pin and a work schedule for the race at the same time.

Also new to the ECV group is ELEANOR RICHARDSON who persistently found us again when her name was inadvertently filed as "left town."

FALLON CHAPTER **Joyce Beail, Reporter**

First, the Fallon 99s wish to thank everyone for their help and presence in making the San Diego-Fallon Fun Race, Fly-In the big success it was and it was simply marvelous. Now, I guess for those who were unable to attend or didn't hear the race results, here's what happened:

First place, No. 33, IONA F. DOUTHITT, pilot, PHYLLIS WESTCOTT, co-pilot, both of El Centro, Calif. Aircraft, Navion; Par, 128; Ground Speed, 140.113; Score, 12.113.

Second place, No. 11, MARIAN E. BANKS, pilot, RUBY KEAVENY, co-pilot, both of San Diego. Aircraft, Piper Comanche 250; Par, 152; Ground Speed, 162.516; Score 10.516.

Third place, No. 25, FRAN BERA, Long Beach, pilot, MARGARET ROSS, Torrance, co-pilot. Aircraft, Piper Cherokee 140; Par, 110; Ground Speed, 119.130; Score, 9.130.

A special prize of \$30.00 went to ETHEL HARRINGTON, Reno, Nevada, and JANE ANN RIDGE, Fallon, Nevada, for the gals having the least combined number of hours flying in the race. Out of 36 entries, 33 finished. We are real proud of all the gals who took part in the race. They did a tremendous job.

And then, of course, there was the wedding at the race terminus of ANITA CONLEY & JACK WOREL. This took place in front of the Fallon administration bldg. by a beautiful fountain decorated with flowers. I must say ANITA held up very well, what with flying the race and then the ceremony, but as usual the bride was beautiful. CONGRATS!! to ANITA and JACK and lots of happiness to both of you.

At the awards banquet that took place in the Fallon Lions Club the

joyed the SD-Fallon Fun Race and can't say enough for FRAN & GUS GUSTAVSON, their efforts really showed, in a fine race."

JANE JANSSEN — "JANE, JUDY HISLE & JOYCE BEAIL had a ball at the Fun Race. All hope to be back, working in the tower next year."

JUDITH HISLE — "It was a real thrill to watch all you marvelous gals zoom over the finish line at the Fun Race. Maybe JOYCE, JANE and I will join you next year."

And there you have a few opinions of some of the gals who took part in the race and some who helped at the terminus. Personally, I think it was a big success and thoroughly enjoyed it. May we have more such races and fly-ins.

A couple of days before the race BERTHA CLINE (who was to have participated in the race) was thrown from her horse and stepped on. At the time of the race she was listed as critical, but I am very happy to report at this date she is now recovering very nicely and is now at home.

MARY LITTLE (one of our charter members) and husband VIRGEL, who operated the Fallon Travel Lodge have sold the lodge and are now in Erie, Pennsylvania, at the Travel Lodge, so MARY says to drop by and see her if in that vicinity. Will do, MARY!

NEWS OF THE POWDER PUFF: FRAN GUSTAVSON, Chief timer, at the start of the 1965 AWTAR Race said. "It was a real good take off!!"

JOAN STEINBERGER, 99 of the Santa Barbara Chapter, with husband and two children were overnight guests at Fallon on their way back from a flying vacation in Montana. FRAN said, they had a real nice visit with them.

HAZEL HAHN of Carson City is now home after an extended vacation in New York.

DEE BAER, one of the workingest gals in our chapter, has passed her instrument and flight instructors written and is working towards her flight instructors rating. More power to her!

The JANSSENS, JANE and RAY have just purchased a 170 Cessna.

DOROTHY STAUFF said about their trip, "We went to Yellowstone, Salt Lake, Bryce Canyon and over the Grand Canyon, the weekend of the race (sorry to miss it). My husband's 86-year-old mother made her first small plane trip with us."

Last but not least by any means, WELCOME!! to LOIS BROWN, Reno, Nevada, who has just become our new-

Renew! Renew!

Sept. 30, 1965

is the deadline.

evening after the race there were approximately 200 people in attendance. The girls very delighted with their trophies, the food was delicious, and everyone seemed to thoroughly enjoy themselves. I might add "MR. GUS" is the best MC around. It was also nice talking to PAT LAMBART again, who, I might add, arrived with husband RICK and baby son PATRICK just in the nick of time before the first racers arrived. Pretty good timing, PAT.

