

SEPTEMBER, 1965

Ninety-Nine News





SEPTEMBER, 1965

Official Publication of
THE NINETY - NINES, Inc.
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Will Rogers World Airport
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DEADLINE FOR NEWS—

The 20th of the Month

Send Copy To:

Dottie Young, Editor
6512 N. W. 20th St. Dr.
Bethany, Oklahoma 73003

President's Column

I may retract my statement at a later date, but as of now, I would like to thank all of you for the honor of being your president. Never dreamed, when I became a Ninety-Nine twelve years ago, I would be in this position. However, I am looking forward with enthusiasm and great expectations to the coming year.

I am also pleased with the Executive Board and the officers you chose to serve with me and am sure, with your cooperation, our flight through 1965-66 will be a successful one.

Several have asked me what my main project or goal will be and I have chosen COMMUNICATION. An organization such as ours needs to be able to freely pursue ideas adaptable to each section and chapter, and then through communication, present those ideas to others so we might all benefit. If we were all presenting and accepting ideas through open and easy communication, I would consider my term of office a complete success.

Since returning from Chattanooga, I had the pleasure of flying to Monterrey,

California, for the charter of the new Monterrey Bay Chapter of Ninety-Nines. They had 18 charter members with only two transfers, which means we have 16 NEW 99s. Isn't that great? They also have two prospective members. They are such an enthusiastic group of women, I am sure they will be a most successful chapter.

RUTH DEERMAN presented the charter, PAT LAMBERT, governor of the Southwest Section, presented each member with her 99 pin, and I commissioned the officers. Their new chapter chairman is HELEN SHROPSHIRE.

September is a busy, busy month . . . hope all of you plan to attend your section meeting. This is the place to meet your section officers, plan your activities for the coming year, meet new people and last, but not least, have fun!

Right now I am packing for a trip to Miami, Florida, with plans to visit 99s enroute. So, till I see YOU,

Happy Flying!

Alice Roberts
International President

NOTAMS

ATTENTION! INTERNATIONAL OFFICERS AND EXECUTIVE BOARD MEMBERS—BE SURE TO SEND YOUR PICTURE TO NEWS EDITOR BY SEPTEMBER 20th FOR THE OCTOBER NEWS AND FOR USE IN THE 1965-1966 ROSTER. If you have a picture on file at Headquarters you wish to use, please advise Editor prior to September 20 deadline.

SPECIAL REMINDER CALENDAR FOR GOVERNORS & CHAPTER CHAIRMEN

SEPTEMBER & OCTOBER: Send in renewals, deadline September 30. Send list of new Chapter and Section Officers to Headquarters for the Roster, deadline September 30. Complete committee appointments and encourage exchange of ideas and suggestions between Chapter, Section and International Committee Chairmen. Encourage members to attend Fall Section Meetings.

NOVEMBER & DECEMBER: Select your Chapter's candidate(s) for the Amelia Earhart Scholarship Award.

Discuss recommendations or suggested changes to the Constitution and By-laws.

JANUARY: Applications for AE Scholarship Awards must be in hands of Section Scholarship Chairmen by January 15th. Discuss nominations for International Officers.

FEBRUARY: Finalize nominations for International Officers — forward to Nominating Committee Chairman by March 1st.

MARCH: Recommended changes to Constitution and/or Bylaws must be in hands of Resolutions Chairman by March 25th.

APRIL & MAY: Spring Section Meetings: Remind members to return ballots for International Officers.

JUNE: Send annual Chapter reports to Section Governor. Appoint delegates for International Convention—send delegate names to Int'l Secretary. INTERNATIONAL CONVENTION, June 28, Seattle, Washington, preceding the AWTAR.

JULY: AWTAR — July 3-7 — Seattle to Clearwater, Florida.

AUGUST: Elect new Section & Chapter officers, notify Headquarters immediately of new officer slate.

Keeping Up

FLIGHT INSTRUCTOR STANDARDS TO BE RAISED. New FAA regulations designed to improve general aviation safety by raising the standards of flight instruction and increasing instructor responsibility go into effect September 26, 1965.

The new rules set a two-year time limit on flight instructor certificates. Before certificates are renewed, flight instructors must demonstrate to FAA their proficiency and knowledge in both teaching techniques and piloting skills. However, little or no re-testing would normally be required in the case of an instructor whose students' performance provides evidence of satisfactory training.

In addition to assuring instructors' qualifications, the renewal requirement will allow FAA Inspectors to upgrade and standardize their instructional procedures. It also will give the instructor an opportunity to become familiar with new training requirements and procedures for new types of aircraft.

The new rules are a result of increasing evidence that the flying habits of student and private pilots directly reflect the quality of the instruction provided. Student pilots accounted for 933 of the 5,039 general aviation accidents which occurred during 1964. About 80% of these accidents were attributed to the individual.

Under the new rules, flight instruction required for solo flight, or for a pilot certificate or rating, will not be acceptable unless given by a pilot holding a current FAA flight instructor certificate. Similarly, only those holding a flight instructor certificate may endorse a pilot logbook to show they have given an applicant flight instruction.

Student pilots will be required to obtain periodic flight checks from a certificated instructor and must have an instructor's authorization before EACH solo cross-country flight. These requirements will apply until the student has reached a level of experience equivalent to that required for a private pilot certificate and has been certified by a flight instructor as competent to continue without an instructor's supervision.

An applicant for a flight test required for a pilot certificate, or for an

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

October 9, 1965
Middle East Section Fall Meeting
Philadelphia, Pa.

aircraft or instrument rating, would first need a certified flight instructor's written statement that the instructor has prepared the applicant for the test and considers him ready to take it. In case of failure and re-testing, the statement would again be required. None of those requirements apply to those seeking a type rating. The new rules are based on an earlier Notice of Proposed Rule-Making.

The rule requiring pilots of two-way radio - equipped aircraft to maintain communications with a flight service station when they are within five miles of the airport on which the station is located was rescinded in May by the FAA.

Experience has shown that the rule fulfilled its primary purpose of making a flight service station (FSS) the central coordinating point for airport advisory service at fields without a control tower, but might be causing some pilots to relax their vigilance after they have received an advisory that there is no other reported traffic in the area. This sets up a potentially hazardous

situation since aircraft without radio equipment may be operating in the area unknown to the FSS.

The rule was also discriminatory in nature, applying only to pilots of radio-equipped aircraft. They were required to obtain airport advisory service or be liable for violation. There was no obligation on pilots of aircraft not equipped with radio.

Another factor influencing FAA's decision to rescind the rule is the inability of FSS to provide complete and uniform airport advisory service due to variations in equipment and workload, and the location of the facility on the airport.

Airport advisory service will be continued at flight service stations, but participation by pilots will be on a voluntary basis rather than mandatory. **However, pilots are still urged to use the service.**

—O—

Robert V. Reynolds has been named assistant administrator of FAA's Office of General Aviation Affairs by the Agency's new administrator, William F. McKee. He had been deputy assistant administrator to William J. Schulte since September 1963. Bob (or "Judge" as he is known to many aviation people) has been a part of general aviation for over 30 years including a fixed base operation prior to World War II and has been with the CAA/FAA since 1947.

Gen. McKee has named Dr. Peter V. Siegel as Federal Air Surgeon. Dr. Siegel has been Chief of the Aeromedical Certification Division at the FAA's Aeronautical Center in Oklahoma City—responsible for certifying pilots as being physically fit to fly. Dr. Siegel was trained as a naval aviator and still is active in the Navy reserve. He also keeps current in all makes and models of single and multi-engine general aviation aircraft.

We in general aviation are indeed fortunate to have such friends: "topside."

—O—

As of June 25, 1965, FAA records show 22,004 U. S. females having current medical certificates of a total number of 553,123. This is an increase of 1,992 in seven months or an average of 285 new female pilots per month! (During this same period, male medical certificates increased 32,625.) Totals reveal 72 females and 36,832 males having Class I Medicals; 2,222 females and 163,486 males with Class II Medicals; 19,710 females and 330,801 males with Class III Medicals.

Our Charter Members

**DEAR CHARTER MEMBERS:
PLEASE, PLEASE SEND HEAD-
QUARTERS (Box 99, Okla. City, Okla.
73101) YOUR CURRENT ADDRESS BY
SEPTEMBER 30th—FOR THE 1965-66
ROSTER.**

MILDRED CHASE MacDONALD
(most recent located)

Dear Ruth,

How can I ever tell you how happy you have made me? Just think after all these years, to be made a Life Member of the beloved Ninety-Nines!! Oh, wonderful memories of the days gone by, the happiest years of my life, and memories that will never die. I appreciate this more than you know. Thank you and God bless you.

I'm happy to know VIOLA GENTRY is still active. Please say "hello" to her for me when you see her next. Does TEDDY KENYON still attend meetings? I'm writing to her, too. I used to have a Charter Member 99 pin with spinning prop with a tiny diamond in the hub. Tiffany made it when we first organized the Ninety-Nines. About three months ago I had some visitors, who brought their children with them. I was showing them my pin with my initials, M.H.C., on the back and my Dept. of Commerce license number 7455.

Dr. Chase died of a heart attack years ago. We enjoyed a wonderful life. Both of us flew.

On August 26 I will be 62 years old. Last fall I went up in the last old Ford Tri-motor. I flew one in the "early days" and enjoyed being in the cockpit again.

My heart is with the 99s and you can be sure, if you ever are where I can be with you for a meeting, I'll be there.

Please forgive my penmanship. I'm just getting the use of my right hand again after breaking my wrist and "damaging" my hand, and I can't use

the typewriter because my husband is asleep. I have to keep it quiet here.

I've just been pouring over the Ninety-Nine News which I am so grateful for, and came across the column "Our Charter Members." I was so glad to see Thea Rasche's letter! I met Thea in 1929 or 30 when she flew in to the East Boston Airport in her Flamingo bi-plane. The number on the side of her plane was D1229. I have snapshots of Thea and her Flamingo. I'd like to write to Thea if I could have her address. I think she might remember me.

I think a little personal sketch of the "old pioneers," the Charter Members, would be interesting. I like the idea. It would be nice to have each one give the type of license (should have been Dept. of Commerce) and license number, and too, what they are doing now, who taught them to fly and other interesting notes.

I was taught to fly by Ensign August U. Pabst, U. S. Navy. It was a real experience. Thanks to his training, I am still here. That training would be an interesting little book, and I've been grateful for this always. It actually saved my life several times.

My Department of Commerce Private Pilot's license is dated August 16, 1929. It will be 36 years old on Monday, August 16, 1965!!! It is license No. 7455

Renew! Renew!

WHO?

YOU!

Deadline

Sept. 30, 1965

and I was 26 years old. I studied navigation and meteorology at Emerson Hall at Harvard in a University Extension Course and also took a course in "Airplane Motor Maintenance and Repair" at M.I.T. Did a top overhaul on my own Travelair OXX-6 engine. Even ground the valves and assembled it myself. I flew with a throttle I made myself out of 1/8" brass which I had nickel plated, and several other things.

I have made a scrapbook with loads of clippings. Some are from the Boston Transcript of May, 25, 1931, when 669

Army Aircraft carried on war games over Boston. Many of them landed in formations of three—pretty to watch—and the pilots were served lunch at the lunch room at the airport. The waitresses were girl pilots. At least two of us were Ninety-Nines—Teddy Kenyon and I. I have the newspaper clippings (picture), showing both of us.

It was at this time that General Douglas MacArthur asked me to help him look up the telephone number of a friend of his in Boston whom he had promised to have dinner with the next time he was in Boston. I have the newspaper clippings and pictures of General MacArthur at that time. It was my pleasure to be in the office on that day that Mrs. Evangeline Lindberg was flown in by Lt. Higgenberger. Remember the "Higgenberger-Maitland" flight over the Pacific? Wasn't it the "Dole" flight? Was also there when Charles Lindberg came in in the "Spirit of St. Louis" and took snapshots of him and the ship in the Army hangar.

I'm still active in some phase of aviation. Because of my activity in the Ground Observer Corp. here in Scarborough, N. Y., the U. S. Air Force sent me to Tyndall Air Force base in Panama City, Florida, to Ground Observer School. Our post working in connection with the U. S. Air Force. I was chief observer then and am adjutant now and a Life Member of the Air Defense Team, U. S. Air Force. We are or "Operation Standby" now, but could be operational in three minutes. Hope we'll never need to be. In the old Ninety-Nine days, I was the New England reporter for the Ninety-Nine News, and New England reporter for the "Sportsman Pilot" magazine published in California. I remember reporting Anne Morrow, (later Anne Morrow Lindberg) buying a "Bird" plane in New Hampshire, Manchester, I believe. It was blue.

I hope sometime to get in touch with Teddy Kenyon. Hope we can get together for some "ground flying."

Best wishes to ALL of the Ninety-Nines, and the 66s, too. May you all have a lot of opportunities to enjoy the "Flyers' Playground." Thank you for opening this "door to the past" to me.

Happy Landings,
MILDRED (CHASE)
MacDONALD
Jasper Street
Box 673, R.R. 4
W. Scarboro, Me. 07074

AWTAR Powder Puff Derby

THE 1968 POWDER PUFF DERBY

(Release dated 7/20/65 from Peggy Hereford, Public Relations Director, Los Angeles Dept. of Airports, and Mary Kemper, San Fernando Valley Chapter 99s.)

Van Nuys Airport has been designated as the starting point for the Powder Puff Derby in July, 1968, according to the San Fernando Valley Chapter of the NinetyNines, international organization of licensed women pilots.

The local area starting point was awarded by the All Women's Transcontinental Air Race Board to the local chapter of 99s in competition with Chapters from Fresno, California, Tucson, Arizona, and Las Vegas, Nevada. It marked the first time in the 19 year history of the internationally famous cross-country air race for women that the starting point has been awarded three years in advance.

Among the favorable factors influencing the AWTAR Board in its selection of Van Nuys Airport as the 1968 starting point for the race were a formal invitation from Los Angeles' Mayor Samuel Wm. Yorty and the Los Angeles Convention Bureau, and financial support in the amount of \$3,000 by the Los Angeles Department of Airports.

Representing the San Fernando Valley 99s in successful bid for the 1968 Powder Puff Derby was a committee composed of Mary Kemper, chairman; Lois Miles and Mrs. Edwardo Ricci. On September 24, this same group will fly to Salt Lake City, Utah, to present a bid to the Southwest Section of the 99s for the organization's 1968 Convention to be held in Los Angeles in conjunction with the Derby.

If the committee is successful in securing the Convention along with the start of the Derby, the combined events are expected to attract thousands of persons from all over the country.

The actual participants, some 200 women flyers piloting or co-piloting more than 100 small aircraft, will swoop down on Van Nuys Airport in the San Fernando Valley late in June 1938.

Prior to the start of the race in early July, all planes must be impounded and inspected. The contestants will fly over a yet to be determined course to the East Coast, and winners will be selected on a handicap basis.

"Our local Chapter of the 99s has



Bid which will bring the start of the 1968 Powder Puff Derby to Van Nuys Airport, Los Angeles, is presented to Committee representing San Fernando Valley Chapter of 99s by the AWTAR Board. Shown left to right are Committee members LOIS MILES, MRS. EDWARD RICCI and MARY R. KEMPER, Chairman; AWTAR Chairman KAY BRICK and ALICE ROBERTS, newly elected International President of The Ninety-Nines, Inc.

Amelia Earhart Scholarship

Now is the time to start preparing your application for the 1966 Amelia Earhart Memorial Scholarship Awards! The Trustees will have two awards to offer for 1966, amounting up to \$700 each.

Detailed instructions on procedures for processing applications are being sent to each Chapter Chairman. For individuals wishing to enter the competition, here is what you do:

1. To be eligible, you must have at least 200 hours Pilot - in - command time and have been an active member of the Ninety-Nines for at least two years.
2. Apply to your Chapter for consider-

ation as their choice to represent them in the competition.

3. If selected by your Chapter, application forms will be sent you by the Chairman of the AE Scholarship Trustees.
4. The completed forms, accompanied by a photo or snapshot suitable for reproduction must be submitted to your Chapter Chairman for the letter of recommendation on the back. Your Chapter Chairman will take it from there!

PLEASE NOTE: All checks for the Scholarship Fund should be sent to the Treasurer, Betty H. Gillies, P. O. Box 625, Rancho Santa Fe, California 92067. All other inquiries go to the Chairman of Trustees, Deedo Heise, 5019 N. Cumberland Avenue, Milwaukee, Wisconsin 53217.

been working for almost two years to secure this event for the San Fernando Valley (Los Angeles area), and with the help of area civic and business leaders and local government officials we are looking forward to a most successful start of the Powder Puff Derby in 1938," stated Mrs. Kemper.

Don't Wait!

Activate

Deadline

Sept. 30, 1965

AIR MEETS

MONTANA'S BIG SKY RACE

By Bev Ledbetter

The crisp mountain air was a pilot's dream, 16 airplanes sparked in the early morning sunshine, awaiting the start of the Big Sky Race. The airport was suddenly alive with 29 women eager to be off on leg No. 1 of the race. At 6:30 on the dot, plane No. 1 took off from the Missoula Airport on the 415-mile flight to Great Falls. All 16 of the planes were on the ground at International airport by noon and it was hard to believe it was all over except the celebrating, which would take place when the trophies and awards were presented to the winners.

At the banquet held Saturday evening, CHARLES LYNCH, Director of the Montana Aeronautics Commission, had the pleasure of presenting the trophies to the winners: PUD LOVELACE and KAY WIDMER, Bozeman flying a Bonanza with 16.5 over par won first place. Second went to VIVIAN SCHRANK and PEARL LASKA, Jordan, flying a Piper PA12 with 13.0 over par.

JOY LUECK with co-pilot DOROTHY DRYDEN placed third in a Cherokee 180 with 11.0.

The three winners were also presented with a \$10 gift certificate toward the purchase of gas, by the Great Falls Zonta Club.

Other prizes given: best time for leg No. 1, Missoula to Kalispell, went to PUD LOVELACE. Leg No. 2, Kalispell to Cut Bank, MARY STEPHENSON. No. 3, Cut Bank to Havre, went to ELSIE JOHNSON and leg No. 4, VIVIAN SCHRANK, Havre to Great Falls.

Horsepower division winners: up to 100 hp — VIVIAN SCHRANK — Piper PA12; 100-150 — PEARL MAGILL — Cessna 172; 150-200 — JOY LUECK — Cherokee 180; 200-300 — PUD LOVELACE — Bonanza.

Speaking for myself, "I had a ball." I'm sure I am not alone. Along with all the fun and laughs a lot of valuable experience was gained by all those who entered.

I know everyone realizes the job of getting those airplanes off the ground and back, in an organized manner was no small undertaking. A special Thank You goes to ELSIE JOHNSON and her committee in Missoula and to Lu Nelson and all those who helped in Great Falls.



Mrs. Jack "Pud" Lovelace with Co-Pilot Mrs. Gilbert "Kay" Widmer repeated her performance of Big Sky No. 1 by coming in 1st in the Montana Chapter Race on July 17. Pud and Kay averaged 197.5 or 16.5 over her par speed in a Bonanza J-35.

ITEMS OF INTEREST AND FUN ABOUT THE RACE:

Special awards given for . . .

Oldest airplane entered—VIVIANNE SCHRANK.

Pilot coming the greatest distance — PEARL MAGILL, Glasgow.

Newest Private license — DOROTHY DRYDEN, issued April 28, 1955.

Hard luck pilot—MARGARET TUXILL.

Lowest under par (Booby) ROSEMARY BOWMAN with -7.5.

The colorful corsages of carnations and tiny pine cones given each of us at the banquet in Missoula were courtesy of Sky Flight which is owned and operated by JOY LUECK and husband BOB.

CELESTIA CLAPPSADDLE was without a doubt the most talked about co-pilot in the race. It wasn't exactly anything she did or said, but she brought PAT ROEMER around the route safely. CELESTIA was the "quietest co-pilot" and took quite a bit of abuse for so shy a personality.

It was only "fittin'" that that mountain gal, MARY, should win the No. 2 leg, flying from Kalispell across Glacier Park's rugged terrain to Cut Bank. MARY won't let the mountains be slandered by anyone from the prairies. If she hadn't won the most mountainous

leg of the race, she would have had a hard time convincing us Easterners the mountains are good for anything but goats.

It was just like coming home to reach the finish line at Great Falls and find BETTY NUNN waiting at the gate with a smile and hello. I think it was even nicer than having her in the race.

Everyone loves food and the huge buffet style banquets in both towns gave assurance that no one went hungry. The shrimp in Missoula and the strawberry daquiries in Great Falls stand out in my mind for some reason. Everything was delicious and enjoyed by a good crowd of husbands and friends both in Missoula and in Great Falls.

There are so many more interesting sidelights of the race I could go on and on, but to bring the pleasant memories to a close I would like to mention the efforts of the co-chairmen, who, with all the responsibility of getting everything at the right place at the right time, plus each flying in the race itself, were still able, after the celebrating and awards were presented, to help print up the entire race results for each pilot. These were in the boxes at the motel for us to read and compare before lights out. Once again, Thank You for all your work. It was appreciated.

Committee Reports

INTERNATIONAL COMMITTEES FOR 1965-1966

Following are Committee appointments that are completed. The balance of appointments will be in the October News so that the information will be available for use until the Roster comes out in November.

Aerospace Education: Shirley Marshall, Tucson.

A. E. Stamp: Fay Gillis Wells, Washington, D. C., Chairman; Louise Smith, Carolinas, Co-Chairman.

A. E. Scholarship: Alice Hammond, E. Penn. Chapter; Bronita Evans, Oklahoma; Betty Gillies, San Diego; Eugenia Heise, Wisconsin; Pat Gladney, Santa Clara Valley.

49¹/₂er Records: Becky Thatcher, Michigan.