At our next meeting of June 20, held at the Carson City Airport Terminal Bldg., everyone was still talking about the Race. This is what some of our own gals had to say about the race:

PAT HENNING — "I was No. 1 to take off in the SD-Fallon Fun Race and 17th to come in, had an absolute ball and looking forward to next race!"

ORA DESTREE — "I was No. 2 to take off flying a Cessna 182, and came in 16th. The SD-Fallon Fun Race is one event I'll long remember. Had so much fun and met so many 99s. Am certainly planning to participate next year with better results, I hope."

ELAINE BROWN — "We both en-

est 99 member. The BROWNS have recently purchased a new Twin Comanche.

LAS VEGAS VALLEY CHAPTER

Fran Johnson, Reporter

CONGRATULATIONS to all Derby winners . . . WELCOME, ALICE ROBERTS, our new International President, and to all of the wonderful new officers.

Where, oh where, were you two gals from PUGET SOUND? If BETTY CURRAN and BETTY VAN BUSKIRK knew what they missed, they probably would fly back to Las Vegas immediately upon reading this message. KEN O'CONNELL, of our local Chamber of Commerce, upon learning from their Chamber that they would be arriving in LAS, arranged accommodations at the STARDUST HOTEL, a luncheon with local 99s and FRAN JOHNSON arranging a dinner show, and for what (?) . . . a no-show. Sorry, gals. We didn't even have your aircraft number to check for arrival.

LCDR. JACK SMITH had his Change of Command on July 16 in Long Beach, California and is now in Viet Nam. We look forward to seeing him, after 12 months, back in the States.

CONGRATULATIONS to our new chapter at MONTERREY. We sincerely hope you enjoy our little gift.

We are sorry to lose our wonderful newspaper friend, GORDON KENT, to BONANZA AIRLINES, but we are truly happy for him to have this wonderful opportunity to advance his career. His duties with BAL will include publicity and public relations. We are sincerely sorry that a former Nevadan, GRACE PAGE, was unable to get off the ground at the DERBY start.

Showing the true spirit of the 99s, the 'passing of the hat' for a gal who almost didn't get off the ground, attests that pilots are a different breed of people and share problems, as well as glory.

BARBARA and BOB McCLEMENTS have given us a future 99 in Kammie. We may have to wait for about 16 years, but this beautiful little blond will be well worth the wait. BOB is now working in Canada, and BARBARA will be leaving the States soon to establish their new home in Fort McMurray.

JUANITA — fishing, boating, swimming and flying in Montana. We won't see her until September in Salt Lake City for our SW Sectional Meeting.

FLORENCE — vacationing in TAHITI . . . we look forward to hearing

all about this 'Isle of Paradise.'

FRAN — Planning an October vacation to Wichita, New York, Washington, D. C., and Florida . . . with her newly 'majored' 99FJ this 16 day trip should be without problems.

Our newest member, CAROU RAIZIN, finds time to keep proficient in her flying, even with five children . . .

We now have 13 members in our chapter and each one has a talent that is very rewarding to us. You will see, when we bid for the '66 SW Sectional Meeting that we hope will be held in Las Vegas.

Most of our gals are either on vacation or extremely busy in their work-a-day activities but hope to have individual details in an early issue of the News.

The HOUSE JOINT RESOLUTIONS honoring JOAN MERRIAM SMITH are now in Sub-Committee 4, with Judiciary Committee Chairman EMANUEL CELLER at the helm. Please make your wishes known to him by writing to him at Washington, D. C.

MR. EDWARD D. MUHLFELD, publisher of FLYING MAGAZINE, has indicated to JACK SMITH that he wants to perpetuate the name of JOAN MERRIAM SMITH by heading up a committee to request donations from the public so that a model of 3251P can be made and placed in the Smithsonian Institute's National Air Museum. MR. PAUL GARBER, Curator of the Smithsonian, will accept the model and cause it to be placed on display. More about this project later.

LONG BEACH CHAPTER

Carole B. Dunn, Reporter

Here it is the end of June and with one and two races under our belts (seat belts) about half the club is going in the Powder Puff Derby. Those race happy girls are FRAN BERA of course, with her co-pilot, MARGARET MEAD in the Hayward-Las Vegas Race, and co-pilot MARGARET ROSS in the San Diego-Fallon Fun Race. FRAN got 3rd in the Fun Race, but 49½er BOB CENICEROS came in ahead of FRAN on the Hayward Race, and he cooks too! EMMA McGuire and co-pilot CAROLE DUNN flew the Hayward-Vegas Race and the Fun Race, placing 6th and 10th. MARGARET MEAD flew pilot with co-pilot NORMA OJSTED in a Cessna 150—this is MARGARET's first race as pilot and she did a beautiful job, came in 5th. Four more of our members joined our racing group: JUANITA TANGER as pilot and MIL-

LIE KRUEGER as co-pilot. MARTHA CHOLEWSKI as pilot and MARY WENHOLTZ as co-pilot in the Fun Race. MARGARET CALLAWAY took her student pilot MARILYN JENSON. MARGARET is really promoting aviation and the 99s every chance she gets. RUTH NITZEN flew her Bonanza with our new member KATIE MOSKOW as co-pilot. Both their 49½ers were on hand to spur them on. MARY PINKNEY piloted while IRIS MEYERETT co-piloted up the valley also. 49½er BOB PINKNEY was waiting and snapping photos of all the bly-bys but got impatient waiting for MAYR (she was last in line for gas at Inyokern) so while he was asking where she was—she buzzed past—and he didn't get her picture. Last but not least, our hard-working, always a threat, CLAIRE WALTERS and co-pilot BETTY FAUX, in their leaky 182. That ends the list for the Fun Race. Our motto is "If you can't beat them, outnumber them."

Our new member from Australia, ROS MERRIFIELD, wrote and she will be over here for our next July meeting. We'll have to give a prize for the member that travels the farthest. Only ROS doesn't know yet, we don't have a meeting in July. ROS will be ferrying another Apache back to Australia. A fine way to welcome a new member is to put her to work as hostess. ALMA HENLEY graciously lent us her house for the June meeting. DORIS LOCKNESS is hard at the studying again, she just passed the instructors written.

Everyone is invited to the Grand Opening of CLAIRE WALTERS' Flight Academy No. 2 on Long Beach Airport approximately August 1st. The real name is "Sophie Glutz's Fly-Away" but don't let the FAA know. It was good to see that PAT NOBLE and DR. VAN ZANTE, BARBARA LONDON, JEAN CLARK and some of our newer members, PAT PEATTIE, DONNA PAULSON and ANITA SIDES attending our June meeting. CAROLE TALICH is still working with her flying club putting the airplane together. It would be nice hearing from and seeing the rest of our members at some meetings. I'd like to write about you too, but since I can't talk to you I'll just mention your name anyway (everybody likes their name in print). At our June meeting we missed LORI, HELEN, MARGO, EDNA, ANNETTE, ELEANOR, IRIS, VIRGINIA, DORIS, DUDLEY, DOROTHY, MICKEY, GLORIA, LUCY, MAE, ALINE, OLIVE and JACKIE, where are you? See you all in San Diego in July.

PHOENIX CHAPTER

Vee Shawver, Reporter

Tis another grand and glorious day in Phoenix! We are proud to have ALICE ROBERTS, one of our members, as the new president of Ninety-Nines. ALICE has long been associated in many flying activities and is a credit to our organization. ALICE along with DOTTIE SANDERS flew her Cherokee 180 in the Powder Puff this year coming in 26th. I understand that as of June 11 ALICE and CHAS. (49½er) are the proud owners of a new S Bonanza. The plane is yellow and white and can best be described as "fully loaded".

MARY VIAL and JESSIE WIMMERS also flew in the Derby coming in 28th. That makes three entrants in the Derby from our Chapter — if all the others have that many next year, just think there would be over 250 members in the race. MARY and GEORGE (49½er) plan on flying to New York the middle of August on business and MARY hopes they will have time to visit the Fair while there.