Incorporation Resident: Barbara Bonnett, E. Penn. Chapter.

Membership: Alberta Nicholson, Utah.

Ninety-Nine News Editor: Dottie Young, Oklahoma.

Nominating Committee: Page Shamburger, Carolinas, Chairman; Pat Russell, N. New England; Pat Jetton, Dallas; Helen Appel, W. Washington; Mary Wenholz, Long Beach.

Parliamentarian: Alice Davis, Michigan.

Public Relations: Gene Nora Jessen, Kansas.

Read & Approve Minutes: Chris Brown, Chairman, Memphis; Martha Tobey, Memphis; Ina Walker, Memphis.

Resolutions Committee: Virginia Thompson, Chairman, Washington, D. C.; Winifred Lovelace, Montana; Louis Bickford, Houston.

Scrapbook: Charlotte Dodson, Oregon.

1966 International Convention: Northwest Section, Hostess, Seattle, Washington.

—o—

MEMBERSHIP CHAIRMEN!!

ATTENTION

Please contact all prospective members and urge them to join NOW so that their names will appear in the new Directory. The new Membership Directory goes to press September 31.

Alberta Nicholson, Chairman
Int'l Membership Committee

—o—

AIR MARKING REPORT

AUSTRALIAN SECTION — Timmie

Tiver reports that air marking is done mainly by the individual woman pilot contacting her friends and relations in the country. They have tried to do it through official channels but without much success.

BRITISH SECTION — Betty Cones reports that very little seems to have been done in England in the way of air marking, and it doesn't seem likely that much will be done for at least a while with this project. She supposes everyone thinks England is too small to get lost in and she knows better! Betty sends best wishes for happy flying from all the British Ninety-Nines.

CONNECTICUT CHAPTER — Sharon K. Simmons, newly appointed Air Marking Chairman, reports that the state has an Air Marking program. However, it was suggested that the 99's could help by obtaining permission from building owners and forwarding the information to the State. They will then proceed with the painting. The gals have plotted the towns that need

Don't Be A Drop-Out ! RENEW !

air marking and have started aerial survey for appropriate buildings. Letters are sent to owners they can't see personally and to date they have received three permits. They hope to cover twenty-four more towns soon. Good work, gals!

EASTERN NEW ENGLAND CHAPTER — Lois Auchterlonie reports this chapter is all hep to paint their first air marker and hopes to continue in the program. Most of her painting has been done in Kansas previously. Good luck, gals, and keep up that enthusiasm!

From our final report—99's were responsible for 34 air markers this year with 14 separate chapters participating . . . and 19 chapters expressing an interest in the program. Blanche Noyes is pleased with our progress and wants everyone to know that revised and simplified Air Marking Guides will be available from her office in September.

We, on the Air Marking Committee, want to publicly thank our three hard-

working Sectional Chairmen, Edie Maxim, North Central, Frances Peacock, Southeast, and Marilyn Schulz, South Central. Mid Cassidy and I want to thank Blanche Noyes for all her patience and counseling this past year. And lastly, to my right hand, a big thank you Mid Cassidy, and much success in the coming year as our new chairman!

Happy Air Marking, gals!

Muriel Dykema, Chairman
Intn'l Air Marking Committee

—o—

SCRAPBOOK REPORT

It was gratifying to see all the beautiful Scrapbooks that were brought to Convention. I only wish I could have had many hours to really read through every one leisurely. Oh, what wonderful stories told in them!!!! The information in every article is of great value in recording our accomplishments for future reference.

The Scrapbooks—old and new—are a wonderful reference source for your Aviation Education Workshop presentations. Preserve them well!!!

The way all of you Scrapbook Chairmen have responded by sending in clippings has made this assignment very interesting and enjoyable. Thank you for making my task easy by giving the date and source when sending in your material.

Our fiscal year ends August 31 and we have filled TWO scrapbooks this year. A new Scrapbook will be started September 1—so keep those clippings coming and let's make 1965-66 even better.

We have a section to honor our members who have made their Last Flight. One page will be a picture of the member with a history. On another page will be an envelope in which clippings will be placed for safe keeping.

Fay Gillis Wells sent us some beautiful colored pictures of Joan Merriam Smith and her plane. Dr. Schubert very graciously sent a lovely picture of Trixie Schubert. Words cannot express how much these pictures are appreciated. For all Ninety-Nines I thank you both.

I have purchased a new Glue Pot and sharpened my scissors—the better to serve you this coming year.

Send your clippings to:

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



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

As your reporter has spent the summer on the rock-bound coast of Maine, and rather out of touch with civilization, I'm afraid this will be a short newsletter. I can report, however, that weather in Maine has been fabulous—was talking to TOM CARUSO, manager of Bar Harbor Airport, on August 1st seeing my 49½er and a guest take off for New Jersey, and TOM said there were only two days during the month of July that were below legal limits, a phenomenon for that oft-times foggy section of coast.

I did hear that MINA ELSCHNER has gone back to the Caribbean—when or for how long my informant didn't know, and sometime in August JULIE vom SAAL and her 49½er flew to Florida for the Flying Physicians convention.

By the time this is printed our Shelter Island Treasure Hunt and Spot Landing Contest will have been enjoyed by many of our group, and our thanks go to AGNES and AMBROSE HAVEY for planning and hosting such a fun-filled day. I'm presuming, of course, that weather was CAVU!

After much prodding for news our chairman, PAT WILSON, finally told me she and 49½er FRED would be leaving for Scotland and England on September 14, returning October 5, via BOAC and Pan American. PAT also said the tentative date for our installation meeting would be October 13 or 14—you'll all receive the usual notice in due time. So, hope to see you all in October.



EASTERN PENNSYLVANIA CHAPTER

Caroline Bregler, Reporter

The July meeting of the Eastern Pennsylvania Chapter of 99s was a fun meeting held at the Bucks County farm of BUZZ and NANCY DIEMAND who spread themselves as host and hostess among 34 99s, 49½ers and guests. After swimming in their lovely swimming

pool, lunch was served on the patio. BUZZ cooks the most delicious hamburgers.

The conversation during lunch ranged from MERLE CHALOW's experiences in the Powder Puff (she placed 4th) with comments from BERTIE PETERSON and NANCY DIEMAND who also flew the race — to LOUISE SACCHI latest trip in a light plane across the Atlantic — to ANNE SHIELD and HELEN ZUBROW thrills in the IRA—to PEGGY BOREK, IRENE WIRT-SCHAFTER and MARIE D'ALTERIO adventures at the Convention. Among the listeners were THEA CHALOW, MURIEL and RUDY CHALOW, KATE MACARIO, ELSIE McBRIDE, JOYCE ROGGIO, BARBARA and BOB FARQUHARSON and son JIM, BERTIE and GEORGE PETERSON and daughter, JUDY, HELEN and BILL PRICE, KATE and HERMAN BARCUS, CAROLINE BREGLER, DR. and MRS. WALLACE and guests, MARIE and TONY D'ALTERIO, EVELYN KENNEDY and children, ANNE and PAUL WISOR (ANN should be nominated official chapter photographer, she always has her camera aimed and loaded), and ALICE and RAY MEISENHEIMER.

The results of the chapter election was announced and are as follows: JOYCE ROGGIO, chairman; ANNE SHIELDS, vice chairman; JERRY ROBERTS, corresponding secretary; CECILIA STETZER, recording secretary; and BARBARA FARQUARSON, treasurer.

PEGGY BOREK was presented a charm of the 99s roset and gavel as outgoing chairman.

The Eastern Pennsylvania Chapter will host the Fall Sectional in Philadelphia on October 9, please note the date.

We also have a Queen in our midst, BARBARA MORRISON is the new New Jersey Flying Farmer Queen.

No matter how many times you see the Navy Blue Angels they will never cease to thrill you. During the last week of July the Willow Grove Naval Air Station acted as host to the International Model Airplane Meet and to climax the program, the Blue Angels thrilled thousands. Also appearing in the same show was the RAF Vulcan bomber; the Army's Golden Knights; PAUL McGUIRE in his Great Lakes, BILL FARNOFF in his Bearcat and the Flying Professor in his Piper Cub. Also on display were all types of military aircraft.

Understand JUDY and BOB HOP-

KINS have just returned from the Rockford fly-in which is held yearly for experimental aircraft.

So, if I don't fall off the roof AIR-MARKING at Princeton, N. J., this week there will be more next month.

WASHINGTON, D. C. CHAPTER **Jacqueline M. C. Smith, Reporter**

Friday, July 23, found the Washington, D. C. Chapter at the lovely home of JO EDDLEMAN. The spot was beautiful, the food was delicious and we had a wonderful meeting complete with music. A very talented family indeed! Present at this meeting were DOROTHY MITCHELL, LIBBY NETCHER and daughter, FAY GILLIS WELLS, VIRGINIA THOMPSON, BLANCHE NOYES, EVELYN SIZEMORE, EVE McILVEEN, SANDRA CALLOWAY, LAURA ZERENCER, JACQUELINE SMITH, SARA SHONK (Carolina Chapter), Charter Member BETSY WEEKS and her son, BILL, LAMONA CERVENKA, a former Washington Chapter member who has just returned from overseas with FAA and who is planning to rejoin our chapter. Welcome back, LAMONA! MITZI KELLER and her 49½er, GIL, who are the proud owners of a new Aztec. We welcomed MARY-ANN (SHELLEY) JESSUP and her 49½er back from their honeymoon which had been combined with an International Glider Meet in England. At this meeting JO introduced the honor guest, DR. MARION WAGNER, her son and friend, MARIANNE WETHERBY, both 99s from the Santa Clara Valley Chapter in California. The three of them flew a Tri-Pacer from California and on one of their stops (Hendersonville, N. C.) met with a very bad automobile accident in which both cars were completely demolished. MARIANNE was sporting a very large bandage on her head but all in all they were very fortunate to come out with only cuts and bruises. This brings out again the old theory that flying is safer than driving any day of the week!

JO EDDLEMAN reported on the Chautauooga convention at which she was one of the delegates from our chapter. FAY WELLS reported to us that \$2500 had been voted at the convention toward having a film made of the Amelia Earhart Commemorative Stamp. She discussed the ways and means of raising money when we get prints of the film. By the way, girls, the Charter Members who were present at the convention were each presented with a medal to hang on their wrist

watch. Of the seven Charter Members present, three were from our Washington, D. C. Chapter — FAY GILLIS WELLS, NANCY HOPKINS TIER and BLANCHE NOYES! It looks like we are the chapter with the mostest Charter Members and we are right proud!

VELTA BENN has passed her written for her instrument rating. Congratulations, VELTA! VELTA is still very busy with the flight clinics. A couple of weeks ago she was at one in Lynchburg, Va., and next week will find her in Cincinnati. VELTA reports that these flight clinics are very successful and she now has three new students as a result of the "Pinch Hitters" course given at Montgomery County Airport last May.

Over the July 4th weekend LAURA ZERENER flew her family to Michigan and then took part in an air race in Sandusky on July 4th. SUE HIBELY, a 99, was in charge of the race. VIRGINIA THOMPSON flew her family to Northhampton, Mass., July 31 to visit with relatives. EVE McILVEEN and her Flying Farmer 49½er took a two week vacation the first part of July. They visited Canadian Flying Farmers in Saskatchewan, flew 100 miles into bush country for a little fishing, toured Yellowstone National Park, Grand Canyon, Hoover Dam and Las Vegas, visited Flying Farmer DR. J. P. SMIGHT and wife at College Station, Texas, then flew to St. Louis, Ill., to visit some relatives and back home. EVE says they flew their Bonanza a total of 5,000 miles. EVE's 49½er flew high enough this time to make sure he didn't get shot at. For those of you who don't know, a few weeks ago EVE's 49½er was doing some crop dusting on their farm and someone took a few shots at him, one of which did go through the fuselage! Exciting, eh.

BLANCHE NOYES Flew her FFA Bonanza on a business trip to Cleveland on August 1. She flies so much it is really hard to keep up with her. What an enviable position!

JO EDDLEMAN visited the Houston Chapter and was honored by those gals holding a special afternoon meeting just to accommodate her. It seems JO had tickets to see a baseball game between the Astros and the Phillies in the new Astrodome the night the meeting was supposed to be held. JO enjoyed their meeting very much and there met RHEA HURLEY, one of the 11 lady astronauts who incidentally are all 99s.

On Sunday, Aug. 15, our chapter had

a most enjoyable afternoon at HEDY JAFFE's lovely home, complete with swimming pool. As usual, HEDY served a real banquet and it certainly was enjoyed by all. We had a wonderful turnout at this meeting, which was also a surprise wedding shower for MARYANN SHELLEY JESSUP. Present were VIRGINIA THOMPSON, BEA WILDER, LAURA ZERENER, EVE McILVEEN, JO EDDLEMAN and son, DAVID, HAZEL DWIGGINS, JEAN ROSS HOWARD and her friend, DEBBIE UNDERWOOD from California, ADELE COTTON and her 49½er, VELTA BENN and her two daughters and a granddaughter, MITZI KELLER and 49½er, GIL, prospective member PORTIA HUTTON and her husband, MARYANN SHELLEY JESSUP, RUTH FRECKLETON, BLANCHE NOYES, JANE RALSTON, JACQUELINE SMITH, and, of course, HEDY JAFFE. At this meeting we welcomed back NANCY LYMAN who has just returned to the area from California. This meeting was LAURA ZERENER's last meet-

ing, a race stop for the AWTAR. For those of us who worked there, it was an exciting time and a great pleasure to meet the many contestants who stopped. The details were very well arranged by stop chairman JUANITA HALSTEAD, with MINNIE WADE in charge of the clock, SUE WHITT in charge of transportation and accommodations. CHARLIE WADE, MINNIE's 49½er, was a very helpful "flag man" and we are especially honored to have MRS. LURLINE WALLACE, First Lady of Alabama, helping us with the many chores around the time shack — and a big help she was! Others working at the race stop were NANCY BEELAND, BENNIE PETERS, ELSIE HEILPERN and BETTY ROWE. We were even more honored to have Gov. and Mrs. Wallace host a dinner for the race contestants who were RON, the race stop workers and their 49½ers on July 4. It was a memorable evening! We hope all the contestants who stopped at Montgomery enjoyed their visits as much as we enjoyed having them.

The August meeting was held on the first in Birmingham, in conjunction with the Southeastern Aircraft Exposition held on July 30, 31 and August 1. Those attending were BETTY FERRELL, BENNIE PETERS, GERRY CHASE, NANCY BEELAND, DONNA WILLARD, MARION MAY, MARGARET FORD, and guest PEGGY HAYS. The exposition was a fascinating event featuring not only aircraft to be seen on the ground, but aerial demonstrations of sky diving, helicopters and aircraft flown by the Alabama Air National Guard and Army National Guard. Our speaker for the meeting was MAX CONRAD who recently flew 7,900 miles from Capetown to Florida in 57 hours in a Twin Comanche. It was a most interesting talk and I only wish I could write it all. He did mention that he felt like quite a "big shot" in Capetown before his departure on this record-breaking flight due to the attention and publicity he received. However, when he was over water, he felt a tremendous sense of humility and appreciation for the opportunity to make the flight. He ended his most inspiring speech with his well-known "Flyers Rosary". He then graciously autographed AWTAR programs for us. (How to sell your remaining programs in one easy lesson!)

The new slate of officers was announced at the meeting and they are:

Don't Be A Drop-Out ! RENEW !

ing as chapter chairman. Thanks for a job well done, LAURA. JO EDDLEMAN is our new chapter chairman. Congratulations, JO! LAURA presented the gavel to JO and BEA WILDER presented a beautiful 99 compact to LAURA but it seems the gift really belonged to VIRGINIA THOMPSON who had only lent it for the occasion, the reason being that the real gift for LAURA had been ordered but had not arrived in time for the meeting. So a bit of Indian giving went on!

Don't forget our October Sectional, girls!



ALABAMA CHAPTER Betty Rowe, Reporter

Greetings from the Alabama Chapter! It has been a busy six weeks for this chapter and it all started at Mont-

Chairman, BENNIE PETERS, co-chairman, NANCY BEELAND; secretary, MARION MAY; treasurer, BETTY FERRELL; news reporter, BETTY ROWE. It was announced that the September meeting would be the Southeast Sectional in the Bahamas, September 17-19. The October meeting will be in Greenville on the third.

Let me explain — the Alabama 99s don't always work — they fley, too! Where to? Let's see! Chairman BENNIE PETERS and 49½er, PHILIP, flew her F model Bonanza to Charlotte, N. C., to take her mother-in-law home. Hear it was a nice trip. NANCY BEELAND and 49½er, JEFF, visited their grandchildren in south Alabama, and plan to fly their Cessna 182 to Destin, Fla., on August 8 for some sun and fun. Sounds fun to me, too! GERRY CHASE has been a busy gal in the air these days, being a pilot for a penny-a-pound airlift that was carried on during the Exposition in Birgingham. GERRY and her 49½er, DR. LEWIS CHASE, flew to Sarasota, Fla., in July and are now planning a trip to the Experimental Aircraft Association meeting in Rockford. Her reservations are for the 11th of August and I know she's looking forward to it. BETTY FERRELL was our capable delegate at the International Convention in Chattanooga. She also served as a pilot for the penny-a-pound rides at the Exposition in Birmingham. DONNA WILLARD and 49½er, DON, piled luggage and three little ones in their Cessna 172 and departed Huntsville on a 7,000 mile trip to visit relatives in Palm Springs, Calif., Seattle, Wash., and Salt Lake City, Utah, on June 18. It was their first long cross-country and it must have been wonderful! Of course this reporter is a bit jealous as she is a former Seattelite, also. At any rate, their trip took them through 19 states and they flew from the start of Grand Canyon and followed it to its end at Lake Mead. They also flew into and landed at the new airstrip at Yellowstone Park and flew over Hoover and Grand Coulee dams. Once in Seattle, they took a side trip to Victoria, B. C., and DONNA took her sister and family for their first ride in a light plane in Seattle. Some trip, and yet the days after their arrival home, DONNA took off for Chattanooga to work on the transportation committee for the International Convention. MARION MAY accompanied her. MARION and 49½er, RICHARD, packed their luggage and three children and headed for Perrault Falls, Ontario, Canada, by way of

Iowa and Minnesota to visit relatives in July in a Cherokee 180. MARION reported a new strip for land aircraft at Perrault Falls and just raved about the fishing. They ate fish three meals a day during their stay and in one two-hour period caught 100 fish! Had to throw most of the fish back in, as the limit isn't 100!

MARION and DONNA have also been working for a glider rating at near-by Epps Field (about five minutes from Huntsville). Both have soloed and tell me it is really fun. Good luck, gals!

See you next month in the Bahamas for the Southeast Sectional Meeting. Happy flying!

FLORIDA GOLDCOAST

Jan Wagner, Reporter

The August meeting of the Florida Goldcoast Chapter was held at Tursair at Opalaka Airport. There were 12 members and one guest present (namely MAGGIE FIELDS of Pompano Beach, who is busy filling out her membership application).

The slate of new officers for the year 1965-66 are as follows: Chairman, ANN ROSS; vice chairman, DOT SHAW; secretary, Dottie Harrison; treasurer, SUE HOFFMAN. We truly have a fine list of officers for the coming year and you can believe that they will come up with an interesting program — such as fly-ins and some fine suggestions for some ground school lessons — so that many of us can get the go-ahead to upgrade our pilot ratings.

ANN ROSS, our Ways and Means chairman for the Fall Southeast Sectional Meeting, informed us that there were quite a few reservations already in for Grand Bahama Hotel, West End, Grand Bahama. This meeting to be September 18 and 19. She hopes that there will be a fine turnout for this meeting. She also stated that this is the first time a Sectional Meeting is being held out of the country.

The Goldcoast Chapter is assisting with their time and talent the 1965 annual meeting of the Flying Physicians. This meeting is being held at the Deauville Hotel, Miami Beach, August 22 through August 27. Some of the members are participating in a luncheon-style show and others are taking part in an evening round table discussion of lady pilots. DOTTIE HARRISON is coordinator for all functions.

The Goldcoast Chapter has made it a policy to assist all aviation activities with their time or talent. Don't you agree that this should stimulate out-

side interest in general aviation and get more people to take to the air?

It has been great fun writing this column for a year and I have thoroughly enjoyed it. I am quite sure that your new reporter will write a very newsy and informative column.

GEORGIA CHAPTER

Betty McNabb, Reporter

Retiring Chairman RUTH MILLER, Tifton, Twin Bonanza'd back from Jamaica to install Georgia's new officers, was presented a gold charm from the chapter and a 99 blue and white enamel-on-copper ashtray made by incoming Chairman CAROLYN KENNEDY, Parrott, who is a ceramics artist.

Other officers: JEAN VOYLES, Atlanta, vice chairman; CAROL LOWERY, Albany, secretary; CAROLE HARPE, Atlanta, treasurer.

Fly-ins: FRANCES PEACOCK in a Cherokee with MARY LEE NIX and CAROLE HARPE, Atlanta; CAROLYN KENNEDY with 49½er, BIFF, and RUTH MILLER in a Comanche; BETTY McNABB all alone from Panama City (312 miles—and she again won the Kennedy ETA trophy). Hostess for the meeting, VIRGINIA KLEEB. VIRGINIA and FRED have had critical illnesses and surgery, and we are so very happy that they are now up and about, if not flying yet.

IN THE NEWS: RUTH MILLER featured with Georgia's Governor CARL SANDERS on General Aviation Day and Aerospace Education Day in the state.

BETTY McNABB awarded a certificate from WSB Radio, Atlanta, for being the Five Star feature on August 1 — "Georgia Woman Elected to International Women's Pilots Organization Secretary".

CAROL LOWERY off for Europe with 49½er DR. BILL LOWERY.