VIRGINIA HASH (ratings: commercial, SMEL and instructor) attorney at law, and long time member of the 99s has been flying the Chief Justice of the Arizona Supreme Court, LORNA LOCKWOOD, around over the country. VIRGINIA is vice president of the Lawyer Pilots Assn., a national organization, as well as being the only woman pilot to participate in the Legislative Tour sponsored by the Flying Farmers and State Aviation Authority of Arizona. She is active in Girls Ranch and Soroptimist. We are proud to have her as a 99 representative. Saturday she loaded up the court reporter, attorney for Bankruptcy Trustee and flew them to Long Beach to take a deposition from one of her clients. This modern age.

Have made eight telephone calls and everyone is on vacation so the news is really slim this time. The new airstrip at Grand Canyon which was to have been dedicated several weeks ago — is still uncompleted due to the statewide strike. There is an expensive 20 foot wide strip of asphalt down the middle of the runway—and thats it. Maybe we will get it completed before the snow flies up that way. Will probably take three weeks of hard work to finish up after they start working again. Maybe we can arrange a fly-in up there one of these days.

Good flying and may all your landings be happy ones!



One can hardly detect the laughter that arose when these four fellows showed up at a recent Northern Arizona 99s meeting. ART SHAW, MYRON WELLS, WAYNE WARD and ART LEE were on hand to give instruction in the glider and act as tow pilots. Front row of 99s: HELEN LAWRENCE, JUNE ELY and MARILYN WILCOX (66). Seated in glider — JEAN BLACK, Chairman. Standing — DOT WARD and MARILYN BILLS.

SACRAMENTO VALLEY CHAPTER

Florence G. Breen, Reporter

No news is good news, so the saying goes. But how are thre rest of the 99s going to know what goes on in the Sacramento Valley Chapter if I don't do any better than I have done the past two months? My apologies to my fellow members. The only reason I can give is that time slipped away too fast trying to catch up after the wonderful vacation we had visiting our daughter, JOYCE. While in Germany we also visited Denmark, Sweden and Holland. No pictures or descriptions can portray the beauty of the tulip fields until one sees for themselves the gorgeous sight.

Our May meeting was devoted mostly to business. It was held at DOROTHY

HUNTLEY's home and co-hostess was ESTHER PHIPPS. One of the original 99 members, OPAL KOONS, attended and kept our members interested with past history of the 99s. Three other guests were present, besides our members, RUTH WAGNER, CAROL SUTLIFF, CLAIRE RALEY, LILLIAN GRAY, DARLENE GILMORE, LaRUE BROWN, VIJA BERRY, DONNA PRITCHARD, our new member, and JUNE DEVINE, our chairman.

June meeting was a thrill — and what a shame everyone didn't turn out to see the skydivers put on a wonderful exhibition of jumping. CAROLE HAMMOND made all the arrangements to have the meeting at Lincoln Airfield where the skydivers have a base. They graciously explained the art of folding a parachute, showed a beautiful film of several skydivers making free-falls and went up twice and made jumps. It was good to see HELEN MACE, MARIANNE McDONALD, RUTH LUMMIS and her lovely daughter, BONNIE, RUTH WAGNER, DARLENE GILMORE, HUGH and JOYCE EVANS with their brother, VIJA and sons and even her dog; VIRGINIA THOMPSON and 49½er, FRED, JUNE and JIM Devine and son, PARKY, CAROL and AL HAMMOND with son, RUSS, my 49½er, JACK, escorted your news-

What Are You Waiting For?

Come On . . . Join The Race

Michigan Small Race

Grand Haven, Michigan

October 1, 2 & 3

writer. The weather was perfect for such a interesting meeting.

Our representative in the San Diego-Fallon Fun Race was fulfilled by VIJA BERRY flying her Cessna and RUTH WAGNER as co-pilot. Understand that we who missed being in Fallon missed lots of fun. Fallon Chapter is tops when it comes to hostessing a fly-in and the attendance proves that each year it is better than the last. Can that be possible?

ELAINE and BURT LANCASTER, JIM and JUNE DEVINE and JERRY MICKELSON were at the banquet for the AWTAR racers. Also to wish our member ESTHER PHIPPS and her daughter a fast and safe trip. ESTHER flew an Apache, she added another rating in order to be able to fly the Apache in the race. She now has the commercial, instrument and rotocraft ratings. When the ATR, ESTHER? JUDY acquired her private and multi-engine ratings so that she could co-pilot for her mother. I'd say that they are two very ambitious fliers. Haven't heard their scores, but whatever it is, we are happy to have them represent Sacramento Valley Chapter.

Our member, JUANITA, changed her name, but not the initial. Her new name is BOWER. She must have too many things with her former name of BIGLER, so must keep the letter "B" in use. Smart girl. Waiting for the opportunity of meeting our new 49½ member.

CLAIRE RALEY just returned from a lovely trip of eight weeks touring Europe. Hopes that some day she can return and spend more time in Norway, even if it is a cold country. She is anxious to fly Clarabelle, but while in Europe lost her wallet with her flying license, medical certificate and radio operators license. Suggest that everyone guard them closely, as there is a lot of red tape to get duplicates.

JUNE and JIM DEVINE accompanied the Shriners to Alaska and parts of Canada. She advises that everyone should take that trip at least once during their lifetime. There is no beauty anywhere in the world that compares with it. She should know, as there not many places that she hasn't been.

It was with disappointment that we had to cancel the June fly-in to Capitol Sky Parks, but due to illness and vacations we were unable to manage it. But will let you know our future date, as we still plan on this get-together.

LaRue Brown had a bout in the hos-

pital that kept her from her many activities, but she is now up and going. In fact, NORM and she plan to fly to the Tetons in Wyoming to celebrate her birthday the 17th of July. Wish all of us could be there to help here celebrate.

Our sponsorship of the show, "Flying the Carribean" was quite successful. As usual, there was the pre-worrying of will it go over, but such a happy feeling when you find the worry was in vain. Maybe that was the reason JUNE took off for Alaska right afterwards, to recover from her extended efforts to make it successful. Many thanks to everyone that contributed their efforts in helping to put it over.

Ladybugs have had a hard time to get their wings going this season, but do hope before the flying weather ends, that we will get in some enjoyable trips.

Maybe after our meeting in July I'll have some more data for a fly-in. Until next newsletter, good flying to all 99s.

Renew! Renew!

Sept. 30, 1965

is the deadline.

SAN DIEGO CHAPTER

Ruth Ebey, Reporter

We've had a wonderful beginning to what we hope will be a beautiful flying summer. First, we had the fun of hostessing the start of the San Diego-Fallon Fun Race. The weather was uncooperative so that the 34 planes took off at 11:30 instead of 9 a.m., but all that was forgotten on arrival at Fallon. For there the girls had established a direct line to the local radio station and had laid out a delicious buffet lunch. Fallon Chapter and the city of Fallon certainly went all out with hospitality and did a splendid job of handling the large crowd of contestants, other 99s, 49½ers and friends.

Then we thoroughly enjoyed helping the El Cajon Valley Chapter with the start of the Powder Puff Derby. Their take-off was on time! The usual coastal cloud cover stayed away from Gillespie just Friday night. All of our own con-

testants report well-organized activities from start to finish, good weather, but atrocious winds.

DOTTY KLOTZ is still bubbly over her first Powder Puff race—just wishes it were possible for all women pilots to fly in it — ready to go again.

TERRY VASQUES signed on at the last minute as co-pilot for ELLIE McCULLOUGH, who will leave her snow tires at home next time. TERRY went on to visit relatives in New York, then flew home commercially.

BETTY GILLIES and RUBY KEAVENY were our delegates to the convention. We wish all the new officers luck and are especially pleased that our next door neighbor from Arizona, ALICE ROBERTS is our new president.

BETTY GILLIES and BUD left right after the convention for Europe to visit their daughter. They left the Baron home this time (in New York).

MARTHA and JOHN MULLEN spent the long 4th of July weekend at Nut Tree near Vacaville, Ealinas, and San Francisco. They followed the coastline almost all the way down (except for Vanderberg, etc.) from San Francisco—really lovely!

BETTY and CLAUD WHARTON and their three boys all piled into the 210 the same weekend and went to Flagstaff, Ariz., for the All-Indian Pow Wow, then to Cottonwood, Jerome and Lake Havasu (where it was still 110 degrees in the early evening).

JACKIE and CHARLES BROKSO and family are planning to drive up to Lake Almanor, Mt. Lassen and Bass Lake.

Guests at our June meeting were SUE MOORE and MARGRIT GOODRICH.