BETTY McNABB carrying the Aerospace Education Torch by talking to Universities of South Carolina, Alabama, Middle Tennessee State, Florida A&M, South Georgia, and Georgia, at their Aerospace Education Workshops, plus Alabama Wing Civil Air Patrol cadets and three one-day workshops in south Florida.

DENE HADDEN, Panama City, Fla., leaving for Miami to fly and work in a helicopter operation.

MYRTLE CAGLE of Macon, Ga., proudly wondering when her new little future 99 will be old enough to sit in the right seat of an airplane.

ANYBODY FOR RON KITS?

MEMPHIS CHAPTER **Mary Stanley, Reporter**

The Memphis Chapter was so pleased to welcome two new members to our August 6 meeting. They are VIRGINIA PROCTOR and GERRY BAKER, both of Wynne, Ark. VIRGINIA and husband, EVERETT, both enthusiastic flyers, own a Skyhawk, which they have in the air nearly every weekend. They have made recent flights to Mena and Cherokee Village, Ark., and to Oklahoma to visit a son. She has had her private license for a year. Her other hobbies are golf and bridge.

GERRY and husband, BILL, also own a Skyhawk. She received her private license six months ago. She is the mother of three young children and includes interior decorating, bridge and, of course, flying among her hobbies. The BAKERS and PROCTORS fly a great deal together. The BAKERS have also been to Tusculumbia, Ala., and Heber Springs, Ark., recently.

Our chairman, CHRIS BROWN, presided over the August business meeting. We re-elected all our present officers for another term. INA WALKER reported on the International Convention. While we waited for a rainstorm over Memphis Metropolitan to abate so that GERRY, VIRGINIA and I could fly back to Arkansas, we caught up on news, flying and otherwise, of the Memphis Chapter.

INA WALKER had flown IFR to Birmingham in a Travelair. MARTHA TOBEY had flown to Kansas City, Nashville, and Little Rock. CHRIS BROWN flew to Rollo, Mo., for her brother's graduation. BONNIE WHITE-LEATHER with sister, CAROL (student pilot), had made several trips to Heber Springs, Ark. HILDA SAVAGE, who is spending the summer in the Bahamas, had flown in to Memphis in a Beechcraft 18. MARTHA MEHAF-FEY told us of tentative plans for moving to West Palm Beach, Fla. We will miss her. POLLY DUNCAN, NINA JOE WITHERINGTON and your reporter made up the rest of the group at the meeting.

We flew home in improving, though marginal weather, which I never would have tackled without the confidence that an instrument rating gives!

MISSISSIPPI CHAPTER **Dot Etheridge, Reporter**

August meeting was held in Greenville, Miss., on the 7th and 8th with DOT ETHERIDGE and her flying friends as hostesses. The weekend

meeting was filled every minute with fun flying, water sports on beautiful Lake Ferguson, picnics under the towering cypress trees at lovely Cypress Airport with JOE CALL, operator, and his wife, ANN, and daughter, GAY GAY hosting this event. The torrential downpour Saturday afternoon didn't dampen the meeting even though outgoing Chairman JANET GREEN and her children, along with DIONE COMEAUX and daughter, VAL, from Baton Rouge couldn't make much progress on water skis due to poor visibility on the lake! Besides fun flying in J-3 Cubs and serious instruction given by Flight Instructor JOE CALL, the girls also checked out in Senator W. J. CARAWAY's Piper Cherokee 235.

Plans were to have ice cold water melons delivered to the sandbar on the lake by CALL and his Piper Cub, landing on an improvised strip, but due to the weather, ALPHONSE CAROLLO rescued the water enthusiasts in his yacht after first finding them on the sprawling lake, wet, cold and shivering. Dry warm clothing and hot coffee

Don't Wait! **Activate**

Deadline **Sept. 30, 1965**

put the 99s back in shape for cocktails at Al's Supper Club later that evening and FRANK "DOC" RUSSUM and his lovely wife, DOT, hosted the group at dinner at Mr. Roy's Steak House. "DOC" is an aerial applicator in the local area and former executive pilot.

At the business meeting held Sunday morning the announcement was made that due to the Sectional meeting in the Bahamas there would be no regular meeting in September. Place of the October meeting would be announced at a later date. JANET GREEN, who was the first to cross the finish line in this year's AWTAR, and DOT ETHERIDGE, pilot of the team who placed 6th, enjoyed talking about the race.

ORA VEST, a student pilot and potential new member, helped DOT host the group and is just about ready for that check ride to become a full-fledged pilot and member of 99s.

Ninety-Nines attending were JANET

GREEN of Ocean Springs, DIONE COMEAUX of Baton Rouge, JESSIE MILLER of Hattiesburg, and LUCILLE WOLFE of Greenville. Forty-nine and a halfers were DON GREEN, DR. LEO MILLER, BOB WOLFE, BOB ETHERIDGE and guests were the GREEN children, VALERIE COMEAUX, CLAY ETHERIDGE and SKIPPER RUSSUM. Co-hostesses and hosts were JOE and ANN CALL, and daughter GAY GAY, FRANK and DOT RUSSUM, CARL and ORA VEST and ALPHONSE CAROLLO, and Senator W. J. CARAWAY of Le-land, Miss.

TENNESSEE CHAPTER **Ruth W. Thomas, Reporter**

The 19th Annual Powder Puff Derby is over but the odds and ends linger on. Chairman DOT PATTEN is compiling an SOP titled "Finishing the Finish". AWTAR Board will probably never adopt the text as official but her clever sprinkling of humor would be appreciated by 99s who have worked the start and/or the end of a race.

Thank you notes from race contestants and convention participants have been received and read over and over. MILDRED JORDAN expressed our appreciation when she remarked, "99s are a courteous and thoughtful group of women".

The list of sponsors for the term is being duplicated and will be mailed this week. These are the people who assisted the Tennessee 99s and we ask you to help us say thanks.

Here is a personal experience regarding thank-you notes. During the five years that the annual Tennessee Aerospace Workshop was held on the University of Tennessee campus, it was my responsibility to ask local pilots to donate their time and their aircraft for flights. (For 60 percent of the 100 Tennessee teachers this was their first time off the ground.) The usual list of names to write was passed out and the teachers not only responded to my request immediately but also wrote "thank you on Christmas cards. I heard about the Christmas card bit from several of the Knoxville pilots. It seemed that the flood of notes received right after the flights were appreciated BUT expected. The Christmas cards represented something extra and were talked about more.

The main motion before the house at our August meeting was to vote yea or nay to pay our unpaid bills. Treasurer IRENE FLEWELLEN delighted us all by stating that with the con-

tributions and donations made by chapter members there was sufficient funds to pay those bill in hand. And the motion carried.

GEORGIANNA McCONNELL made an excellent report on the convention. We approved her voting record as our delegate.

The nomination committee consisting of RUTH THOMAS, MILDRED JORDAN and SARAH DUKE offered a slate of candidates for the 1965-66 officers. The committee considered the capability of each person named on the slate and also went back to the old policy of providing for a selection of candidates geographically. Our break away from this policy was for one year only—the year of the Chattanooga Terminus and Convention.

The September meeting of the Tennessee 99s will be held in conjunction with the Southeast Regional Meeting on September 18-19 at West End in the Bahamas.

The October meeting will be in Knoxville at McGhee Tyson Airport on the 16th. We will have lunch in the restaurant around 1 p.m. After the business meeting we will make a flight over to the recently opened, city-owned, newly paved runway at Island Airport. Then you can say "Yep, I have been there".

Since we were so busy preparing for the terminus we passed up our regular May meeting at Sewanee Airport in connection with their "Flying Friends of the Airport" Day. They have asked us not to do that again. May, 1966 meeting at Sewanee?

Effervescent EVELYN JOHNSON is the major source of members for Tennessee 99s. She hands her female pupils a private ticket with one hand and an application to the 99s with the other. The last to receive such VIP treatment were GLORIA CAROWAN of Morristown and JOSEPHINE CHANDLER of Knoxville.

May we introduce EDNA DAVIS, our newest member? EDNA, a second grade teacher in Knoxville, was also one of Evelyn's students. Race contestants will remember her as one of the timers for the Chattanooga terminus. EDNA is one of those whose aims are accomplished regularly and on schedule. She had in the back of her mind to learn to fly when her daughter finished college and was self-supporting. Right on schedule the last came about and flight lessons started. Next in line are art and dancing lessons.

Her daughter is an actress and at present is playing leading lady in "The Exterminators" off Broadway. Last

season she was in "The Dutchman"—now closed after a full year's run.

EDNA has a degree in home economics with a minor in chemistry. A doctor father, a doctor brother and a desire to practice nursing influenced the chemistry minor. After retirement from teaching she plans to donate blocks of her free time to nursing.

A call to ask a few pertinent questions for the 99 news found her going through the packet just received from Headquarters. The 99 pin was already in use. She received the news of the Regional meeting with an "I'll be there" attitude.

Now you know why we welcome our newest member and want you to know her, too.



ALL-OHIO CHAPTER Edy Maxim, Reporter

LEAH HIGGINS of Royal Oak, Mich., attended our July meeting in Sandusky. We always enjoyed her summer visits with us. She had just returned from flying the TAR and attending the International Convention at Chattanooga, and is visiting her sister and family in Warrensville Heights, Ohio.

Another visitor at our SKY meeting was "Nippin", BUNNY FOLEY's pet bunny. Now we know why BUNNY's nickname is "Bunny". From Sandusky, BUNNY and "Nippin" were departing—in her VW—for Waukegan, Ill., to visit her family.

An interesting note about the movie "Magnificent Men in Their Flying Machines": In the filming of the movie in London, the French replica of the "Demoiselle," built for the filming, refused to fly more than a few feet off the ground. It was then discovered that that Santos-Dumont, who built and flew the original, weighed but 110 pounds. Bianchi, the builder of the replica, tipped the scales at 182 pounds. Problem solved. Petite 110 pound JOAN HUGHES (99 in the British Section) flew the Demoiselle magnificently.

Congrats to JOAN HRUBEC, who has been re-elected to the International Executive Board.

CONNIE JONES attended the EAA fly-in at Rockford, Ill., Saturday, Aug. 7, and received a demonstration ride in "Breezy," an experimental which

looks like its straight out of the movie "Magnificent Men etc." Also saw TRACY PILURS with her new Smith Miniplane.

CONNIE JONES is teaching a six-week ground school course for women non-pilots (especially unenthusiastic wives) at Concord Airpark. She started with four students, and up to nine at fourth session. The new ones have requested another series in the fall.

More—CONNIE is one of two women (40 total) in the Sohio Speaker's Bureau, a voluntary group available at no charge to organizations in north-eastern Ohio. CONNIE's title, courtesy of DEEDO HEISE, is "Flighty Ladies".

BUNNY FOLEY got her instrument rating. Attended EAA at Rockford, Ill. Checked out in the Beech Musketeer and the Alon Aircoupe.

MARGE and JIM GORMAN had a delightful vacation in Lexington, Ky., recently. Every day MARGE and JIM would go to the airport and the children would remain at the motel—poolside. Result: MARGE now has her commercial helicopter rating and is Whirly Girl No. 93. JEAN and DOC BONAR also vacationed at Lexington briefly and were MARGE's first passengers.

NADINE LEWIS just received her flight instructor rating.

ROBERTA NETZLEY received her multi-engine rating August 12 at Skyways, Dayton. She flew an Aero Commander, naturally.

Many thanks to JOAN HRUBEC and her committee for arranging a most enjoyable tri-state meeting (Michigan, Indiana, Ohio) at Richmond (Ind.) Municipal Airport. JOE and MARGE SMITH (Sky-Tech, Inc.) our gracious hosts. The day was sultry — 97 degree F. temperature — but VFR, and so "GOOD SHOW". The best we could estimate — about 128 people, in approximately 50 airplanes. Plenty of room in JOE's hangar for hangar talk during coffee time. Then each chapter had its own meeting. All day long — glider flights for those who were interested. Out of 38 planes, PAT CLARK of Michigan won the spot landing contest. Her prize: a miniature windsock.

VIRGINIA SCHUMACHER did an hour radio show for WKVB at Richmond, Ind. Questions were called in by listeners in regard to women in aviation.

Good to have JEAN and DOC BONAR at the Richmond meeting. DOC had had a recent bout in the hospital, in which case he was the patient. Once again,

he's doing "mighty fine". The BONARS will be flying down to Florida for the Flying Physicians meeting the end of August.

AUTRIE LEHR flew via TWA to Liberal, Kan., August 6 and brought back a new Musketeer from the factory for Ohio Aviation. She flew the same airplane to Richmond for display at the meeting.

KEN LOW from Ohio Aviation flew in the new "S" model Beech Bonanza with two young daughters (future 99s) as co-pilots for the Richmond meeting.

Welcome to another new Ohio 99. JEANNE G. PARKHURST of Cleveland acquired her license: SEL July 1 and her MEL July 19. She bases at Lost Nation Airport. JEANNE is anticipating delivery of her new Comanche 250 August 28. Then, she and 49½er, TED, plan to "Comanche" to New Orleans for Labor Day.

NANCYLEE MALM visiting Cleveland for the month of August, and the month flying by all too soon. Her biggest thrill was flying in from China Lake, Calif., (her temporary home for two years) in her own red and white Debonair. Since she's been in CLE, she's been Twin Beeching, Debonairing and sailing. The Put-in-Bay sailboat regatta (Lake Erie) netted "Cotton Blossom" a first place in the "R" class. NANCYLEE was one of the crew for her father.

JOHN and EDY MAXIM had a brief vacation trip to Moosonee, Ontario (near James Bay and the DEW Line), accessible only by train or float plane. They did the 186 miles by train. While there had their first, long-awaited-for seaplane ride in a 440 HP Husky. Since returning, EDY was delighted, also, to have her first ride in an open cockpit aircraft — a 125 HP Fleet bi-plane—goggles, helmet and all. No doubt about it — forcible deep breathing! Wonderful experience.

MUGS, ANYONE?

CAPE GIRARDEAU CHAPTER

Alice Godwin, Reporter

Here we are at 9500 feet on our way to Daytona Beach with our family for a vacation. Having four pilots in the family our first argument was at the airport — who will fly. JOAN and I took the back seat, but we were promised we can fly back. So, since I can't fly I'll just write to all of you.

Our last two 99 meetings have been busy ones. Seems as if we never have enough time for a meeting and hangar flying too.



Trophy winners at the Central Illinois Chapter Fly-In Breakfast, August 1, 1965. Left to right: Youngest pilot — 16-year-old Delbert Angelo, Champaign, Ill.; Longest Flight — North Central Section Governor Sarah Gorelick, Kansas City; Oldest Pilot—73-year-old Henry Lange, Princeton, Ill.

Seven of us flew to Poplar Bluff June 30 and had lunch with AUDREY BLAICH. ELIE JACKSON, who is a student pilot, was a guest. When we landed AUDREY had a photographer out to greet us and a very nice article about the 99s appeared in their local paper.

LOIS FEIGENBAUM was chosen to represent us at the International Convention. We also elected officers for the coming year. LOIS is chairman, MILLIE LIMBAUGH, vice chairman; NELL RICE, secretary; and EVELYN BRAESE, treasurer. We all left AUDREY's beautiful country home a little envious because they have their own landing strip and they keep their plane right at home.

July 14 we all buzzed to Dyersburg, Tenn., and had lunch with EVELYN BRAESE, MARY BOYD was a guest. We were all anxious to hear about the convention and the AWTAR. LOIS gave us a complete rundown of the weeks activities. She said she and

BOB had a ball, we were all sorry we couldn't attend.

More pictures were taken at Dyersburg for the local paper. Before we left Cape our local television station took pictures of us leaving. They used them on the noon day news and also on the 6 o'clock news. All of us wore our new 99 dresses. It seems as if Cape Girardeau and the surrounding area is always anxious to hear more about our 99 organization.

Well, this is all the news at this time. I think I'll recline this seat and take a nap. We plan to make Daytona non-stop.

CENTRAL ILLINOIS CHAPTER

Betty Common, Reporter

The weather was most uncooperative for our August 1 fly-in breakfast which was held at the Illini Airport. Despite the cold, rainy morning we had an attendance of 270 which we estimate to be about half the turnout we would have had if the weather had been better.

Some of the members flew in on Saturday night to help set up facilities for morning. Others arrived bright and early Sunday morning and everything was underway by 7:30. The aroma of pancakes, eggs, sausage and hot coffee combined with a chilly morning did much to stimulate the appetites of all present, and I am certain no one went away hungry.

We have so many people to thank for

Renew! Renew!

**WHO?
YOU!**

Deadline

Sept. 30, 1965

their wonderful cooperation that it is hard to know just where to begin.

LOUIS and WANDA DYSON, managers of the Illini Airport, certainly went "all out" to make our event a success. LOUIS closed his shop at noon Saturday so that it could be cleaned for us. On Sunday, he generously loaned us the use of one of his planes, including a pilot, which was used to sell rides for additional money.

On behalf of our chapter, an engraved plaque was presented to them, expressing our appreciation. The plaque is on display at the airport.

The women in charge of the clean-up did such a fine job that the DYSONS have put out the welcome mat if our chapter should like to have another fly-in breakfast. We had excellent prior coverage by four radio stations, two television stations and at least three newspapers. We also had post coverage by four newspapers and two television stations.

Our list of sponsors and donations is too numerous to mention at this writing, but each of our chapter members will receive this list, and we are asking that a note of thanks be sent to them for their generosity.

Many door prizes were given, which were donated by member JEANNE CROCKER. Also trophies were awarded to the following people: Youngest Pilot, 16 year old DELBERT ANGELO of near Champaign; Oldest Pilot, 73 year old HENRY LANGE of Princeton; Longest Flight, our very own governor, SARAH GORELICK of Kansas City; First Woman Pilot, MABEL MEACHAM of Cuba, flying from Canton Airport.

We were delighted to have GOVERNOR GORELICK with us. Weather doesn't seem to keep her away, and she is liable to "pop" in any place.

Other fly-in visitors included LOIS FEIGENBAUM from Carbondale, several from Peoria and Decatur and one from Chicago.

Our sincere appreciation to all who attended and we look forward to seeing you again.

The important part of any project is, of course, how much money we made. Our total income from the breakfast, sale of excess items, plane rides, and pledges yet to come in amounted to \$377.12. When all expenses are paid, around \$160, we will have over \$200 to send to AWTAR. We were hoping for more and hope that Mother Nature will cooperate next time and we will do better.



Central Illinois Chapter Chairman DEE ADAMSON, on right, presenting MR. & MRS. LOUIS DYSON, owners/operators of Illini Airport, Urbana, Illinois, with an engraved plaque acknowledging their support of the Fly-In Breakfast at Illini on August 1.



Central Illinois Chapter 99s (left to right): Mary Jones, Leah Warren, Mabel Meacham—winner of the "First Woman Pilot" trophy, Dee Adamson and Jeanne Crocker. Dee is presenting the trophy to Mabel who landed at Illini Airport for the Fly-In Breakfast at 6:30 a.m.

Our next meeting will be held September 11 at Coles County Airport at Mattoon. This will be our chapter election, so it is most important that everyone possible, PLEASE attend. We will meet for lunch and a business meeting in the new terminal building restaurant.

We wish to extend a welcome to our new members ISABEL POPE of El Paso and ELIZABETH DUNSETH of Lawrenceville. They received their

membership cards and were immediately put to work on the breakfast. This was a fine initiation but I am sure they enjoyed participating.

We also have a prospective member, GLORIA FARR of Peoria. She will be joining us as soon as her application is signed by E. SOLOMONE who at present is vacationing.

We are slowly increasing our membership, but still want more, so bring your guests to the meetings.

CHICAGO AREA CHAPTER

Doris Mullen, Reporter

This newsletter will cover items sad as well as happy. HELEN SAILER dropped me a line after convention and gave me information concerning the death of NELL BROWN's husband, BROWNIE. NELL and BROWNIE were known to many 99s across the U.S. Before he became ill he and NELL attended many 99 functions. He referred to the 99s as "his girls". ADELBERT BROWN passed away June 30 at Laguna Hills, Calif. BROWNIE and NELL and their Ercoupe "Skylark" were familiar to the flying groups everywhere they went.

Also from HELEN — an announcement of MARGE RAGLIN's marriage to ARTHUR R. ANDERSON, June 23, at Bygstad Church, Bygstad, Sunnfjord, Norway. They will be at home in Villa Park, Ill., at the end of August.

GERRY KRAUSE would like recognition given to the Tennessee National Guard. The Guard supplied oxygen on Sunday, during convention, to a sick girl. She feels they should be praised and maybe even receive a copy of the newsletter. The title of "Jewelry Girl" goes to GERRY. She ended up selling her samples!

NICK and SUZETTE SELIG (treasurer) bought an Aeronca and they plan to build a Volmer Amphibian from the parts this fall.

RICK COOLEY and her husband (United pilot) are doing lots of bush flying to Canada for fishing.

WALT and CHARLENE FALKENBURG flew their Cessna Skyhawk to Perrault Falls, Canada, for two weeks. DOROTHY PILISITZ was checked out in a Cessna 210. Also plans to fly to Starved Rock.

DON and BARB PENCE flew their Tri-Pacer to Vermillion Bay, Ontario, for fishing. MARY and JOHN SHUMWAY flew a Cessna Skyhawk to convention and leave for Baraboo, Wis., with car, boat, truck and Cessna Skyhawk.

The Chicago Area 99s were very active in the EAA program at Rockford, August 1-7. Girls were manning the Welcome Booth under the direction of BARBARA PENCE and ELSIE WAHRER. BETTY ADELMAN coordinated models for a style show. CARSON PIRIE SCOTT furnished the clothes and the show was called "You Can Take It With You". Several of our mother members brought daughters and modeled fall fashions. FRANKER LUND, NONA GUSTAFSON,

RUTH LIVINGSTON and BEA SEIMON were the proud mamas. Also parading were ALICE HAMMOND, TONI TEIBER, LOUISE KOKESH (our chairman), VIRGINIA KRAFT and DORIS MULLEN (who lost her mind and bought too many things.)

And our genuine EAA participant TRACY PILURS was there with "Purple Putty Tat". She participated on a panel with JOYCE CASE FUNSCH, MARY AIKIN, COFFEE GREGORY of Rockford and me. JOYCE ably led the panel and our main motive was to engender enthusiasm among non-flyers in the audience. The evening was fun and we were enthusiastically received.

We have had interesting fly-in meetings. Our July meeting at the home of HAROLD and EVA WHITE had us landing on the strip adjacent to the homes of Naper Aero Estates. EVA made a hit with her pool for some 80

DON'T DELAY

**You'll Be Sorry. Your
Name Won't Appear
In The Directory!**

**And worse still, it costs
you money to reinstate.**

Deadline

Sept. 30, 1965

people. MARY SHUMWAY won the spot landing contest. Actually I was closest to the spot with the Hughes 300 helicopter — but the majority thought that I was cheating just a wee bit. My daughter, Susan, 13, accompanied me and got her first cross country helicopter ride. Some of the 99s took their first "copter" ride also. Committee assisting EVA was LORRAINE BRUCHER, JOAN SCHOGGER, DOROTHY WHITE, BARB PENCE, DOLORES BARTIZAL, JANE DEWEY, and JUNE LORE.

I had to miss the August meeting at Roselle Airport. NANCY deVEZE, chairman; EVELYN JERNMA, co-chairman; and committee HELEN RANSOM, BERNICE MALMANGER, MARILOU SCHLEIFER, VIRGINIA KRAFT and IRENE GABRIEL. DR. MULLEN and I flew the Royal Gull to Lake Vermillion, Minn., and landed near an island to visit friends. Three hours flying compared to their 15 hours of driving.

Next week I will be serving as mode-

rator on a panel on Advanced Ratings at the Flying Physicians meeting in Miami. DEEDO HEISE (Wis.) will be moderating a panel also and a guest 99 will be JEAN ROSS HOWARD—lending knowledge on her favorite subject "Helicopters" and "Hospital Heliports". We hope to have approval soon for heliports at Silver Cross Hospital in Poliet, and St. Mary's Hospital in Kankakee, Ill.

IRENE GABRIEL and ADAM will be commuting by plane to Lake Lawn on Lake Delavan. How to vacation and show up at the coffee too!

DON'T FORGET OUR CHICAGO AIR MEET SEPTEMBER 11.

GREATER ST. LOUIS CHAPTER

Jane Noyes, Reporter

Our July meeting at DOROTHY RUMSEY's house was packed with all kinds of business and this and that. Started out by congratulating our new commercial pilot, ROSE JOLY. She was very appropriately presented with a rose. We heard about the convention at Chattanooga, which five of our members attended: AMY LAWS, VALERIE JOHNSON, RUTH TAKSEL, LORETTA SLAVICK, and LAURA SELLINGER, who reported on the highlights of the convention. RUTH and VAL told us about their exciting experience in the Powder Puff Derby, and showed slides they had taken. Instructor MIKE BATES from Weiss Airport was our guest speaker, and he brushed us up on Federal Air Regulations. We were a little ahead of ourselves — discovered we have another year before we celebrate our 25th anniversary, so we have plenty of time to plan a very gala affair. So it was a most interesting and informative evening — and made even more interesting when our hostess and co-hostess, MARGARET WALSH, served their special punch.

On August 3, our chapter painted its first air marker on the roof of a motel in Troy, Mo. (We thought we would start off with an easy one.) VAL JOHNSON was in charge of the project, and she made the work simple by cutting 10 foot stencils of the letters. Her helpers were RUTH TAKSEL, MARY MCKILLUP, AMY LAWS, DOT-TIE HAUP, IRENE RAWLINGS, JAN POCOCK, BETTY LISSANT and ROSE JOLY. Afterwards they all devoured a chicken dinner.

Our celebrities, RUTH TAKSEL and VALERIE JOHNSON, appeared on a local TV show, "The Charlotte Peters Show" and related many of their mem-

orable experiences in the Powder Puff Derby. They were given a lot of publicity during the race by the St. Louis radio and TV disc jockeys and newscasters. Almost daily there would be broadcasts of telephone conversations from their various stops along the route.

A little news from some of our members: BETTY LISSANT and husband spent four days fishing in Canada, and were very pleased when BETTY's parents decided at the last minute to go with them — their first airplane trip. ROSE JOLY and hubby, PAUL, had a marvelous trip to the Bahamas in their 172 "Ramblin Rose". Our Jefferson City member, AMY SUMMERS, was in town for a golf tournament and managed a little time off to have lunch with LORETTA SLAVICK, SYLVIA BLOOM and AMY LAWS. Yours truly had an eventful trip in a 182 to Washington, D. C., and New England. The weatherman wasn't very cooperative, but thanks to my pet pilot husband not too many of our plans had to be changed.

That about brings us up to date for now but hope we can report next month that some of our gals have walked off with trophies from the annual St. Louis Aero Club Air Race, which will be held this Saturday from the new Spirit of St. Louis Airport. to be dedicated at that time.

INDIANA CHAPTER

Betty Kaye-Smith, Reporter

Besides taking glider rides and enjoying the delicious dinner at the Richmond, Ind., point meeting August 15, Hoosiers exchanged news of vacations, flying and otherwise. BILLIE ANDERSON made a flying tour of the West—three weeks with stops in Wichita (where she toured the Beech factory), Dodge City, Denver, Grand Canyon, Los Angeles, Monterey (Calif.), San Francisco, Seattle and Glacier and Yellowstone National Parks. She reports no trouble with mountain flying — it was wonderful! — and also those tremendous western visibility reports of 40 to 100 miles.

BETTY NICHOLAS just returned from vacation in the beautiful Canadian Rockies — Banff, Lake Louise, Jasper — and left a couple of dollars or so in "Lost Wages," Nev.

ESTHER BERNER spent the week of August 8 with MID CASSIDY and daughter at their vacation home in Belle Aire, Fla., and had the honor

(she said) of being the co-pilot on the CASSIDY's Queen Air coming home.

ETHEL KNUTH flew her sister, MARY, from Peoria, Ill., to Gettysburg, Pa., with notable results. For the first time MARY is interested in aviation!

Your reporter also, on her way back from the Bahamas, landed at Vero Beach for a pleasant tour of the Piper factory, with luncheon and a souvenir tray (made of the cutout metal from the windows) thrown in.

IOWA CHAPTER

Mary Lou Ballensky, Reporter

The August news from Iowa should carry a title like "How to Land Without Stamping the Elephants," "It's the Wrong Airport and I Can't start the Plane," or maybe just "The Saga of Kitty Hach!"

Ninety-nines, husbands and guests came to SigNor Airport, NORTH of Sigourney, August 8, for dinner, program and meeting hosted by MARY LOU BALLENSKY and HAZEL SIGAFOOSE. Five planes and two cars came bearing the SIGAFOOSES of Montezuma, the OSTERMANNs of Ocheyedan, BEA JOBE of Ottumwa, DINNY PHIPPS and guest MARTHA HAMILTON of Cherokee, TINA HEALY of Newton, LENELLE and WARD HUNT of Fairfield, and the BARBERS and guest, MARY LOU WRIGHT, of Marion and Webster. Also on hand for the day were six pilots and wives with planes based at SigNor Airport, all guests of the BALLENSKYS. So, where were CLIFFORD and KITTY HACH, complete with slides and witty remarks for the program?

The story goes that KITTY was flying a borrowed plane, and CLIFFORD was navigating. Upon arriving at Sigourney, CLIFFORD spots the airport and KITTY prepares to land—SOUTH of Sigourney, that is! There are two runways, but one is in use — by a circus, no less! Oh, well, the NS runway is open and she's over the elephants and tents and on the deck in good shape. There's a parking spot still available between the lion's cage and the monkey show, and the HACHS climb out with slides and projector in hand.

But, it's the wrong airport and the man says they have to fly north! Oh well, back to the plane — and get that kid off the tail! His cotton candy is stuck to the trim tab!

But, the plane won't start! Heck, it's the fuel injection! If only we had our

own reliable little "18 Uniform"! Nothing to do but call SigNor for help!

At last, here comes "5733 Alpha" to the rescue, and JOHN BALLENSKY whisks them off to the meeting!

Dinner, program and meeting follow with TINA HEALY presiding; and the following officers were elected for the coming year: Chairman, BEA JOBE; vice chairman, PHYLLIS BARBER; secretary, LOIS GRANGE; and treasurer, DINNY PHIPPS. The September meeting will be at Wendy Oaks Country Club, Central City, Iowa, with PHYLLIS BARBER as hostess.

Back goes "33 Alpha" to the airport SOUTH of town, and another workout with the fuel injection system is soon in progress. Two more work sessions and a phone call to the plane's owner finally bring success, and the HACHS are on their way home.

The moral of this story is as follows:

1. Never neglect to tell your navigator which airport to look for.
2. Be suspicious of your destination if you spot lions and tigers on the runway!
3. Watch out for that pesky fuel injection system!
4. If she knows what's good for her this 99 Newsletter reporter better avoid KITTY HACH at the next meeting.

P.S. My personal thanks goes to CLIFFORD and KITTY HACH for a wonderfully zany program about their trip to Europe with GOVERNOR HUGHES and the Iowa Trade Group!

MICHIGAN CHAPTER

Claire Ojala, Reporter

Richmond, Ind., was our rendezvous for the August meeting with the Michigan and Indiana Chapters being the guests of the Ohio Chapter. JOAN HRUBEC of Cleveland, Ohio, was our hostess. The meeting started with a spot landing contest for those arriving on wings, with several prizes won by the Michigan girls. A catered luncheon was served in a hangar at noon. The local soaring club is very active and was on hand to give rides to the fearless ones. Our hosts went all out to make it a most enjoyable day.

PAT CLARK, our newest member, won the spot landing contest on the same day she became a member.

New officers were elected at the meeting: Chairman, ALICE DAVIS; vice chairman, LILLIAN SNYDER; Treasurer, JACKIE MARKHAM; and secretary, DOROTHY REAUME.

We all appreciate the excellent job

FINAL REVISED OFFICIAL RESULTS

ALL-WOMEN TRANSCONTINENTAL AIR RACE INC.

19th ANNUAL POWDER PUFF DERBY*

El Cajon, California, to Chattanooga, Tennessee, July 3rd to 7th, 1965

COMPUTED BY UNIVAC

| Order of Finish | Tar No. | Pilot | Sponsors | Airplane | Average Speed | Knots Per Hour | Score |
|-----------------|---------|--|--|----------------------------------|---------------|----------------|---------|
| 1 | 1 | Noah, Mary Ann (Mrs.) 5714 Windsor Dr., Shawnee-Mission, Kans. Co-Pilot: Aikins, Mary (Mrs.) 800 Lakewood, Wichita, Kans. | None | Piper Pa-28 Cherokee 160hp | 125.6120 | 110 | 15.6120 |
| 2 | 25 | Bera, Frances (Miss) 4284 Pepperwood Ave., Long Beach 8, Calif. Co-Pilot: Mead, Margaret (Miss) Long Beach, Calif. | Aztec Aircraft Sales Burke Concrete R. C. Wilcox, T. Kendig | Piper Pa-28 Cherokee 150hp | 125.4634 | 110 | 15.4634 |
| 3 | 73 | Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | Philadelphia Fund, Inc. A Mutual Fund Investment Co. | Piper Pa-28 Cherokee 180hp | 135.3805 | 120 | 15.3805 |
| 4 | 71 | Chalow, Merle Ann (Miss) R.D. No. 1, Newfield, N. J. | Hugh A. Markey | Cessna 182A 230hp | 143.6401 | 129 | 14.6401 |
| 5 | 16 | Cantrell, Phyllis (Mrs.) 2112 Berkeley Dr., Santa Rosa, Calif. Co-Pilot: Foster, Betty (Mrs.) 115 Sunnyhill Dr., Petaluma, Calif. | Oakland Los Angeles Thrift-D-Lux Cleaners Payless Cleaners | Piper Pa-28 Cherokee 180hp | 134.2483 | 120 | 14.2483 |
| 6 | 14 | Eltheridge, Dot (Mrs.) 738 Ashburn Rd., Greenville, Miss. Co-Pilot: Wolfe, Lucille (Mrs.) 714 Jefferson Dr., Greenville, Miss. | Memphis Aero Corp. Greenville, Miss. | Piper Pa-28 Cherokee 160hp | 125.9229 | 112 | 13.9229 |
| 7 | 21 | Wagner, Judy G. (Mrs.) 2516 Via La Selva, Palos Verdes Estates, Calif. | None | Beechcraft K-35 Bonanza 250hp | 171.6797 | 158 | 13.6797 |
| 8 | 40 | Parsel, Madine (Mrs.) 423 Via Lido Nord, Newport Beach, Calif. Co-Pilot: Shanfield, Myrna (Miss) 2632 Silverwood Dr., Los Angeles, Calif. | Sponsors from Los Angeles Area | Piper Pa-28 Cherokee 150hp | 122.4217 | 110 | 12.4217 |
| 9 | 5 | Steadman, Bernice (Mrs.) Trimble Aviation Inc. Bishop Airport, Flint, Mich. Co-Pilot: Clark, Mary (Miss) 115 S. Grinnell, Jackson, Mich. | Trimble Aviation, Inc. Aircraft Sales Flint, Mich. | Piper Pa-24 Comanche 260hp | 172.4030 | 160 | 12.4030 |
| 10 | 20 | Pennock, Tig (Mrs.) 10111 Overhill Dr., Santa Ana, Calif. Co-Pilot: Abbott, Thon (Mrs.) 356 Ramona Way, Costa Mesa, Calif. | Martin Aviation, Inc. Santa Ana, Calif. Hagelin Motors | Piper Pa-28 Cherokee 150hp | 122.1378 | 110 | 12.1378 |
| 11 | 6 | Gladney, Patricia (Mrs.) 101 Higgins Ave., Los Altos, Calif. Co-Pilot: McElhatton, Jeanne (Mrs.) 2448 Golden Gate Ave., San Francisco, Calif. | Bay Area Piper Dealers Nystrom Avia. Palo Alto Comstock Avia., Oakland | Piper Pa-28 Cherokee 150hp | 122.0190 | 110 | 12.0190 |
| 12 | 62 | McCrae, Isabelle (Mrs.) 7155 Mt. Vernon St., Lemon Grove, Calif. Co-Pilot: Saunders, Aileen (Mrs.) 2015 Wedgemere Rd., El Cajon, Calif. | Van Camp Seafood Co. Chicken of the Sea Puring Long Beach, Calif. | Piper Pa-28 Cherokee 150hp | 119.9488 | 108 | 11.9488 |
| 13 | 11 | Banks, Marian (Mrs.) 4602 Norma Dr., San Diego, Calif. Co-Pilot: Keaveny, Ruby (Mrs.) 1141 Van Nuys St., San Diego, Calif. | None | Piper Pa-24 Comanche 250hp | 164.6911 | 153 | 11.6911 |
| 14 | 59 | Crane, Margaret (Mrs.) 12326 Torrey Rd., Fenton, Mich. Co-Pilot: Reaume, Dotty Detroit, Mich. | Trimble Aviation Inc. Flint, Mich. | Piper Pa-28 Cherokee 150hp | 121.5443 | 110 | 11.5443 |
| 15 | 66 | Burke, Marian (Mrs.) 311 N. Terminal Dr. Intl. Airport, San Antonio, Tex. Co-Pilot: Young, Irene (Mrs.) Harlingen, Texas | None | Piper Pa-28 Cherokee 180hp | 131.2550 | 120 | 11.2550 |
| 16 | 64 | Rose, Jean (Mrs.) 4420 Lucera Circle, Palos Verdes Estates, Calif. Co-Pilot: Lambert, Betty (Mrs.) 4272 Altamirano, San Diego, Calif. | Rose Aviation Inc. Hawthorne Aviation Inc. Hawthorne, Calif. | Piper Pa-28 Cherokee 140hp | 118.7774 | 108 | 10.7774 |
| 17 | 13 | Glasson, Pauline (Mrs.) Rt. 2 Box 894, Corpus Christi, Texas Co-Pilot: Klotz, Dottie (Mrs.) P. O. Box 332, Coronado, Calif. | | Cessna 175 175hp | 126.7539 | 118 | 8.7539 |
| 18 | 8 | Arnold, Patricia (Mrs.) Happy Creek Farm, Gordonsville, Va. Co-Pilot: McCarty, Lorraine (Mrs.) 1112 Pinehurst, Royal Oak, Mich. | Pat Arnold Flight School Instruction, Charter Gordonsville, Va. | Piper Pa-24 Comanche 180hp | 141.7124 | 133 | 8.7124 |
| 19 | 60 | Duncan, Polly (Mrs.) 839 Rosebanks Rd., Memphis, Tenn. | Southair Inc. Cessna Distributors Memphis, Tenn. | Cessna 172 Skyhawk 145hp | 117.5003 | 109 | 8.5003 |
| 20 | 75 | Warner, Frances (Mrs.) 13465 Braum Rd., Golden, Colo. Co-Pilot: Warner, Jeanne (Miss) 13465 Braum Rd., Golden Colo. | Kensair, Corp. Jefferson City Airport Broomfield, Colo. | Piper Pa-28 Cherokee 150hp | 118.1586 | 110 | 8.1586 |

*Registered Trademark

Approved by: E. B. Johnson, Chief N. A. A. Timer

| | | | | | | | |
|----|----|---|---|----------------------------------|----------|-----|--------|
| 21 | 19 | Fry, Bettye Jean (Mrs.) 11522 Riverside Dr., North Hollywood, Calif. Co-Pilot: Hardin, Janet (Mrs.) 17108 Flanders, Granada Hills, Calif. | Monarch-Mooney Burbank Hollywood Wax Museum | Mooney Mark 21 180hp | 148.8923 | 141 | 7.8923 |
| 22 | 39 | McGuire, Emma (Mrs.) 718 16th St., Santa Monica, Calif. Co-Pilot: Dunn, Carole (Mrs.) 3419 Jasmine Ave., Los Angeles, Calif. | Speedee Mart & 7-11 Nationwide Fireside Market, Sta. Cal. | Cessna 172B 145hp | 116.8874 | 109 | 7.8874 |
| 23 | 17 | Turrill, Freda (Mrs.) 785 So. Glencoe St., Denver, Colo. Co-Pilot: Frenzel, Mary (Mrs.) 9025 E. Colfax, Aurora, Colo. | Alsco, Inc., Akron, Ohio Alsco, Denver, Colo. Aluminum Products | Piper Pa-28 Cherokee 180hp | 127.6241 | 120 | 7.6241 |
| 24 | 48 | Jenison, Barbara (Mrs.) 711 Shaw Ave., Paris, Ill. Co-Pilot: Schmidt, E. (Mrs.) 406 S. Cross, Robinson, Ill. | Sparta Aviation Inc. Cessna Dealer Sparta, Ill. | Cessna 172F 145hp | 116.5580 | 109 | 7.5580 |
| 25 | 43 | Tobey, Martha (Mrs.) 4209 Woodmere Cove, Memphis, Tenn. Co-Pilot: Brown, Christine (Ph.D) 865 Poplar Ave., Memphis, Tenn. | None | Cessna 172 Skyhawk 145hp | 116.2180 | 109 | 7.2180 |
| 26 | 67 | Roberts, Alice (Mrs.) 719 W. Orchid Lane, Phoenix, Ariz. Co-Pilot: Sanders, Dottie (Mrs.) 10027 Prospect Ave., Santee, Calif. | None | Piper Pa-28 Cherokee 180hp | 127.1821 | 120 | 7.1821 |
| 27 | 42 | La Mar, Jane (Mrs.) 1811 Christopher St., Fairfax, Va. Co-Pilot: Short, Julie (Mrs.) 813 North Vista, Rialto, Calif. | Parkwood Airways Manassas, Va. | Cessna 172 Skyhawk 145hp | 115.2132 | 109 | 6.2132 |
| 28 | 58 | Vial, Mary (Mrs.) 1622 Flower Circle N., Phoenix, Ariz. Co-Pilot: Wimmers, Jessie (Mrs.) 3130 N. 7th Ave., Phoenix, Ariz. | Ramada Inns Hotels across the country Phoenix Beauty Supply | Cessna 182 Skylane 230hp | 141.1042 | 135 | 6.1042 |
| 29 | 30 | Loening, Elaine (Mrs.) 1809 Gough St., San Francisco 9, Calif. Co-Pilot: Gahagan, Katharine (Mrs.) 1 Pelham Ave., Sands Pt., N. Y. | Gahagan Dredging Co. New York, Tampa World Wide Operations | Cessna 182F 230hp | 140.9801 | 135 | 5.9801 |
| 30 | 68 | Davis, Miriam S. (Mrs.) 3305 S.W. First Ave., Miami, Fla. | None | Piper Pa-28 Cherokee 180hp | 125.8324 | 120 | 5.8324 |
| 31 | 3 | Betzler, Marion (Mrs.) 3190 Dale Ave., Columbus, Ohio Co-Pilot: Francis, Frances (Mrs.) 500 Cambridge Dr., Tucson, Ariz. | None | Cessna 182 Skylane 230hp | 138.8303 | 134 | 4.8303 |
| 32 | 76 | Schoger, Joan (Mrs.) Oswego, Ill. Co-Pilot: Roscoe, Susanne (M.D.) 1319 N. Lake, Aurora, Ill. | McDonald's Hamburgers The very best Aurora, Ill. | Cessna 172 145hp | 108.7702 | 104 | 4.7702 |
| 33 | 56 | Dittmar, Florence (Mrs.) 832 Malcolm, Los Angeles, Calif. Co-Pilot: Parker, Judith (Mrs.) 3962 Sapphire Dr., Encino, Calif. | Bill Cooper and Friends | Cessna 210D 285hp | 167.5423 | 163 | 4.5423 |
| 34 | 44 | Myers, Francis (Mrs.) 4218 Barton Rd., Lansing, Mich. Co-Pilot: Melick, Arabella (Mrs.) 4334 Mar Moor Drive, Lansing, Mich. | None | Cessna 210 260hp | 158.3924 | 154 | 4.3924 |
| 35 | 4 | Hammond, Alice (Mrs.) 746 S. Beverly Lane, Arlington Heights, Ill. Co-Pilot: Pearson, Jean (Mrs.) 1319 Three Mile Dr., Grosse Pointe Park, Mich. | None | Cessna 180 225hp | 137.3889 | 133 | 4.3889 |
| 36 | 38 | Gilmore, Shirley (Mrs.) 1844 Highland Oaks Dr., Arcadia, Calif. Co-Pilot: Geddes, Dorothy (Mrs.) 10 Ontare Rd., Arcadia, Calif. | None | Cessna 182E Skylane 230hp | 137.2937 | 133 | 4.2937 |
| 37 | 10 | Payton, Sophia (Mrs.) 3920 Moller Rd., Indianapolis, Ind. Co-Pilot: Jones, Pauline (Miss) 124 Center St., Coloma, Mich. | Indiana Aviation Corp. Mooney Distributor Indianapolis, Ind. | Mooney Mark 21 180hp | 145.1548 | 141 | 4.1548 |
| 38 | 32 | Huidekoper, Virginia (Mrs.) Wilson, Wyoming | Jackson Hole Wyoming | Cessna 182D 230hp | 137.0937 | 133 | 4.0937 |
| 39 | 77 | Phipps, Esther (Mrs.) 2325 Glen Ellen Circle, Sacramento, Calif. Co-Pilot: Lagomarsino, Judy Phibbs (Mrs.) 1656 Debra Lane, Yuba City, Calif. | Santa Barbara Aviation Piper, Commander Dir. Flight School, Charter | Piper Pa-23 Apache 150hp | 136.0679 | 132 | 4.0679 |
| 40 | 35 | Curran, Betty (Mrs.) 5130 View Dr., Everett, Wash. Co-Pilot: Van Buskirk, Betty (Mrs.) 1035 North Park Dr., Everett, Wash. | Monte Cristo Motor Hotel, Everett, Wash. Evergreen Finance Co. | Beechcraft K-35 Bonanza 250hp | 162.0503 | 158 | 4.0503 |
| 41 | 12 | Green, Janet (Mrs.) 307 Wisteria Lane, Ocean Springs, Miss. Co-Pilot: Ward, Patricia (Mrs.) 3151 Shelley St., Baton Rouge, La. | Robbins Airborne Standard Oil Miss. Insulation | Mooney Mark 21 Super 200hp | 155.9806 | 152 | 3.9806 |
| 42 | 61 | Noble, Jean (Mrs.) 1550 Willow Lane, Wichita, Kansas Co-Pilot: Copeland, Marilyn (Mrs.) 1308 Kevin Rd., Wichita, Kans. | None | Cessna 172E 145hp | 112.8914 | 109 | 3.8914 |
| 43 | 45 | DuPerow, Winifred (Mrs.) 478 St. Clair Ave., Grosse Pointe, Mich. Co-Pilot: Ligon, Dorothy (Mrs.) 2485 N. Lake Angelus Rd., Pontiac, Mich. | Hamill Mfg. Co. Handi-Blast Washington, Mich. | Cessna 172 Skyhawk 145hp | 111.9581 | 109 | 2.9581 |