We welcome new members BARBARA ROBILLIARD and JANE WFISLOGEL.

Yours truly and 49½er JACK went on a joint Antique Aircraft flyin and Horseless Carriage Club drivein to Oceanside Airport the middle of July. It was a fair exchange—the antiquers gave the HCC group plane rides and they drove us to a park and fed us a picnic lunch.

SAN FERNANDO VALLEY CHAPTER

Janet Hardin, Reporter

The girls have kept up the good work and been very busy. Our Awards Banquet was a huge success with MIRA SLOVAK as guest speaker. He related his experiences in escaping through the Iron Curtain.

We announced the **TRIXIE ANN Trophy Award** to be given each year for the next five years to the girl who contributes the most to chapter activities and overall support of the 99s. This in **TRIXIE's** memory.

Our success at the fly-ins each month, weather permitting, has been joined by other chapters in the immediate locale and certainly has created more fellowship among us.

FLORENCE DITTMAN walked away with the Woman Pilot of the Year Award at our yearly banquet. **FLORENCE** and **JUDY PARKER** entered the Fallon-San Diego Race along with **BETTYE FRY** and **JAN HARDIN**. One odd feature with the **BETTYE** and **JAN** team — they had No. 19 in the Powder Puff Derby which was the No. 19 Derby and they came in 19th in the Fallon-San Diego Race.

FLORENCE D. and **JUDY PARKER** took first in their class in the Derby with their 210 Cessna and **BETTYE** and **JAN** took first in their class with the Mooney Mark 21.

Earlier in the year **BETTYE FRY** and **JAN HARDIN** soloed gliders at Tahachipi Mountains. **LIZ CROWLEY**, who was one of the contenders for the AE Scholarship, and **VIRGINIA RAINWATER** entered the Derby as a team. **JEAN ROSE** entered the Derby and the Fallon-San Diego Race.

The chapter has, in cooperation with the North Hollywood Chamber of Commerce, participated in relocating and the ground breaking for the new pylon with the **AMELIA EARHART Memorial** at the North Hollywood Library site on Magnolia Blvd.

LOLO RICCI traveled during April with a total of 50 hours and lots of unfavorable weather. **ELLEN TRINDLE** spent April enjoying beautiful Hawaii. **MARY JOHNSON** has studied hard and enjoyed it and has obtained solo status in helicopters.

LOLA RICCI, **LOIS MILES WEAVER**, **MARY KEMPER** and **MARILYN ARNOLD** went to the International Convention. Their purpose was to put our bid in for the take-off of the 1968 **AWTAR** from Van Nuys Airport. This group of gals have been burning the midnight oil in this great endeavor.

Two of our gals have helped in a charity effort at Burbank Airport. Rides were given at two cents a pound and people stood in line both days waiting to go up for first rides. **BETTYE FRY** flew the race plane while **JAN HARDIN** flew the little yellow bird (Fornaire).

SAN JOAQUIN VALLEY CHAPTER

Laverne A. Gudgel, Reporter

Summer has arrived late, but nonetheless — hot. With it we are enjoying a few fly-in meetings and a general pick-up of flying activities.

The July luncheon meeting was held at **LAURA MAY CRAWFORD's** lovely home in Turlock with a round of flicks taken by the Modesto Bee for a full page spread on the Ninety-Nines. Such wonderful publicity for us! **MARIE McDOWELL** buzzed in from Gustine in her Bonanza with the news of a new grandson born July 1. It's nice to see **MARIE** so quickly recovered from major surgery in May. To prove her complete recovery, after a flight to Tahoe with her husband, **ALAN**, to a Flying Farmer picnic, she's flying solo to Council, Idaho, to visit her ailing father.

EVELYN JOHNSON flew to Turlock

**What Are You Waiting For?
Come On . . . Join The Race**

**Michigan Small Race
Grand Haven, Michigan**

October 1, 2 & 3

in her Cessna Skyhawk and reports checking in at Tahoe and Reno with dual in a 210 on the return trip from Santa Maria.

Busy **JEAN MURRAY** flying in from Stockton in a Cessna 182 proudly states her two teenage sons are learning to fly along with all the preparations of their sister's September wedding. 49½er **HARLEY** and **JEAN** made a flight to Red Bluff to visit the **SENIOR MURRAYS**.