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|----|----|--|--|----------------------------------|----------|-----|---------|
| 44 | 7 | Mitchell, Marge (Mrs.) Box 830, Plainview, Texas Co-Pilot: Long, Kathy (Mrs.) 1935 Williams Rd., Irving, Texas | Bellanca Sales Plainview, Texas Dallas, Texas | Bellanca 14-19-3A 260hp | 155.7032 | 153 | 2.7032 |
| 45 | 15 | McCullough, Eleanor (Miss) 64 S. Clinton Ave., Bay Shore, N. Y. Co-Pilot: Vasques, Terry (Mrs.) 4019 Mark Ter., San Diego, Calif. | Mac-Aire Aviation Majestic Specialties New York | Cessna 172 Skyhawk 145hp | 109.3913 | 107 | 2.3913 |
| 46 | 72 | Faux, Betty (Miss) 3551 Mentone Ave., Los Angeles, Calif. Co-Pilot: Walters, Claire (Mrs.) 13026 Psomas Way, Los Angeles, Calif. | Claire Walters Flight Academy, Inc. Santa Monica, Calif. | Cessna 182 Skylane 230hp | 136.9535 | 135 | 1.9535 |
| 47 | 69 | Nielson, Maxine (Mrs.) 455 E 9 S., Springville, Utah Co-Pilot: Nicholson, Alberta (Mrs.) 3450 Cleveland Circle, Salt Lake City, Utah | Provo Flying Service | Piper Pa-28 Cherokee 180hp | 121.8433 | 120 | 1.8433 |
| 48 | 54 | Reuling, Nancy (Mrs.) 2223 Hubbard Ave., Salt Lake City, Utah | Streator Chevrolet Co. Salt Lake City, Utah | Cessna 182 230hp | 130.3213 | 129 | 1.3213 |
| 49 | 51 | Crowley, Elizabeth (Miss) 2804 Future St., Los Angeles 65, Calif. Co-Pilot: Rainwater, Virginia (Mrs.) 17756 Vanowen, Roseda, Calif. | Air Travelers Flying Club Van Nuys, Calif. | Cessna 172 Skyhawk 145hp | 110.0516 | 109 | 1.0516 |
| 50 | 55 | Wofford, Sharon (Mrs.) 5045 E. Anderson, Fresno, Calif. Co-Pilot: Faller, Barbara Ann (Mrs.) 5310 E. Olive, Fresno, Calif. | Woffords & Fallers Fresno Paving Baldock & Sons | Piper Pa-24 Comanche 250hp | 150.0286 | 149 | 1.0286 |
| 51 | 63 | Greinke, Helen (Miss) 114 Greenwood Ave., Bloomington, Ill. Co-Pilot: Grimm, Anne (Mrs.) R.R. 1, Normal, Ill. | None | Cessna 172 145hp | 103.8034 | 104 | + .1936 |
| 52 | 24 | McKay, Sammy (Mrs.) 9191 S. Dixie Hwy., Grand Blanc, Mich. Co-Pilot: Ojala, Claire (Mrs.) 6063 South Bankle Ct., Dearborn Heights, Mich. | Superior Pontiac Cadillac Flint, Mich. | Cessna 210 260hp | 154.0309 | 154 | + .0309 |
| 53 | 57 | Johnson, Valera (Mrs.) 525 S. Main St., Clair, Missouri Co-Pilot: Taksel, Ruth (Mrs.) 7 Lomond Dr., Ferguson, Mo. | St. Louis Bicentennial | Cessna 182 Skylark 230hp | 133.9712 | 135 | -1.0288 |
| 54 | 46 | Steinhagen, Anne (Mrs.) 1102 Pinehurst, Royal Oak, Mich. Co-Pilot: Schucker, Elizabeth (Mrs.) 425 Potawatowatom, Royal Oak, Mich. | None | Cessna 175 175hp | 116.2503 | 118 | -1.7497 |
| 55 | 78 | Kilbourne, Mary (Mrs.) Rt. 1, South Box 347, Pocatello, Idaho Co-Pilot: Storrs, Betty (Mrs.) 835 Claire View, Idaho Falls, Idaho | W. Grant Kilbourne MG J. R. Simplot Co. Pocatello, Idaho | Piper Pa-28 Cherokee 235hp | 139.4552 | 142 | -2.5448 |
| 56 | 52 | Harper, Virginia (Mrs.) S. 4219 Sherman, Spokane, Wash. Co-Pilot: Price, Rose Marie (Mrs.) 1830 S.E. Blvd., Spokane, Wash. | Price Paper Inc. Spokane, Wash. | Piper Pa-28 Cherokee 180hp | 116.7496 | 120 | -3.2504 |
| 57 | 23 | Cantillon, Ann (Mrs.) 12622 Shasta Way, Santa Ana, Calif. Co-Pilot: Crews, Nancy (Mrs.) 10602 1st Avenue, Inglewood, Calif. | Wendall Tingley | Piper Pa-28 Cherokee 235hp | 138.6462 | 142 | -3.3538 |
| 58 | 49 | Graham, Virginia (Mrs.) 250 Monte Vista Lane, Sierra Madre, Calif. Co-Pilot: Hall, Virginia (Mrs.) 1193 E. Washington Blvd., Pasadena, Calif. | None | Piper Pa-23 Apache 150hp | 132.6284 | 136 | -3.3716 |
| 59 | 2 | Ringenberg, Margaret (Mrs.) 9902 Hosler Rd., Grabill, Ind. Co-Pilot: Ringenberg, Marsha (Miss) 9902 Holser Rd., Grabbille, Ind. | Peter Eckrich & Son Fine Meats Ft. Wayne, Ind. | Beechcraft J-35 Bonanza 250hp | 153.5221 | 157 | -3.4779 |
| 60 | 29 | Willis, Barbara (Mrs.) 15222 Friends St., Pacific Palisades, Calif. Co-Pilot: Knoop, Patricia (Miss) 2150 E. Stroop Rd., Kettering, Ohio | None | Cessna 182 230hp | 128.7612 | 133 | -4.2388 |
| 61 | 53 | McGee, Pat (Mrs.) 816 N.E. 95th, Seattle, Wash. Co-Pilot: Andrews, Virginia (Mrs.) 2136 104th Pl., S.E., Bellevue, Wash. | Tideair Inc. Shamrocks Space Needle Bellevue Airport Olympic Hotel | Beechcraft S-35 Bonanza 285hp | 161.2210 | 166 | -4.7790 |
| 62 | 36 | Diemand, Nancy (Mrs.) Holicong, Pa. Co-Pilot: Peterson, Alberta (Mrs.) 2764 Narcissa Rd., Plymouth Meeting, Pa. | Central Bucks Aero Fixed Base Operation Doylestown, Pa. | Beechcraft H-35 Bonanza 240hp | 151.2067 | 156 | -4.7930 |
| 63 | 28 | Knuth, Ethel (Mrs.) 4159 Roselawn Dr., Indianapolis, Ind. Co-Pilot: Schlundt, Tannie (Mrs.) 3149 N. Winfield Ave., Indianapolis, Ind. | Stokely-Van Camp Inc. Food Processors Indianapolis, Ind. | Cessna 175 Skylark 175hp | 111.7670 | 118 | -6.2330 |
| 64 | 27 | Mullen, Doris (Mrs.) 1003 Black Road, Joliet, Ill. | Hartzog-Schneck Aviation Rockford, Ill. | Beechcraft S-35 Bonanza 285hp | 159.6181 | 166 | -6.3819 |
| 65 | 22 | McKendrick, Hazel (Mrs.) 8536 Mediterranean Dr., Dallas, Texas Co-Pilot: Nielsen, Marguerite (Mrs.) Rte. 5, Siloam Springs, Ark. | Texair Redbird Kitz Kopters Blackies Surplus Co. | Cessna 182 Skylane 230hp | 128.2370 | 135 | -6.7630 |
| 66 | 9 | Reed, Betty Jo (Mrs.) 4080 W. Bowles Ave., Littleton, Colo. Co-Pilot: Fleisher, Ruth (Mrs.) 7501 Ramey Cir. (Biggs AFB), El Paso, Texas | McDonald's Drive-Ins Mount View Aircraft Denver, Colo. | Mooney Mark 21 Super 200hp | 145.2332 | 152 | -6.7668 |

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| 67 | 37 | Higgins, Leah (Miss) 1880 Rochester Rd., Royal Oak, Mich. Co-Pilot: Westerlund, Donna (Miss) 2170 Avondale, Pontiac, Mich. | None | Cessna 172 145hp | 100.8219 | 109 | -8.0781 |
| 68 | 74 | Julich, Dorothy (Mrs.) 35-41 87th St., Jackson Heights 72, N. Y. Co-Pilot: Laudenslager, Marguerite (Mrs.) 115 Manor Pkwy., Lincraft, N. J. | Walter A. Laudenslager Piper Sales Red Bank Airport, N. J. | Piper Pa-24 Comanche 400hp | 180.6946 | 189 | -8.3054 |
| 69 | 65 | Shapira, Joan (Miss) 2911 McLoughlin Blvd., Vancouver, Wash. Co-Pilot: Wikander, Ruth (Miss) 1846 S.E. Ladd Ave., Portland, Oregon | Zak's Automotive & Aircraft Detailing Midland, Texas | Beechcraft S-35 Bonanza 285hp | 154.6033 | 166 | -11.3967 |
| 70 | 33 | Laughner, Doris 1196 Ash St., Denver, Colo. Co-Pilot: Luther, Charlotte (Mrs.) 383 Corona St., Denver, Colorado | None | Piper Pa-24 Comanche | 136.2650 | 149 | -12.7350 |
| 71 | 26 | Schutt, Caroline (Mrs.) 60 Westhaven Dr., Westlake, Daly City, Calif. Co-Pilot: Southard, Dimps (Miss) 8 King St., Apt. 7, Larkspur, Calif. | None | Beechcraft 23 Musketeer 160hp | 94.9372 | 111 | -16.0629 |

LEG PRIZES

PRIZES AWARDED FOR THE BEST SCORES MADE BETWEEN DESIGNATED AIRPORTS ON THE ROUTE

| Winner | Leg | Statute Miles | Nautical Miles | Score |
|--|---|---------------|----------------|---------|
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 1 El Cajon, Calif. to Tucson, Ariz. | 354.84 | 308.35 | 16.1201 |
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 1A Tucson, Ariz. to El Paso, Tex. | 257.45 | 232.41 | 10.3233 |
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 2 El Cajon, Calif. to El Paso, Tex. | 622.29 | 540.76 | 14.5668 |
| Tar No. 14 Pilot: Etheridge, Dot (Mrs.) 738 Ashburn Rd., Greenville, Miss. | No. 3 Tucson, Ariz. to Midland, Texas Co-Pilot: Wolfe, Lucille (Mrs.) 714 Jefferson Dr., Greenville, Miss. | 513.90 | 446.57 | 8.9867 |
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 4 El Paso, Texas to Dallas, Tex. | 562.72 | 489.00 | 17.7465 |
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 4A El Paso, Texas to Midland, Tex. | 246.45 | 214.16 | 7.2238 |
| Tar No. 1 Pilot: Noah, Mary Ann (Mrs.) 5714 Windsor Dr., Shawnee-Mission, Kans. | No. 5 Midland, Texas to Monroe, La. Co-Pilot: Aikins, Mary (Mrs.) 800 Lakewood, Wichita, Kans. | 597.85 | 519.53 | 23.2128 |
| Tar No. 73 Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. | No. 6 Dallas, Texas to Montgomery, Ala. Co-Pilot: Chalow 17108 Flanders, Granada Hills, Calif. | 611.64 | 531.50 | 22.3661 |
| Tar No. 16 Pilot: Cantrell, Phyllis (Mrs.) 2112 Berkeley Dr., Santa Rosa, Calif. | No. 7 Monroe, La. to Savannah, Ga. Co-Pilot: Foster, Betty (Mrs.) 115 Sunnyhill Dr., Petaluma, Calif. | 634.12 | 551.03 | 20.4849 |
| Tar No. 14 Pilot: Etheridge, Dot (Mrs.) 738 Ashburn Rd., Greenville, Miss. | No. 8 Montgomery, Ala. to Chattanooga, Tenn. Co-Pilot: Wolfe, Lucille (Mrs.) 714 Jefferson Dr., Greenville, Miss. | 610.12 | 530.18 | 16.7888 |
| Tar No. 21 Pilot: Wagner, Judy G. (Mrs.) 2516 Via La Selva, Palos Verdes Estates, Calif. | No. 9 Savannah, Ga. to Chattanooga, Tenn. | 305.06 | 265.96 | 14.2042 |

SPECIAL AWARDS

CREW FLYING FIRST TAR FINISHING HIGHEST IN STANDINGS

| | | |
|-----------------------------|--|---|
| Tar No. 14 Score 13.9229 | Pilot: Etheridge, Dot (Mrs.) 738 Ashburn Rd., Greenville, Miss. | Co-Pilot: Wolfe, Lucille (Mrs.) 714 Jefferson Dr., Greenville, Miss. |
|-----------------------------|--|---|

CREW WITH LESS THAN 500 HOURS FLYING TIME FINISHING HIGHEST IN STANDINGS

| | | |
|-----------------------------|--|---|
| Tar No. 14 Score 13.9229 | Pilot: Etheridge, Dot (Mrs.) 738 Ashburn Rd., Greenville, Miss. | Co-Pilot: Wolfe, Lucille (Mrs.) 714 Jefferson Dr., Greenville, Miss. |
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CREW FLYING SOLO FINISHING HIGHEST IN STANDINGS

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| Tar No. 73 Score 15.3805 | Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. |
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DID NOT START
Tar No. 18
Tar No. 34
Tar No. 70

BEST OF CLASS

CREW FINISHING HIGHEST IN STANDINGS IN EACH OF EIGHT CLASSIFICATIONS OF AIRCRAFT

Class 1 BONANZA

| | |
|-----------------------------|--|
| Tar No. 21 Score 13.6797 | Pilot: Wagner, Judy G. (Mrs.) 2516 Via La Selva, Palos Verdes Estates, Calif. |
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Class 2 CESSNA 172/175

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|----------------------------|---|
| Tar No. 13 Score 8.7539 | Pilot: Glasson, Pauline (Mrs.) Rte. 2, Box 894, Corpus Christi, Texas Co-Pilot: Klotz, Dottie (Mrs.) P. O. Box 332, Coronado, Calif. |
|----------------------------|---|

Class 3 CESSNA 180/182

| | |
|-----------------------------|--|
| Tar No. 71 Score 14.6401 | Pilot: Chalow, Merle Ann (Miss) R.D. No. 1, Newfield, N. J. |
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Class 4 CESSNA 210

| | |
|----------------------------|---|
| Tar No. 56 Score 4.5423 | Pilot: Dittmar, Florence (Mrs.) 832 Malcolm, Los Angeles, Calif. Co-Pilot: Parker, Judith (Mrs.) 3932 Sapphire Dr., Encino, Calif. |
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Sanctioned by N.A.A. and conducted under rules of the F.A.I.

Endorsed by the NINETY-NINES, Inc.

Class 5 MOONEY

| | |
|----------------------------|---|
| Tar No. 19 Score 7.8923 | Pilot: Fry, Bettye Jean (Mrs.) 11522 Riverside Dr., No. Hollywood, Calif. Co-Pilot: Hardin, Janet (Mrs.) 17108 Flanders, Granada Hills, Calif. |
|----------------------------|---|

Class 6 CHEROKEE 140/160

| | |
|----------------------------|--|
| Tar No. 1 Score 15.6120 | Pilot: Noah, Mary Ann (Mrs.) 5714 Windsor Dr., Shawnee-Mission, Kans. Co-Pilot: Aikins, Mary (Mrs.) 800 Lakewood, Wichita, Kansas |
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Class 7 CHEROKEE

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| Tar No. 73 Score 15.3805 | Pilot: Douglas, June (Miss) 7900 Pine Tree Lane, W. Palm Beach, Fla. |
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Class 8 COMANCHE 180/250/260

| | |
|----------------------------|--|
| Tar No. 5 Score 12.4030 | Pilot: Steadman, Bernice (Mrs.) Trimble Aviation, Inc., Bishop Airport, Flint, Mich. Co-Pilot: Clark, Mary (Miss) 115 S. Grinnell, Jackson, Mich. |
|----------------------------|--|

FAILED TO QUALIFY
Tar No. 31
Tar No. 41
Tar No. 47
Tar No. 50
Tar No. 79

done by the outgoing officers and thank them for a job well done. Chairman SAMMY McKAY and program chairman ALYCE LODGE did an outstanding job of making our meeting a must event of each month.

Last year JANE HART was chosen chairman of the Women's Advisory Committee on Aviation and BEA STEADMAN a committee member. One of the recommendations made to the FAA in November of 1964 was that flight instructors be given courses in Aviation Psychology. Not content to wait for federal action, BEA STEADMAN was instrumental in having the Flint Board of Education sponsor such a program through the Mott Adult Education Program. Two courses for flight instructors were given titled "Principles of Teaching" and "Educational Psychology". The details are in the March '65 Michigan Chapter news. We are proud of these Michigan girls and the work they have done for general aviation.

Incidentally, Flying magazine's August issue gave us girls a lot of coverage and was quite interesting.

ADDIE BINSFIELD attended the EAA convention at Rockford, Ill., and was very enthusiastic, calling it "a pilot's paradise". ADDIE said the acrobatic contest was the best she had ever seen and lists the affair as a MUST for all pilots.

SAMMY McKAY and GEORGE "Dear Old Dad" flew down to White Sulphur Springs for the Michigan Automobile Dealers convention in August. SAMMY also watched the Experimental Aircraft leave Flint for Rockford in the annual AC Spark Plug Flight Rally. Both SAMMY and ADDIE are enthused about the homebuilts — wonder when the plans will be ordered.

VELMA DEL GIORNO's husband, DR. TOM DEL GIORNO, has completed two terms of service on the hospital ship Hope in South America and Africa. He will be showing pictures taken on those trips to the Womens Aeronautical Association of Detroit. The meeting will be at the Womens City Club September 28 at 7:30 p.m.—the chapter is invited.

MASIE STEARS says Grand Haven is going all out to welcome us for the 1965 SMALL Race, plan to come even if it is just to watch.

Many thanks for the opportunity of being your scribe for the past year and wish you all many happy, fun filled flying hours.



ABILENE CHAPTER

Mel Hall, Reporter

GLORIA PUCKETT, AUDREY ANDERS, AMBER CREE, MARILYN SCHULTZ and 49½er flew their airplanes to Pulaski, Tenn., to spend the July 4th holiday at the PUCKETT's Manor House Farms (former the Milky Way Farms). It was reported a fine time was had by all before a most unfortunate accident befell AUDREY. It seems she was riding English saddle aboard a fast running Tennessee Walking Horse and it threw her. As a result, her right arm was broken and she ended her vacation in a Nashville hospital where she spent five days while undergoing surgery. At this writing she is getting back the feeling and use of her right hand and is progress-

What Are You Waiting For?

Come On . . . Join The Race

Michigan Small Race

Grand Haven, Michigan

October 1, 2 & 3

ing nicely. 1965 has not been a good year for Audrey, inasmuch as she lost her beloved mother, and she has also been hospitalized twice prior to the accident. This last episode will preclude any flying for awhile, which will be a bit hard to take since they are just recently proud owners of a brand new Baron. Everyone is cheering her on to a fast recovery, things are bound to get better, AUDREY.

JOY and JACK RAMSEY flew their Aztec to Galveston on the 30th to visit JOY's mother. JOY recently thrilled her young son by flying him to Greater Southwest in a Cherokee 150. (Incidentally, it was the first time she had piloted one of her children.) He is sure proud of his Mom.

MARILYN and MALCOLM SCHULTZ may soon be proud owners of a Super Cub. This has not been substantiated as yet, strictly a rumor.

PATTY TALIAFERRO and SCOTT, her 49½er, flew their new Cessna 210

to Atlanta, Ga., to visit PATTY's twin sister on the 20th.

Your reporter and hubby spent a delightful day at Lear Jet on the 26th and the 27th went through the Aero Commander factory and observed the Commander Turbo Prop in production.

Congratulations to GLORIA PUCKETT in acquiring a new Aztec. She's been without an airplane since hubby sold the D-18.

The CREEs are off on a flying fishing trip to Creed, Colo. Hear it gets plenty cool up there at night at that altitude, even in August.

At this writing I'm leaving for Dallas to attend an instrument flight school. I'm two weeks early for the deadline and hope DOROTHY WARREN won't be too surprised, but as busy as I'll be the next four weeks I just knew I'd miss it. Wish me luck, I'll surely need it.

In the meantime, keep your airspeed up and keep trying!

ALBUQUERQUE CHAPTER

Georgia Tillery, Reporter

Summer has been a busy time for the Albuquerque Chapter although we missed working with the Powder Puff Derby since it didn't come near Albuquerque this year.

In July, we visited the control tower at the Sunport in Albuquerque and was given the grand tour. We understand better the problems of the boys in the tower in helping us land and take off without a mishap. LILLIE SANDAVOL from the San Diego Chapter was a guest. Also, ELIZABETH HAWER who has her license is a prospective member.

Congratulations to COLIA MOELLER on graduation from the 66s to 99s.

For our August meeting we had a picnic at Elephant Butte Lake with boating and water skiing. RANDA and her 49½er DR. SUTHERLAND, had both their boats in the water taking everyone on tours.

We have received our very clever invitation from the Wichita Chapter for the fall sectional meeting and find the Squiggler most enticing.

FORT WORTH CHAPTER

Betty Jo Parsons, Reporter

By the time this is printed, our chapter will have new officers. At last we have a meeting scheduled for this purpose, Sept. 13, at the Cross Keys in FTW. Should any of you be in the city at that time, drop by for a sherry with us prior to dinner, have dinner too.

We'll excuse you all from the Rogers Rules session.

Members: DR. DORA DOUGHERTY, after a tour as MAJOR DORA, USAF, back from Europe. CEALE ORPEN back from her jaunt, in love with helicopter demo's at the Paris Air Show. JIMMIE KOLP over there now on NAA/FAI mission. HELEN MORRIS way over luggage limit when she returned from Paris (movies and film slides).

DOROTHY McLAURIN estatic with praise of attendance during their new runway celebration at Oak Grove Airport which included a free air show by HAROLD KRIER, CHARLIE HILLARD Jr., others. Free helicopter rides were offered, and several students signed up. Some reports were 10,000, others 20,000 attended, by car, plane and scooter! DOROTHY "too busy to count"!

Add: Usual little end of summer things, hot weather (in the 100s) and lots of new women pilots in the area and that's FTW. P.S. May we compliment the editor and RUTH DEERMAN on the July-August edition of the Ninety-Nine News? Consensus: a beautiful wrap up of the convention, international news, charter Ninety-Nines.

Ed Note: DR. DOUGHERTY was selected by the Pentagon to join the inspection tour to U.S. military installations in Europe. To our knowledge she is the first woman reservist ever invited to make an official visit to Europe. Congratulations!

HOUSTON CHAPTER

Louise Bickford, Reporter

Our August meeting was held at the home of MARILYN STONEBERG and was one of our longer meetings. We have so many interesting projects coming up. Our first undertaking of bringing a public speaker to town is DR. HARRY GIBBONS, an FAA flight surgeon from Fort Worth. His topic is the physiological aspects of flying. Those who have heard him speak before say he is a most interesting and entertaining speaker and certainly everyone should hear him. The program is scheduled for September 22, 7:30-9:30 p.m., at the Prudential auditorium. Tickets are \$1 each and sold only in advance—no ticket sales at the door. If any of you will be in Houston at that time and would like to attend, you may write for tickets c/o MARY ABLE, Rt. 4, Box 52, Houston, 77036.

We are pleased to announce our officers for the coming year as follows:

MARY ABLE, chairman; MARILYN STONEBERG, vice chairman; MARY BURKE, secretary; and MAYBELLE FLETCHER, treasurer. Installation dinner has been arranged for next month and we hope to be able to have one of the Astronauts as our guest speaker.

Earlier this month we were delighted to have the opportunity of meeting JO EDDLEMAN from the Washington, D. C. Chapter. Although JO was unable to attend our meeting, MARTHA AKINS was gracious enough to entertain those of us who could make it one afternoon for coffee and cookies.

It has been difficult getting the flying activities of our girls with so many on vacation. Did hear that CELIA and HANK PARRISH and MARILYN and CHUCK STONEBERG flew to Rockport for a weekend with the Texas State Aviation Assn. DELLE and GENE HIGHTOWER, ORA MAE and BEN BOSWELL, MARTHA and BILL AKINS and LOUISE and MYRL BICKFORD flew to Woodville for a weekend last month.

Your reporter and two boys are leaving for the big city of Flynn to spend a few days with the BOSWELLS. If any of you fly over that way, you should stop in for a visit. They have a 3,000 foot strip, 150 feet wide and I hear that BEN is lengthening it, so no one should have any trouble landing there.

KANSAS CHAPTER

Garnett Hastings, Reporter

COME ONE! COME ALL! Our 99s South Central Sectional meeting in Wichita on September 24-26 IS GOING TO BE A "LULU". Predominant in the Sunflower Swing-a-Roo are such events as a Fly-In Treasurer Hunt; well-planned tours of the Beech, Cessna and Lear Jet factories located here in the Air Capital of the World; special gala luncheon; air show demonstrations by our own 99s; banquet and parties; lots of prizes; and nothing but fun, all for a very nominal registration fee. We have had an extensive money-making project in which we all worked, in order to raise money to keep the fee down, but still show you the hospitality which we like to give and receive. All of our chapter meetings have been centered around the sectional meeting and combined with other events, such as one we had celebrating HAZEL GUY's birthday on August 18 at MARILYN COPELAND's house; and the relaxing vacation type one we had the weekend of August 7 when PAT McEWEN, JUANITA HATTAN, PAULINE

OTTAWAY, GENE NORA JESSEN, GARNETT HASTINGS, CHARLOTTE PETERS (and 49½er CHUCK) flew to Colorado Springs, Colo., and spent three days in the HATTAN's lovely cabin home in Woodland Park. When we landed, we made the acquaintance of a Colorado Chapter 99, JANIE OESCH; and were also met by GENE NORA's mother, VIRGINIA STUMBOUGH, and Colorado 99 PAULINE MEIGHEN and Eastern Washington 99 LYGIE HAGAN who turned in another of their top performances in escorting us through the mountains, to various interesting shops, and other places to make our stay so pleasant.

Kansas Chapter 99s recently participated in an Aerospace Workshop at Friend's University by putting on our own skit production "Boots to Heels".

WE'VE DONE IT AGAIN — Our own MARY AIKINS as co-pilot to MARY ANN NOAH — pilot cousin from Mission, Kansas, took first place for the second straight year in the AWTAR (Powder Puff Derby). Other Kansas 99s who flew the race were MARILYN COPELAND and JEAN NOBLE, and PAT McEWEN. These girls were joined in Chattanooga at the terminus of the race by Kansas 99s JOYCE FUNSCH, GENE NORA JESSEN, GARNETT HASTINGS — all of Wichita; and ANNE WADDELL of Garden City. These girls all report a grand time at the International 99 convention, and wish to convey their thanks for the fine hospitality shown them during their stay in Chattanooga.

Kansas Chapter had two 99s, MARY AIKINS and JOYCE FUNSCH, and 49½er JACK FUNSCH attending the International Experimental Aircraft Association Fly-In at Rockford, Illinois. JACK and MARY flew their Pitts Specials to the event; and JOYCE and MARY both flew air show demonstrations several times during the week. It was a busy, but exciting week. Also the girls participated in a panel concerning the Woman's role in aviation, during which JOYCE was the moderator.

Shortly after the AWTAR was over, MARY ANN NOAH, MARY AIKINS, JOYCE FUNSCH and GENE NORA JESSEN were on a 2-hour radio show in Wichita entitled "Concept", where they discussed subject of General Aviation, and answered questions phoned in by radio listeners.

PAT McEWEN is once again flying an airplane which is all her very own

—a Cherokee 180. She'll be hard to hold now.

LAVETA HAHN and 49½er ELMER, ESTHER ISAACS and 49½er ED, HELEN SIMMONS and 49½er ROY, GENE NORA JESSEN and 49½er BOB, together with JOYCE FUNSCH, attended the recent International Flying Farmers Convention in Omaha, Nebraska. JOYCE was one of the judges in selecting the International Flying Farmers Queen and Duchess. Another busy, but interesting week, meeting lots of new people and renewing old friendships.

CONGRATULATIONS to our own Kansas 99, NEOLA MATSON, who has been named "Mrs. Kansas" for 1965. At this writing, NEOLA, 37-year-old mother of four children, is in San Diego, California, to compete for the title of "Mrs. America". "Mrs. Kansas" was judged on excellence in homemaking and community activities, poise and personality. There were 24,000 applications screened. She lists flying as her main hobby. We wish her the very best in her bid for the "Mrs. America" title.

Word just received from our Kansas 99 CHARLOTTE CHEW is that she has just returned from a lovely 9 weeks in Europe and the Middle East. We are all anxious to hear from her about all her experiences.

OKLAHOMA CHAPTER

Nema Masonhall, Reporter

Well, it's been a long hot summer, but most of the Oklahoma Chapter has managed to get in some flying time, both local and XC.

CAROL WADDELL, OFF Queen, and ARLENE WALKUP in Universals 150 and VELMA WOODWARD and BRONETA EVANS in VELMA'S 182 made the Oklahoma Flying Farmer three-day tour of Eastern Oklahoma, counting all the en-route joiners and leavers, there were 20 planes. LOU SKILLERN saw them off at PNC and TRISH SMITH, former Oklahoma Chapter member, now Tulsa, joined in at PNC, too. They all reported a wonderful time, with some seeing more of the scenery than others. RITA and LEONARD EAVES made their annual pilgrimage to Rockford, Ill., for the EAA Convention, must be quite a sight to see as this group has a terrific membership, way into the thousands.

IDA CARTER and RUTH JONES just missed WALLY FUNK in London, they were a couple of days ahead of her and were doing Scotland. Their

return plans home went slightly awry due to the dock strike in NY City.

During the IFF Convention in Omaha the Nebraska Chapter was hostess for the 99s attending and their 49½ers. So nice to see VERDAYNE MENZEL, BELLE HETZEL and our other good friends again. VELMA and BRONETA took a little side trip to the Blue Earth Country before coming back. 99s attending the IFF Convention were: MARY CORNELSON, MARIE KETCHUM, POLLY RUBLE, CAROL, ARLENE, VELMA and BRONETA. Congrats to POLLY on their new Skylane.

Say, how about that Kansas Chapter's Invite to the Sectional in Wichita? Sounds like we're gonna have one of those good old Sectionals again, like every chapter comes up with when they hostess this event, so don't miss this one.

DOTTIE YOUNG had the good fortune of ferrying in Catlin Aviation's

Don't Be A Drop-Out !

RENEW !

first Cherokee Six from Vero Beach, Fla., when Boss LLOYD couldn't get away. VELMA WOODWARD has also checked out in the "Six" and, no doubt, will soon be back on the "Cherokee Trail".

SAN ANTONIO CHAPTER

Marian Burke, Reporter

Another new member has joined our group! Welcome NORMA McELVAIN! Real interesting gal. Received her rating in a Super Cub . . . husband is a pilot also and is a Colonel in USAF (USAF Physician). They have two boys. We are looking forward to seeing a lot more of NORMA and family.

Summer and vacations have caused a lull in 99 activities and meetings in San Antonio.

MARIAN BURKE participated in both the International Air Race and the Powder Puff Derby and reported that she enjoyed both races.

Not much to report — we will have more news after our August meeting. Til then . . . happy landings!

TULSA CHAPTER

Jean Engler, Reporter

We didn't get around to installing new officers last meeting, since they

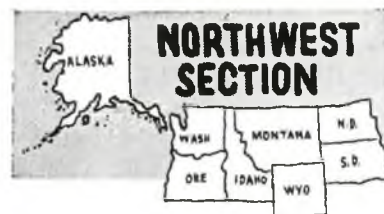
weren't there, but we did meet at MARY SHADDOCK'S and looked at my color slides of Italy and ate all of her cookies. We were all ready for Fat Girls Anon by the time we went home.

BETTY NATION brought NANCY CAIN and LEE BROWN from Pryor. DOROTHY JOHNSON, MARY KRUTSCH and LOIS MARTIN brought themselves, as did COLLEEN WHITE and JEAN WILLIAMS.

COLLEEN is now in her new home. We're all dying to be asked to the christening. JEAN and BRUCE WILLIAMS are busy with Ye Olde Saddle Sore Soothing Ointment after a trip with us to Vegas and then by car to Florida with BRENDA — all in two weeks.

Now hear this! We have been asked to work, as a unit, at the Aerospace Show at International Airport, Sept. 19th. We are to act as hostesses wherever we are needed. If you can make it, please let JEAN WILLIAMS know as soon as possible, so she will know how many will do what. Like at the September meeting?

Speaking of letting us know. If you are not going to attend the regular 99 meetings, please take a few seconds to let the hostess know so she can plan her refreshments and the half dozen other things that need attention for the ones that do attend. HoKay? See you next month.



ALASKA CHAPTER

Ruth O'Buck, Reporter

I think it has been some time since the Alaska Chapter has been heard from. The August meeting was a pot luck dinner held at the home of PAT and GUY McGee with husbands invited. We had quite a turnout of members and husbands as we all like to eat. We had two guests, NANCY DRISCOLL from Denver who is living up here now and MARILYN GRIFFITH, a prospective member. A short business meeting was held before dinner to elect our new officers. RUTH HURST is our new Chairman, LAVELLE BETZ the new Vice Chairman, STEPHANIE NEWELL, secre-



ALASKA CHAPTER 1965-66 Officers. Left to right: Chairman, Ruth Hurst; Vice-Chairman, LeVelle Betz; Secretary, Stephanie Newell.

tary, and MARION ZAEGEL, treasurer.

Our regular July meeting was held in KITTY WAYER'S home. Five members and one guest attended. Our weather has been quite cool and wet this summer but took a turn for the better when we had a picnic at Big Lake at the ZAEGEL'S summer place. We had a beautiful sunny day and took advantage of it by sailing, water skiing, and swimming. MARION and BILL ZAEGEL are selling Aqua Cat sailboats this summer so we had a try at it. They have been racing theirs and winning most of them. BILL and MARION flew up in their Cub on floats, PAT GILDA and RUTH O'BUCK flew up in RUTH'S Cub, and PAT McGEE and her family drove up. We felt sorry for the ones who didn't come as we had such a good time.

On Father's Day we held a fly-in breakfast at Lake Wasilla to benefit the Seward C.A.P. which had lost all their equipment in last years earthquake and tidal wave. We made \$200.00 to donate to them.

Our gals are having their usual busy summers. JESSIE DODSON and JIM are busy crabbing in Seldovia. BLANCHE KRAEGER and her husband are fishing commercially. MARION and BILL ZAEGEL are building a duplex and starting a new home for themselves. RUTH HURST is keeping busy with her student instruction and charter work. RUTH O'BUCK is instructing, mostly on floats, and flight testing. She had the honor of meeting

and flight testing for Seaplane Ratings two of the astronauts who were in Alaska for a training session, WALTER CUNNINGHAM and BILL ANDERS. LAVELLE BETZ and DICK recovered their Super Cub and are very proud of it's NEW look.

We have three new members this summer. NANCY HOWARD who just got her Commercial license; DOROTHY HUDSON, Private; and KITTY WAYER, Private.

JIMMIE KOLP from the El Paso Chapter was up here and some of us managed to have lunch with her. All of us who attended enjoyed meeting her and talking with her.

PAT MOORE'S 49 $\frac{1}{2}$ er, MARVIN, received his ATR this summer. MARY GANGE left for a trip to the south 48 in her Tripacer.

PAT GILDA and RUTH O'BUCK went to Ketchikan in April. They flew RUTH'S Super Cub to Whitehorse, Yukon, rode the narrow gage White Pass and Yukon RR to Skagway down the Trail of the old '98, and then rode the Alaska Ferry to Ketchikan. They did a bit of float flying there and visited friends. PAT plans to attend the Northwest Sectional in September and then get her daughter settled in College at Western Washington.

I think that concludes our activities of this summer.

EASTERN IDAHO CHAPTER

Diane Jex, Reporter

Summer is almost gone, but in our area Autumn offers excellent flying weather. My husband is working on his

Commercial and we have been doing some night flying. This is new to both of us and we are enjoying it.

Last June we held a joint meeting with the Idaho Chapter at Gooding, Idaho. JORGA STAPP was the hostess and we had lunch at a Gooding restaurant.

A gift to the Eastern Idaho Chapter from the Alaska Chapter was opened and an accompanying letter read which expressed appreciation for our help in starting their Pinch - Hitter Course. The gift was a lovely carved letter opener, engraved.

MARY KILBOURNE was named delegate to the International Convention. Both MARY and BETTY STORRS attended the Convention.

JIM WIRKUS, President of Sun Valley Airlines, presented an amusing and fascinating talk on the problems of starting a third level airline. He answered questions on engine maintenance and operation.

VIRGINIA HUIDEKOPER, BETTY STORRS, and MARY KILBOURNE all flew in the AWTAR in July. VIRGINIA flew alone in her Cessna 182 and MARY flew a Cherokee 235 with BETTY as her co-pilot. We are all very proud of them. We had dinner at the JEX house and invited our husbands for our July meeting, so we could hear the racing events from the participants themselves. VIRGINIA HUIDEKOPER flew over from Wilson, Wyoming, with her husband, and he took advantage of Blackfoot's fine golf course, which is adjacent to the airport.

Our dear ONITA HOFF flew alone in her Cessna 140 in the Idaho Air Race again this year. She has flown in the Idaho Air Race several times and her comments are always very interesting.

Our August Hostess was B. J. WAYNE. The WAYNES have just moved into their lovely new home in Idaho Falls. She served a delicious luncheon and we held the first business meeting since May.

The ivory letter opener from the Alaska Chapter was presented to the Secretary and it will be presented to each new Secretary at the time of installation.

A letter was written to CHET MOULTON, Director of Idaho Dept. of Aeronautics, offering our assistance in air marking. There will be available to us classes on Power Plants. There are to be 4 classes in all, and we hope to take advantage of this. We are invit-

ing anyone interested in aviation to attend.

The welcome mat is always out for any of you Ninety-Nines flying our way.

IDAHO CHAPTER

Jacque Batt, Reporter

The August meeting was held Saturday the 14th at the Stagecoach Inn in Boise with eleven members and one guest present. The air derby of last month and the Northwest Sectional coming up in September were the topics of prime consideration. We do not have a definite number yet, but some of us are hoping to fly to Medford to attend the Northwest Sectional. The officers for the coming year were named and are as follows — Chairman, FERN LAKE; Vice-Chairman, JACQUE BATT; Secretary, CLAIRE JUSTAD; Treasurer, EULA LOGSDON. The various committee chairmen were also selected.

LINDA JURVA flew down from McCall in her 120 to attend the meeting. LINDA will be going back to school in September — her sophomore year — and luckily for the Idaho 99s she and her 120 are transferring from Montana State University to Boise College this fall.

HILDA ELLIOTT is flying back and forth from Payette to Boise accompanied by her neighbor who has never flown before. HILDA and GLEN are trying to get their living quarters and their Boise yard offices finished before the fall trade starts.

EILEEN SCHRIER and her girls took a month long trip (in their camper) through Oregon, Washington and on up to Vancouver, British Columbia.