Last but not least, **MARTHA GRAHAM** arrived at Turlock from Antioch in a Cessna after a hectic morning tracking an overdue rental. **MARTHA** and family spent a glorious two weeks camping at Shasta Lake, also took a quick trip to Fresno to visit parents.

Your reporter and **TERRY HOLM** made the short hop in the Cessna Sky-lane all for publicity's sake since all things considered, it wouldn't have taken any longer by auto from Merced to Turlock. Lot more fun, tho!! **TERRY**

has appeared in the famous Gold Coast Air Shows at the Los Angeles Air Races in Lancaster and at Merced for the West Coast Antique Fly In.

BILLIE WYATT and **EV HENDLEY** made separate stops at Reno and Lake Tahoe for week-ends. Ex-99 **MARTHA LUNDY** and husband **RAY** of Las Vegas, Nevada, visited with **BILLIE** and informed her of a move to Occidental, Calif.

Our gracious hostess **LAURA MAY** made a jaunt to Las Vegas. **MARGARET** and **DON ANDREWS** have become water bugs, spending week-ends on the "Mar-Don," their cabin cruiser. Over the Fourth of July holiday, **EV** and **WALT HENDLEY** were their guest on a cruise to Rio Vista.

The world travelers, **VIOLA** and **AL LABRUCHERIE** are off again — this time we received cards from Oslo, Norway, and Cannes, France, where they are expecting to visit **AL's** parents in southern France.

Another brave soul, **GEORGE ANN GARMS**, our new member currently living in Palo Alto, is flying their children to visit hubby temporarily in Washington. Thereupon to acquire a new Cessna 182 and on to New York to the World's Fair. She is expecting to be gone for the remainder of summer.

All of these activities make your reporter just a little green, so I'll go to my Women's Camp at Sequoia Lake for a few days to recuperate. So long for now.

TUCSON CHAPTER

Maggie Schock, Reporter

Our June meeting around **VIRGINIA COOK's** swimming pool included three new women pilots who we hope will join us as 99s after July 1. **SYLVIA BARTZ** and **LORRAINE DRACHMAN** did their flying at Tucson International Airport and **CAROLE EWING** comes to us via Freeway Airport. They got a little hint of our operation as planning for the **AWTAR** stop was in full swing and some of our girls had just returned from the Fallon Fun Race.

VIRGINIA EDWARD and **PAT MORSE** flew a Comanche 180 in the race and came in 14th out of a field of 37. Pretty nice for first time racers. **VIRGINIA** hasn't gotten the soot off her throttle hand yet.

VIRGINIA COOK and husband flew up to Fallon just to join in the festivities there and **DOROTHY JENKINS**

and BYRD GRANGER went along to help welcome our two racers as they screamed across the finish line. Their reports on the fine treatment at Fallon made us all wish we might have gone, too. Next year?

We know MARY MARTIN won't be going anywhere for a while as she and husband REED are overhauling a Franklin 165 engine in a Stinson station wagon. It was good to see MARY at the July meeting. She keeps so busy way out there beyond the Tucson Mountains that we only catch fleeting glances of her as she rushes by with a child under each arm and a couple in tow

Heard from our Washington displaced person WENDY BLANCHARD with the news that she has passed her commercial written and is working toward the flight test in July. Keep us posted on the final results, WENDY.

We can't seem to keep all our girls in Tucson at one time. LAURA BOHANAN and daughter MELODY leave Monday for Grand Rapids, Mich., to be with husband, EARL, for six months or so. The first description of their traveling arrangements were so appalling I could only gasp. Appalling to me anyway. Have you even considered traveling cross-country in a car with five cats and a dog? LAURA was all set to go when a change in housing at the terminus made it necessary to leave the cats here and only take the dog. And she is disappointed! Have a good trip, LAURA, and we'll all take turns looking in on the remaining menagerie just to make sure they are all being well cared for.

Another traveler from our chapter, DR. BYRD GRANGER, leaves Tucson in early August for Israel. BYRD was the unanimous choice of the Kane Foundation to make an on-the-spot survey and evaluation of the needs in Israel's cerebral palsy program. Her tour will touch the major sections of Israel and she also will confer with DR. YAFFA DORON at the Ramban Government Hospital in Haifa. After working on the Time Clock for the AWTAR stop for almost three days, she deserves a rest! Anything will be a rest after that.