JACQUE BATT and 49½er flew to Yakima on a week-end business trip. In Yakima we were the guests of Mr. and Mrs. GEORGE CANNON. Mrs. CANNON several years ago took flying lessons and stated that she is still interested in flying.

HAZEL MOE of Nampa was a guest of ANNETTE GOULD. HAZEL is not a pilot but says that she enjoys flying. And that's all of the news from Idaho for this month.

MONTANA CHAPTER

Bev Ledbetter, Reporter

(ED NOTE: Read about Montana's Big Sky Race under Air Meets)

The Aero-Space workshops held at the five Montana colleges are now over. It was a very successful pro-

gram and when given a chance to make suggestions for improving it another year many of the students answers were for making it a longer session. Members who gave their assistance to the program by flying students to Gt. Falls for their tour of Malmstrom were PUD LOVELACE and KAY WIDMER from Bozeman and PAT ROEMER and KARIN RIBI with students from Missoula.

It was a real pleasure to see MARY JO JANEY, VERNA WOODS and LAULETTE HANSEN at the banquet on Saturday night. VERNA and MARY JO, due to family or college classes have not attended recent meetings. LAULETTE was an official timer for the race at Havre.

ELEANOR BAILEY, Calgary, is settled in her new home and enjoys flying a Mooney now as well as the family Comanche. She and husband BILL were in Great Falls recently. BILL flew commercially to Denver and ELEANOR arrived back in Calgary just ahead of a rain and hail storm

Don't Wait! Activate

Deadline Sept. 30, 1965

that did much damage around the Calgary area.

BILL is now with Western Canadian Mooney. A demonstration trip was made to Vancouver recently with ELEANOR pilot-in-command of the new Super 21 Mooney.

The Governor Generals Air Rally usually just prior to the Calgary Stampede on July 4th was cancelled because of bad weather but will be held October 10th at Vulcan, Alberta, located about 40 miles south of Calgary. This is the race that was won two years ago by ELSIE CHILDS of Helena.

A luncheon in honor of MARJ ROLLE was held at the Skyview Terrace in Billings recently. It was a farewell dinner given by friends and co-workers from the FAA office where MARJ had worked for several years before her departure to California to join her husband KEN, who is now manager of Orange County airport at Santa Ana.

BOBBIE KRAMER combined busi-

ness with pleasure when she flew the race route, visiting with friends at each stop and continued on to Alsask and Empress, Canada, in her faithful Cessna 172, Silver, taking care of business for the KRAMER Horse Ranch which she and husband C.A. own in Cohagen and Billings.

ELSIE JOHNSON flew a 1965 red and white Cessna 182 Skylane in the race and couldn't bear to part with it after returning home. She, along with the Flying Four from Missoula, purchased it and are now the Flying Five. ELSIE, PAT and MARY will have to draw straws to see who will do the flying to the meetings.

PEARL MAGILL, husband BRENT and friends from Glasgow flew to Sheridan, Wyoming, for a visit. Flying a new Comanche they went by way of Jordon and visited via unicom with VIVIAN SCHRANK. The Jordon airport is under construction and VIVIAN is temporarily grounded.

Congratulations go to KARIN RIBI, Hamilton, for the shiny new Commercial license that she now has. She received her Private license less than a year ago so that she has been flying pretty steady to get those 200 hours. They don't come easy.

Another new rating which doesn't concern either and which is one of two that I know of in the state and possibly the first for a 99 member is MARY JO JANEY'S multi-engine rating received this month. Congratulations MARY JO.

The August meeting will be in the Northwest corner of the state, at Rexford. MARGARET TUXILL has invited the group to meet there for a look at the area before it is submerged under a lake of water as a result of Libby Dam being built in that area.

SOUTHERN OREGON CHAPTER

Gladys Burrill, Reporter

For their August meeting, the Southern Oregon Chapter of 99s met at the home of GLADYS BURRILL of Prospect, for a luncheon and business meeting. Flying in were: BERNADINE BENNING and JEAN SHAW of Grants Pass, BENA MILLER of Rogue River; CAROL FLEMING and LAVERNE ANDERSON of Oakridge, ROSE ELLISON and MARIGOLD SVARVERUD of Roseburg, GRACE BOONE and BETTY GLINES of North Bend, and CHARMAIN BYERS-JONES of Eugene. It was a joy watching these girls so smoothly gliding in for a landing.

Our Chapter is new and still quite

small. We are gradually adding to our membership. Even though we are very few, our Chapter has a great deal of enthusiasm and we look forward to seeing each other.

The Petticoat Derby to be flown on August 28th, from Portland to The Village Green at Cottage Grove, is creating a lot of enthusiasm. BERNADINE, our Chairman, and JEAN, our Vice-Chairman, are planning to enter.

Our Northwest Sectional Convention will be held in Medford on September 10th, 11th, 12th. Much of the meeting time was devoted to last minute details and preparation for the Convention.

Election of officers was also held. New officers for the year 1965-66 are: HOPE McKAY, Roseburg, Chairman; BENA MILLER, Rogue River, Vice-Chairman; ROSE ELLISON, Roseburg, Secretary; JEAN SHAW, Grants Pass, Treasurer and Membership Chairman; GLADYS BURRILL, Prospect, Publicity Chairman and Newsletter Reporter; BERNADINE BENNING, Grants Pass, Chairman of Amelia Earhart Scholarship Fund, Air Marking and Flight; BENA MILLER, Aerospace Education Chairman; ROSE ELLISON, Nominating Committee Chairman.

The group voted to change their meeting date to the second Monday of each month.

Remember the Northwest Sectional Convention at Medford on September 10th, 11th, 12th. We will be looking for all of you Northwesterners.



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

July-August SAW:

Montgomery Field Tower Dedication — Montgomery Field — the home (one end) of the San Diego to Fallon Fun Race!

The 99s with city aviation minded supporting the Aero Space Museum fund with proceeds of the premiere at the showing of "Those Magnificent Men in their Flying Machines" — a delightful slapstick comedy of the race from England to Paris, France.

The fun potluck evening at the home of IDA GAY of race recaps with the SD Chapter members. Swimming, eat-

ing, movie viewing of the race start, movies taken by hubby DEL.

Missed reporting of the race start: the cannon sounding off marking the start of take-off — and JOHN TUCKER sky-writing 99s for all the county to see.

JUDY BACKMAN introducing NANCY, at 8 pounds, 1 oz., joining father WES and baby sister, DOTTIE SANDERS and husband BOB flying two 150's back from the plant in Wichita. The airline flight to Kansas was exciting says DOTTIE and the flight in the 150's was far from routine; navigation without radios!

IDA and DEL are Skylaneing to Chicago and Pittsburgh. LEA HANLON is in Greece. The Hills: BARBARA, RON and CRAIG and CATHI are vacationing via stationwagon to Utah, but with aeronautical maps for courtesy greetings to as many airports as they can visit.

FALLON CHAPTER **Joyce Beail, Reporter**

Last month, LOIS BROWN, received her Private Pilot's license and this month she got her multi-engine rating from MARY BARR. The morning of July 23rd, LOIS checked out in her Twin Comanche, flew to Fallon, picked up FRAN GUSTAVSON and then back to Reno to attend the 99 meeting at ELAINE BROWNS.

After ELAINE served a delightful luncheon, the girls discussed their plans for a "Finder's Booth", for the Reno National Air Races, Sept. 9-12, to renew friendships with other 99s, fly-in club, pilots and locators for all who register. Also, at our next meeting to be held at LOIS BROWNS at Kings Beach, Lake Tahoe, nomination of new officers will be held.

We are happy to have LOIS WILLIAMS of Reno, as our newest 99 member — Welcome !!! LOIS and husband DAVE are the proud owners of a Piper Tri-Pacer.

I might add that DEE BAER got her Instructors rating. We are tremendously proud of DEE, along with raising 4 small youngsters, she has certainly accomplished wonders.

ELAINE BROWN and her boys finished stripping the paint from their 175 Cessna and are trying to get it ready for a paint job. ELAINE is trying to pick out the color combination.

PAT and HOWARD HENNING are flying to San Diego next weekend, now that the San Diego-Fallon Fun Race

is over, PAT thinks she should be able to show friend husband the way.

JUDITH and BILL HISLE, with their boys, flew down to Disneyland for the weekend of Aug. 8th. They also managed to squeeze in a short stop at Marineland of the Pacific.

The STAUFFS, DOROTHY, CARROLL and family flew their 182 Cessna back east for a two week vacation. They visited DOROTHY'S parents in Vermont, flew to Nantucket Island and had a beautiful flight over Niagara Falls.

They logged a total of 43 hours with DOROTHY claiming 23 of them. She said the weather as a whole was fairly good.

I am very happy to report that BERTHA CLINE is flying again, which is real good news, after the close call she had in a horse accident.

FRAN GUSTAVSON, Membership Chairman for the Southwest Section, was very sorry to have missed the Charter presentation ceremonies for the new Monterey Bay Chapter, the weekend of Aug. 14th. The weather just simply DID NOT cooperate. The Fallon Chapter WELCOMES!! and gives our best wishes for the success of the new Monterey Bay Chapter. Lots of luck, girls!

After talking to DORIS EACRET of Reno, I learned that she and husband JOHN were matron of honor and best man for the wedding of ARLEEN NEWMAN and DENNIS CROSBY (Bing's son) July 31, in Reno. As for flying, DORIS and JOHN had a nice vacation in Rising River, in Northern California.

With all the thunder storm activity as of late in the Sierras and surrounding mountains, MARY and DAVE BARR have been more than busy reporting fires and flying for the U. S. Forestry, along with running their Airport at Susanville, California.

LAS VEGAS VALLEY **Gerry Whitton, Reporter**

Congratulations to our own FRAN JOHNSON who is doing such a wonderful job as Chairman ad hoc, for the JOAN MERRIAM SMITH Memorial Fund.

As you no doubt know, the Smithsonian Institution has asked for a model of JOAN'S airplane in which she made her record-setting "Around The World Flight" in 1964. Details are in the August issues of Flying magazine and The Ninety-Nine News. Lets prove to Flying magazine's publisher E. D.

MUHLFELD that his faith is well founded by sending your contributions to FRAN, P. O. Box 486, Las Vegas, Nevada. Flying magazine kicked off the fund drive with a donation of \$100. The City of El Paso generously donated \$50.00. We have geographic representation from the Virgin Islands, England, Alaska and Switzerland.

Fran would like to see every Chapter of Ninety-Nines listed on the scroll that will be placed in the Smithsonian along with the model of 51P and the bronze bust of Joan. She'd also like to add to the scroll as many individual 99s as possible.

Our good wishes go to the new Monterey Bay Chapter as well as all the new 99 members that were pinned during the impressive charter presentation. This was RUTH DEERMAN'S last official act as president.

FRAN and her 49½er, TOM, flew to Monterey for the ceremony and presented the new chapter with a picture of AMELIA EARHART, from the LAS Chapter. The lovely reproduction was made by TOM. The JOHNSONS report the base operator at Monterey, Monarch Aviation, leaves nothing to be desired in the way of reception, facilities and all around hospitality.

We are proud that JOAN MERRIAM SMITH has been named the winner of the 1965 Harmon International Aviation Trophy as the world's outstanding aviatrix in 1964. We know how proud JACK SMITH must be. Incidentally, JACK'S mail now reaches him at the following: LCDR. M. G. (JACK) SMITH JR., USN USMAC (V), Viet Nam, APO San Francisco 96243.

We hope to see all of you at the September SW Spring Sectional, Salt Lake City. We have numerous surprises for you that we hope will enhance LVVC's chances of being selected for the Spring Sectional in 1966.

We are also looking forward to seeing all of you at the AOPA Plantation Party, Sept. 28 thru October 3rd here in LAS.

A great many of our members are presently on vacation or have just returned. JUANITA and MARK DALY are still on their island in Montana.

NORMA GUNDERSON and 49½er HAROLD and their two boys had a leisurely sightseeing trip to and from South Dakota.

FRAN and TOM plan to fly to Deming, New Mexico, and El Paso, Texas, during the Labor Day weekend.

Congratulations to Barbara and BOB McCLEMENTS on their beautiful new

daughter. They are now encoined in their new home in Edmonton, Alberta, Canada. Their address is Starlite Towers, 10711 Saskatchewan Drive, 1110.

LOIS ANN LARSON and 49½er HAROLD and their two girls had a flying vacation. Spent some time in Mesa Verde, Colorado.

Wanted

A 99 member or woman pilot qualified sculptress capable of doing a bronze bust of Joan Merriam Smith to be placed in the Smithsonian Institution along with the model of Joan's airplane.

Please send names to:

Fran Johnson
Chairman, ad hoc Committee
P. O. Box 486
Las Vegas, Nevada

LONG BEACH CHAPTER

Carole B. Dunn, Reporter

I guess July saw many of us off on vacations. Our FRAN did well in the Derby, came in 2nd — should have been 1st as far as we're concerned. I don't know how she does it, of course she picks the best plane off her boss's line but its not even re-rigged or major majored within factory specifications and she still wins. I guess we'll have to buy her book "What Fran Knows About Flying" to find out how she does it. EMMA MCGUIRE and I came in 22nd, the 3rd Cessna from the top. JUDY WAGNER was in the top Ten again and BETTY FAUX and CLAIRE WALTERS came in; ask them about that sometime, of course a few other girls in the race would like to know about Cessna 182's and gas tanks also.

Our August meeting was at KATIE MOSKOW'S home, we barbequed in the yard and watched flying movies and voted to hold the 1st annual "49½er Race". JOAN REGISTER was there with boyfriend DILLY and nice to see ALMA HENLEY and hubby. PAT and VAN NOBLE, JUDY and LES WAGNER, Edna and DARROLL LOUDEN and RUTH GAY all brought goodies for dinner, it was a bring your own—Pot Luck. KATIE MOSKOW, EDNA BOWER and RUTH NITZEN can be seen duffing on the golf course a lot lately. RUTH recently broke her ankle so she'll just be kibitzing. It was good to see DORIS MINTER and PAT PEATTIE from our Santa Monica

Malibu branch. JACKIE SEPULVEDA drove all the way from Costa Mesa even though she is busy studying homework to complete her college course in Psychology. We hope all the 49½ers will enter the race from Long Beach to Salt Lake City, Utah. They're always asking for a race so now we'll see if they really want one.

CLAIRE and BETTY recently opened a branch office on Long Beach Airport — known as CLAIRE WALTERS Flight Academy of Long Beach. Pretty TERRY LONDON, BARBARA LONDON'S daughter, is working part time as office girl and really drawing in the customers. She'll soon be joining our club as CLAIRE is teaching her how to fly. MARY WENHOLZ is also helping out there part time.

I hope all of you have sent in your contributions to FRAN JOHNSON for JOAN MERRIAM SMITH's plane reproduction as per the "Flying" magazine article about JOAN in the August issue. I'd hate to see our chapter outdone by any other chapter—wouldn't you? See you in Salt Lake City.

MONTEREY BAY CHAPTER

Eleanor "Stormie" Carlson, Reporter

Welcome and Congratulations to our new Monterey Bay Chapter

Even the weather man of the often times called "Riviera" of the U. S., the magnificent Monterey Peninsula, was obviously proud and cooperative as more than 15 planes and 30 Ninety-Nines and guests arrived to one of the most photographed areas in the world. The 18 ladies of the new Monterey Bay Chapter of the 99s were relieved and excited as the sun pushed its way through the usual coastal overcast and fog. We all love to show off our lovely Peninsula and we were especially anxious on such an important occasion—CHARTER NIGHT, 14 August 1965.

I was afforded the opportunity to be caught in the excitement the enthusiastic Governor of our Section, Pat

Lambart, 49½er Rick and a sleepy but airworthy Patrick as they arrived a day early. Immediately I was exposed to that fraternal feeling that seems to automatically exist between 99s, strangers or no. My 49½er and I had planned to take the Lambarts to their lodging but when the baby carriage came out of the airplane, even our two sports cars proved to be too small. We thank Monarch Aviation for providing a station-wagon for 99s use the entire weekend and the free tie-downs, all provided especially in honor of the occasion.

The Asilomar was headquarters during the weekend. Located in Pacific Grove, about seven miles from the airport, the Asilomar is nestled on the even changing sand dunes in a wooded area overlooking the beach. It contains all facilities needed for conferences from large to small, sleeping quarters and recreational facilities, sight-seeing and beachcombing.

Again Saturday morning the sun unbelievably cleared our skys again, and the 99s and guests began arriving to be greeted by Monterey Bay aviatrixes with refreshments donated by the Standard Oil Co. of California. Also arriving by Commercial Airlines came International President Ruth Deerman from El Paso.

After a full day of visiting, hangar talk and touring, we assembled in the lovely glass walled Surf and Sand room at the Asilomar. Each of our local girls had prepared her d'oeuvres for the cocktail party—where again refreshments were provided by Standard Oil of California. Our witty and amiable hosts at the refreshment table were 49½ers Frank Shropshire and Doug Cranford who were on the job all evening. Our Chairman, Helen Shropshire, had personally printed and decorated the cocktail napkins and name tags. Again it was obvious to us the closeness that exists between 99s as many old friends visited for over an hour. Everyone was also anxious to purchase raffle tickets for the "Texas Fifth" donated by the Salinas Engine Works.

A brief but misty walk took us to the dining room and dinner where we were entertained throughout the evening by Sam Brandt, our Toastmaster. He kept things moving from the Pledge of Allegiance and The Reverend James Brock's invocation to the end of the apple pie and cheese. We had many 99s who came a great distance to honor us for our Charter Night. Most of the



ALICE ROBERTS (at mike), International Vice-President and incoming International President, inaugurates Officers of the new Monterey Bay Chapter. Left to right: **ELEANOR (STORMIE) CARLSON**, News Reporter; **SHIRLEY NAVARRO**, Vice-Chairman; and **HELEN SHROPSHIRE**, Chairman. **PAT LAMBERT**, Governor of Southwest Section, presented members with their pins.



International President **RUTH DEERMAN** presenting Monterey Bay Chapter Charter to Chairman **HELEN SHROPSHIRE**, August 14, 1965.

Chapters in our Section were represented; one being weathered in at Fallon, Nevada, by a rain storm which, incidently turned me back on a flight to Lake Tahoe but enabled me to attend the festivities of the evening. Other 99s introduced included Alice Roberts, retiring Vice President and new International President; June Devine, Chairman Sacramento Valley; Joan Steinberger, Chairman Santa Barbara; Donna Pritchard, Sacramento; June O'Donnell, Redwood Empire Treasurer; Hialeah Reilich, Bay Cities Secretary; Deby Byram, Vice-Chairman Bay Cities; Ruth Rueckert, International Treasurer elect, Bay Cities; Betty Gillies, Charter Member of 99s from San Diego; Kathy McNamara, Fresno; Norma Wilcox, Sec'y-Treas. San Gabriel; Fran Johnson, Chairman Las Vegas Valley; Jeannie McElhatton, Santa Clara; Ruby Keaveny, San Diego; Caroline Schutt, Bay Cities.

We were most honored to have as our guest the Mayor of Pacific Grove and his wife, Mr. and Mrs. Don Grafton. Telegrams of congratulations were received and read from the Las Vegas Valley and Santa Clara Chapters. Our Charter was presented by Ruth Deerman, after which Pat Lambart presented each member with her pin. A lovely picture of Amelia Earhart was presented to our Chairman by Fran Johnson and the Santa Clara 99s. After the usual session of picture taking, we all returned to the party room to visit and everyone seemed reluctant to end the enjoyable evening.

We are most grateful to all who helped to make the night such a success. It was far beyond our expectations and an evening we shall all remember. We certainly hope that we will be able to greet any of the 99s whenever they are out this way. From time to time we will introduce each of our members to you so that you may get to know us. The names that appear on our Charter include: Helen Shropshire, Chairman—flies a 180 Comanche—has Commercial and Instrument Ratings for S&MEL. Shirley Navarro, Vice-Chairman—has been flying a little over a year—married her flight instructor so she has many flying years before her! Olga Scheffler, Secretary — has worked with airport offices and boards for many years. Mary Lou Knapp, Treasurer and past Treasurer of the Monterey Peninsula's Airman's Association. Eleanor (Stormie) Carlson, News Reporter—flies a 145 Swift and a 180 Comanche, working on Instrument Rating having flown for 12 years with



JOANNE NISSEN, standing behind International President **RUTH DEERMAN** during the Monterey Bay Chapter Charter presentation ceremonies, received her Commercial Certificate the day of the Charter Banquet.



HELEN SHROPSHIRE, Chairman, Monterey Bay Chapter; **RUTH DEERMAN**, International President; and **FRAN JOHNSON**, Chairman, Las Vegas Valley Chapter, at Monterey Peninsula Airport.

my Naval Aviator husband who is also a Meteorologist. Our Membership Chairman is Zoe Dell West, past Theme Girl for the World's Fair held at San Francisco's Treasure Island—usually flies with a cute little Poodle, C'est Si Bon, as co-pilot.

Next time will introduce the rest of our 18 Charter Members who include: Janet McDermott, Nancy McPhee, Barbara Dickson, Geneva Cranford, Joanne Nissen, Mary Ellen Eisemann, Shirley Goldring, Sally Plummer, Mary Painter, Anna Mae Park, Camilla Jenkins and Betty (Dell) Hawk.

We are looking forward to a very active first year and are all proud we are now members of The Ninety-Nines.

ORANGE COUNTY CHAPTER

Ann Cantillon, Reporter

Orange County Chapter has re-organized — new officers — new reporter — new members. The old ones are still intact. By way of introduction, I'm ANN CANTILLON, Commercial rating, 350+ hours and one TAR on my side. It will be hard to fill the shoes of our "ever lovin', hard workin'" THON ABBOTT, but I'll give it the old try.

THON ABBOTT is our new Chapter Chairman with CHRIS HOFFMAN Vice Chairman; VEE WOLENSKY, Secretary, and TIG PENNOCK, Treasurer.