What a race the AWTAR was this year! The Thursday before take-off PAT NOLAN flew our chairman, FRANCES FRANCIS, who was flying co-pilot with MARION BETZLER of the All-Ohio Chapter, over to San Diego for the start of the race. PAT took movies of FRAN and MARION polish-

ing the airplane and doing other moving about things and the pictures were shown on TV the night before the start. I went along as tri-pod holder and camera case carrier. Nobody but authorized personnel allowed in the impound area, you know. We rushed back Friday afternoon to be all ready for PAT to take pictures of the girls as they landed here in Tucson Saturday. She distracted an airliner or two out there on the runway in those pink shorts and blond hair I know! Some of the pictures were shown Saturday night on TV and were really very good. So, if you need a good photographer — and helper — call Tucson.

All in all, it was a big experience this year. We certainly had our own AWTAR start Sunday morning. Fifty-three plans landed Saturday, 43 stayed overnight and six of the 43 stayed a second night and took off Monday morning. During Sunday's take-off of the 37,

Renew! Renew!

Sept. 30, 1965

is the deadline.

a transient Swift with a male pilot was heard to query the tower in a very perturbed tone of voice as to why all those women were getting preferential treatment and being allowed to take off before him. The tower replied, "Well, sir, we don't want you to get killed!" The American Airlines flight that was told to "go around" quite brusquely asked "Why?" The tower explained that the Women's Air Race was in progress, which brought forth the subdued one word reply "Oh".

VIRGINIA EDWARDS was in charge of the stop here as FRANNY was in the race, and a neater or more orderly take-off I've never seen. You really get it from all sides in an operation such as this, and you can't please everyone, but she sure tried. We are all proud of the job you did, VIRGINIA.

MEG GUGGOLZ came down from Santa Fe to help out on the big day and make up for GERTRUDE GELDERMAN and SHIRLEY MARSHALL who

managed to be out of town during the melee. SHIRLEY's trip sounds like the itinerary of an aerial gypsy. On the 19th she and daughter LEE flew up to Denver in their Tri-Pacer where LEE continued by commercial to Washington to wait for her mother and visit with our WENDY BLANCHARD. SHIRLEY left Denver the next day with the group from the National Aerospace Education Council flying to D. C. SHIRLEY and LEE met once again in Washington along with WENDY and ALICE FUCHS and had lunch and a good talk before LEE was off again for Boston while SHIRLEY attended the convention of the NAEC until the 27th. Mother and daughter got together again in Denver on the 28th where GERTRUDE joined them to pick up the Tri-Pacer and deliver GERTRUDE to Billings, Mont. SHIRLEY and LEE then proceeded to Plentywood, Mont., to visit relatives before returning to Billings to again pick up GERTRUDE and start back to Tucson. If you followed all this, you know what I meant when I said gypsy. Of course, she's a gypsy with a title, now. SHIRLEY has been elected a vice president in NAEC and is the only woman to hold this title.

Just so we wouldn't let down too much, too soon and get the bends or something, we are planning a little AWTour to Santa Fe for two nights and then to Flagstaff for one night and home. The tentative dates are August 20-23. Just an informal trip this year. No mailing to anyone—just unplanned fun. Now that BONNIE FEATHER has completed her masters in elementary education and is out of school for the year we hope she will join us on the flight as well as start flying her Skyhawk around Tucson more often. It is hard on airplane tires to sit in the hangar with all that weight on them, BONNIE.

We are all very pleased that the new president of the 99s is ALICE ROBERTS of our own Southwest Section in Phoenix. We have been favored with very high quality leadership for many years and we know it will continue on the same plane.

RUTH DEERMAN has led us with firmness and graciousness toward our goals and I always felt proud of being a woman and a woman pilot as she represented us at countless public functions. A lady need not proclaim loudly that she is one; it shines brightly thru all she does for others to see. Thank you, RUTH, for a job well and smoothly done.

BULK RATE

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

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

U. S. POSTAGE

PAID

Oklahoma City, Okla.

Permit No. 929

RETURN REQUESTED