Being a month late with the news from Orange County I'll try and catch up all at once. With five members of our chapter and one soon to be member participating in the Powder Puff naturally our activities of late have been in preparation for the event. After all requirements were met and participants on their way, all we could do was wait for the outcome. Plane No. 40 piloted by NADINE PARSEL with MYRNA SHANFIELD as co-pilot finished 8th and right behind them in 10th place came our favorite instructor TIG PENNOCK and new Chairman THON ABBOTT in plane No. 120. Yours truly and NANCY CREWS crossed the finish line second in No. 23, where we finished in the race is best left unsaid. All in all I feel all participants had a fun time, and my hat's off to the gals in Chattanooga for a great job. My only disappointment in the race was the lack of congratulations to the winners. These gals really have this racing down to a science. At the pilot's de-briefing when winners were announced not one clap or cheer did I hear. Anyway to the girls in the upper

ten, three cheers for you and everyone else who participated.

At our last meeting held at the Mill Restaurant on the airport at Fullerton, our only Whirly-Girl, CLAIRE REEDY, gave us an accounting of the Whirly-Girls being received at the White House by LADY BIRD JOHNSON.

A new commercial pilot in our midst — NANCY THOMAS. Congratulations NANCY, Derby time next year?

A post race party hosted and held at the home of MYRNA SHANFIELD on Sunday afternoon found MADINE PARSEL and 49½er WALT, FRAN BERA and husband BOB who's last name I can't spell, MARGARET MEAD, MARGARET CALLAWAY, TIG PENNOCK and side-kick THON ABBOTT, NANCY CREWS and husband PAUL, ANN CANTILLON and 49½er NED talking about mistakes and strategy of racing.

Plans are being worked out carefully to put in a bid to host the fall '66 Southwest Sectional at Orange County. Also "penny-a-pound" is in the air. Guess we have our work cut out for a time to come.

Orange County girls found their way into this month's (August) issue of Flying magazine. Be sure and read the article on the 99s.

Lest I forget, a big thanks to our Wing Scout girls who came down to San Diego to wave farewell to the "Puffers". Not only were they our cheering section, but busied themselves wiping off wet wings and windows, and doing any last minute odd jobs to get us on our way. THANK YOU!

REDWOOD EMPIRE CHAPTER

Bette D. Smith, Reporter

Our meeting for July was held at the home of MARDO CRANE in Santa Rosa. Weather wasn't the best, but we had a good group in attendance. MARY FIELDS and husband RAFAEL attended from Bay Cities Chapter. MARDO CRANE and BETTY SHUNN hosted the delightful luncheon for us, and I also want to thank MARTHA who was doing most of the work while we had our meeting. PHYLLIS CANTRELL and BETTY FOSTER, our only participants in the race, showed their trophies for fifth place and slides of the trip. BETTY SHUNN brought JOANN JOHNSON who writes for CBS television to visit with us. She is interested in flying herself after so many interesting trips with BETTY. MARDO CRANE was our delegate to the International Convention in

Chattanooga and spoke to us about the events.

Sonoma County Airport was air-marked recently by those of our chapter who were available on a week-end to do so. By all reports everything went smooth and well and finished in one day.

MYRTLE WRIGHT is selling and demonstrating aircraft, and charter flying out of Pacific Air Academy in San Jose. She will take part in a panel discussion with the Rainbow Aviation in Yuba City this week, discussing all aspects of flying which should be interesting to hear. Also, speaking to a group of women about our air races and flying in general. RUTH RUCKERT, Bay Cities Chapter, has asked her to serve on the International Budget Committee with her. MYRTLE has been a great chairman, and we all thank her for leading us these past two years.

MYRTLE called a special meeting on August 16 at the home of PHYLLIS CANTRELL in Santa Rosa for the purpose of choosing our officers for the next term. Chosen were ANITA (CONLEY) WOREL, Vallejo, chairman; PHYLLIS CANTRELL, Santa Rosa, vice-chairman; BETTY FOSTER, Petaluma, secretary; BETTE D. SMITH, Napa, treasurer; PHYLLIS CANTRELL, Newsletter; BECKY LIGHT-FOOT, Healdsburg, membership.

ANITA and JACK WOREL visited the Peach Festival in Modesto and reported they came home with plenty of peaches given to them.

PHYLLIS CANTRELL, who is an instructor out of Sonoma County Airport and Coddington Airport in Santa Rosa, is teaching her children to fly in their Taylorcraft. SANDY, who is eighteen, has soloed — July 26 — and has been practicing about every day, getting ready for cross-country trips. RONNIE, who is sixteen, has soloed and is planning a cross-country trip to Orange County Airport in Los Angeles area, visiting relatives, then will go on to San Diego, then home. The enthusiasm of the young is very stimulating.

HAZEL BERTAGNA and daughter, GINIA, drove us to the evening meeting in Santa Rosa. HAZEL doesn't get to all of our gatherings and we sure do miss her and her humor. If it hadn't been for her interest in me, I might never have become a Ninety-Nine.

Since this will be my last newsletter, I will give my place to PHYLLIS CANTRELL, who I am sure will do a wonderful job and you will all enjoy get-

ting to know her better through these articles.

We will all be planning on seeing you in Salt Lake City in September, God willing.

SACRAMENTO VALLEY CHAPTER

Florence G. Breen, Reporter

It was unusual to hold a meeting in July, but because there were several things of importance that needed to be taken care of, and everyone was anxious to hear ESTHER PHIPPS and daughter JUDY LAGOMARSINO tell about the Powder Puff Derby, eighteen members and six visitors were at your newsletter writer's home. There were many "oh's" and "ah's" and even laughs as ESTHER and JUDY related their experiences in the race. There were even some that were already making plans to run next year's race.

With the lovely flying weather that we are at last having, seems as though everyone is taking a vacation. RUTH WAGNER and family are vacationing in Carmel, Calif. ESTHER PHIPPS and her doctor husband are going to Canada for both fishing and hunting. There must be something extra special about Vancouver Island, as I hear that both JOYCE EVANS and family and LILLIAN and DAVE are winging that way. ELAINE LANCASTER just returned from a nice visit with relatives in Texas. LARUE BROWN and 49½'er went to Yellowstone and came back with the report that the fishing was excellent. Believe it or not, but JUNE DEVINE and JIM rented a camper so that they could do nothing but stop at inviting places to fish. But the next day after returning from the camper trip, JUNE was back in the Bonanza.

Ladybugs were slow getting started to fly this year. Mostly because of vacations and illness. But the past month they have gotten together and flew to such places as Mendicino County, Willets airport, down to Rio Vista to celebrate LARUE BROWN's birthday and into Santa Rosa to have a surprise lunch and birthday cake for JUNE DEVINE. Our next fly-in is planned to go into Palo Alto. Understand there has been an interesting restaurant opened.

JUNE and JIM DEVINE will represent Sacramento Valley Chapter when Monterey pilots are given their charter to become a Ninety-Nine Chapter. Welcome to each and everyone of the new pilots. Wish more of our members could be there on August 14th, but previous commitments are keeping them away. Hope to meet and become bet-

ter acquainted with our new fellow members.

Everyone is looking forward to a swim party, pot luck supper and a business meeting after eating, at CLAIRE RALEY's home on the 18th of August. Until then —

SAN DIEGO CHAPTER

Betty Wharton, Reporter

(filling in for Ruth Ebey)

Well, that beautiful flying summer that Ruth talked about last time is nearing fall and even better flying weather in the southwest. I'm filling in for RUTH, as she and 49½'er are on vacation in their newly re-built and re-stored Aeronca Chief (painted 99 blue and white incidentally). They will visit friends and relatives in Ontario, Torrence and Lompoc.

Naturally we have had detailed reports from TERRY VASQUES, RUBY KEAVENY, DOTTY KLOTZ and MARION BANKS about the Powder Puff Derby, and from BETTY GILLIES and LOIS BARTLING, who joined them at

We are losing a very active member, however. JERRY VICKERS is moving to Van Nuys. Come back and visit, JERRY . . . Van Nuys is not very far away!

Last month RUBY KEAVENY and BETTY GILLIES flew to Monterey, Calif., to attend the formal presentation of the Chapter Charter to the new chapter there. Sixteen brand new 99s! Lots of good luck gals!

More wandering members are GERTRUDE LOCKWOOD, who will tour Europe, Cairo, Tunisia, Morocco, etc. Oh! How I envy her! And LOIS BARTLING and THELMA BISHOP and her sister are going on the AWTour, sponsored by the Tucson chapter on Aug. 20, 21, 22, and 23. These gals and their fabulous vacations! Ain't flying wonderful?

SAN GABRIEL VALLEY CHAPTER

Rose Ann Ford, Reporter

JUNE and JOHN DENNEY and their three children took a Debonaire from Skyroamers and made a tour of the "Mother Lode" country. They stopped at many little airports from Columbia to Oroville and visited the new dam site. The airports were good and accommodations easy to find. JUNE reports that many old mines and buildings are left from the 49'er days and they went panning for gold. But alas, only found the fool's kind.

NATE and NORMA WILCOX have been commuting week-ends to Santa Cruz. NATE has been helping rewire and refurbish their daughter's new home. They have also made three trips to Lakeview, Oregon, to visit with Norma's mother, and in their spare time (?) visit their grandchildren.

BETTY and ARNOLD HUMBLE (and we are happy to have BETTY back in the fold) and two children flew a Sky-lane to Carlsbad Caverns, Albuquerque, Mesa Verde National Park, and Durango, Colorado. Then the family took the narrow gauge train from Durango to Silverton, then on to Monument Valley and Grand Canyon. Words of a perfect vacation.

We now have our very own Chapter Newsletter, AIR SCOOP, by name. Name courtesy or imagination of ISABEL OWEN, and sent forth by our Chairman, SHIRLEY GILMORE, and a delight to receive each month.

Our winging Offspring: HARRYETTE BARKER's daughter SUSAN, age 17, has passed her private written exam—and without using a computer! SUSAN soloed sometime ago, and is working

Renew! Renew!

**WHO?
YOU!**

Deadline

Sept. 30, 1965

the convention in Chattanooga.

On July 28, members of our chapter were invited to a Pot Luck dinner, hosted by the El Cajon Valley Chapter, to recognize our girls who helped with the P.P.D. start. Eight of us attended, and as usual enjoyed a delicious dinner, lots of friendship, and treated to movies of the Derby start by IDA GAY's 49½'er.

Look out DOTTIE DAUB . . . companying coming . . . LYNN BRIGGS and BARBARA ROBILLIARD are air-lining to Seattle this month. Say hello to DOTTIE for all of us, girls. BARBARA is one of our newest members, joined this month by MARGARET GOODRICH, SYLVIA COLTON and EVELYN TRIMBLE. That makes five new members in the last two months! Our membership chairman is on the ball.

on her x-countries. BOBBY BACKWOOD's son Steve, a San Jose State College student, also recently soloed and in less than ten hours. STEVE has been working at San Jose this summer as an A & E mechanic. Congratulations to both.

ISABEL and NOEL OWEN completed a successful and enjoyable trip to Calgary in June . . . The WEGENERS drove to the Colorado River, but had a delightful time with JOHN and MARILYN NORTON at their trailer. Now VIRGINIA and JACK are in the market for a trailer . . . The SUGDENS vacationed in Hawaii for three weeks in July . . . The GILMORES and GEDDES joined the Sky-Larks and OCAA for a week-end at Siegler Springs near Clear Lake . . . We miss our vivacious member, NANCY EPPARD, who has moved to the Colorado River, but hope she will return before too many moons.

Our Powder Puffers, SHIRLEY GILMORE and DOROTHY GEDDES; VIRGINIA WEGENER and HARRYETTE BARKER; VIRGINIA GRAHAM and VIRGINIA HALL, back from the race, full of stories to make us stay-at-homes envious. VIRGINIA and HARRYETTE had some trouble, so near and yet so far, at Chattanooga. But we are glad they are home safe and sound. They also enjoyed seeing JANE LAMAR again. She is now living in Virginia. Her co-pilot, JULIE SHORT of Riverside has attended several of our meetings and plans to come more.

RUTH EHR and reporter have nothing to say—because they didn't get to go to Wisconsin and pick up the Citabria for K-V Flying Club.

(Reporter's note — Much of this information has been "swiped" from the Air Scoop.)

TUCSON CHAPTER **Maggie Schock, Reporter**

Summer in Tucson is almost over and, as we have done for the past three years, our chapter takes off the last of August on our AWTour. MEG GUGGOIZ is alerted in Santa Fe and we will all descend on her for the two days of August 20th and 21st; then, off to Flagstaff for Sunday with the Northern Arizona Chapter and home on Monday. The Flagstaff girls have promised us there will be two gliders on the field we can rent—with pilot—and the Ski Tow is operating as usual. Who can forget that hilarious trip two years ago when it rained, snowed and blew

all the way up the tow and down again? The view was well worth the discomfort; really spectacular. It is relaxing just to sit there and enjoy the scenery from so high without trying to see everything on both sides of the cockpit, keep the wing level, the nose down (or up!), air speed constant — not to close to the mountains, now; WATCH THAT JET! — and at last, "Okay. You look and I'll fly." Most of the chapter, as well as several 49½ers, are planning on going this year, including FRANCES FRANCIS, who has just moved to Nogales. SHE and ROD are looking for a permanent home there and so we will see her only about once a month at meetings.

FRANCES has been our Chairman this last year and probably wrote more letters than any officer before or since. She had a busy year with our regular activities and a few little extras like Wright Brothers Day and the Southwest Sectional thrown in. It was all handled smoothly and, if you will pardon the expression, lucratively. Our Penny-A-Pound was a real success and the prizes she got donated for the Sec-

DON'T DELAY

**You'll Be Sorry. Your
Name Won't Appear
In The Directory!**

**And worse still, it costs
you money to reinstate.**

**Deadline
Sept. 30, 1965**

tional poured in in an unending stream. We even have some left over for the AWTour! Maybe she should write a book, "How to get donations without half trying." I'll amend that. ". . . with LOTS of trying." You worked hard, FRANCES, and we will miss you next year. Come back and see us as often as you can.

Have you ever been into Palomar Airport in Southern California? Take the 120 degree radial out of Oceanside Omni for nine miles and you are right there. It has paving, Unicom and MARY PIERSON. MARY was a charter member of our Tucson Chapter when it was formed in 1951 and on moving to California somehow dropped her 99 membership. She operates one of the nicest flying schools I've seen in a long

time. It's a real pleasure to enter a clean, handsome lounge with corner fireplace, gold carpeting and black leather sofas. She had an extra instructor to help with the many students; but flies most of them herself. Husband BRAD helps, too, when he isn't off flying that beautiful Sky Knight in his job as Executive Pilot for a real estate developer in the area. They have worked very hard to build their operation into a first class school—and have truly succeeded. Now all we need is to get MARY back in the 99s. BETTY GILLIES hangars her Baron at Palomar, and after this gentle nudging, I'm expecting to hear she has brought MARY back into the fold. Drop into Palomar and just say "Hello" to MARY sometime. She has the happiest smile I've ever seen. Makes you glad you came by.

Have recently learned that BYRD GRANGER had joined BEA EDGERLY in the ranks of those included in "Who's Who of American Women." A very high honor indeed. We are truly proud of you both.

BEA is almost finished with her book on Women in Aviation and will let us tell more about it upon publication. It has been several years in preparation with countless hours of research. Authentic to the last detail.

Our new officers for 1965-1966 will be elected in September, so this is my last column. I've enjoyed doing it. I am vain enough to like seeing my writing in print and ham enough to add a few personal comments now and then. Not too many I hope; but like most 99s, I feel very strongly about our organization and its image. I am proud to be a member and corny enough to say so.

UTAH CHAPTER **Lucile Christopherson, Reporter**

This summer has been a busy one for the girls of the Utah Chapter. Our summer has been very cool until the past week. The latter part of August we usually get thundershowers that bring an end to the extensive heat.

MAXINE NIELSON and ALBERTA NICHOLSON were able to participate in the National AWTAR during the early part of July. They had a wonderful trip and thoroughly enjoyed the convention. The return trip home was delightful but uneventful.

NANCY REULING, who also flew in the AWTAR, but as a solo, returned home with a Ninety-Nine member from

Sidney Australia: BEVERLY SHAW. BEVERLY enjoyed her stay in Salt Lake City and participated with us in our monthly meeting. She had been teaching in Jamaica but decided hurriedly to attend the convention and there met NANCY.

July 21st we met at the home of PAT PANOS for our regular business meeting. At this reunion our plans were firmed-up for the forthcoming Sectional Convention to be held in Salt Lake on September 23, 24, 25 and 26. We think we have an interesting program outlined for the group and some surprise features which will be interesting to those who attend. The following members were present: JANE ANDREASON, LYLE BECKSTRAND, LOUISE ANDERSON, LUCILE CHRISTOPHERSON, CARYL KNOWLTON, MARJORIE MACKEY, ALBERTA NICHOLSON, LOUISE MORRISON, MAXINE NIELSON, MARJORIE PETERSON, PAT PANOS, VIRGINIA LAVIN, RUTH WALKER and our guest from Australia, BEVERLY SHAW.

It was delightful to have for the first time our new member from Gunnison, Utah, MARJORIE PETERSON. She and her husband operate a series of Lumber Companies in the surrounding towns of Delta, Milford, Cedar City and Gunnison. MARJORIE has about 250 hours tucked away in her logbook and plans additional time in the managing of their various stores. This past spring she, along with her husband, enjoyed a delightful trip into the Scandinavian countries.

In this Newsletter we have usually mentioned the gals, but KEITH ANDERSON, the husband of LOUISE ANDERSON, wants all to know that he flies and participates with his wife occasionally and feels that he also should get some recognition. They recently had a delightful flight into the Jackson Hole area.

LYLE BECKSTRAND and her family have had several occasions to fly into the Flaming Gorge and Bear Lake areas this past summer.

Of interest to our local chapter, and others as well, is the completion of SALLY WELL's Flight Instructor rating. SALLY helps her husband operate the Cedar City Airport and has done some of the charter flights with passengers, but now can help in the training of students. If you are in that vicinity stop and see, for she more or less

keeps that part of the state active in flying.

LOUISE MORRISON's family enjoyed a summer trip to Tucson Arizona, enjoying such additional places of interest as eastern Utah's monument valley, Arches and Grand Canyon.

There will be a vacancy of a friendship long established on Salt Lake Municipal Airport (Thompson Flying Service) when JANE ANDREASON quits her job which she has held for many, many years. At present she is in charge of Parts Purchasing and distribution.

CARYL KNOWLTON had a successful forced landing at Winnemucca a few weeks back due to strong gusty winds in the area caused by a front.

VIRGINIA R. LAVIN has done only local flying the past few months since her marriage. Her husband has had a series of operations on his leg which has kept him under the weather for several months. We sincerely hope things will be looking up and be on the brighter side from here on out.

They say contentment is a gift so rare that only a few possess it and that it can be purchased only by the art of giving or lifting!

See you next month.



(ED. NOTE: Thanks to RUTH DEERMAN for forwarding this letter and picture)

Dear Ruth,

Thank you so much for your letter of welcome to me as a member of Ninety-Nines. I am thrilled to belong and proudly wear my gold badge. Although geographically remote, the Newsletter gives me a close feeling and we nine members in Sydney see one another often.

Recently, nine of us, all active flying members of A.W.P.A. flew to Griffith, situated 400 miles west of Sydney with a population of 30,000. MARGARET KENTLEY, LYNETTE CLANCY and myself each logged three hours' flying time on the trip, which was one of the most enjoyable we've had.



Australian 99 Rosemary Arnold in the Chipmunk she flies for aerobatic practice.

I received news of the 99 convention from a very excited friend, BEVERLY SHAW, who had the marvelous opportunity of attending as our Australian delegate.

Two members are to be married — LYN CLANCY on 28th of August, and DIANA TREATT on 15th of September.

This year I'm aiming high, and am 50 hours along on 80-hour-program I've set myself, in which time my hope is to become proficient enough in aerobatics in a Chipmunk, to be chosen for our Aero Club's 4-man Aerobatic Team. Only one other woman pilot has previously made it, and that was 99 DR. DOROTHY RUTHERFORD a few years ago. I'm really sticking my chin out with this ambition for the four male aces on the team have been at it for years, while my flying experience is a mere 200 hours over a three-year period. Meanwhile, I'm pressing on with my Commercial License studies, but am kept busy coping with a household of four youngsters, aged between 11 and 4.

Streamer Strafing is also included in our Aerobatic Competitions, and is a lot of fun. We throw out a streamer (toilet roll) during the climb in a loop, then cut it several times. Am enclosing a photograph (not a glamour shot!) taken of me last month going out for practice. I carry my six rolls of Sor-bent zippered up in my parka, so that they don't fly around the cockpit. One week I cut up 24 "streamers."

Yours sincerely,
ROSEMARY E. ARNOLD

BRITISH SECTION

Janet Ferguson, Reporter

This is the first report I have been able to send in from a fully-approved, legally accepted, complete-with-Charter British Section. We are all very happy to have been awarded our Charter at the Convention and it was particularly nice that SHEILA, who has worked so hard for us the past year, was on hand to accept the Charter on our behalf.

Most of the Section are so busy flying that there have been no meetings since our last report, and not too much news either.

SHEILA is not long back from the U.S., where in addition to attending the Convention, she re-visited the Flying W Ranch among other places and saw a lot of her old friends.

YVONNE POPE was flown to Munich in an Aero Commander on July 29th to receive her award from the IAOPA General Assembly. As reported in an earlier newsletter, this is the IAOPA European Conference Meritorious Award for outstanding service to general aviation by an air traffic controller, and YVONNE won it for her work as a controller at Gatwick Airport near London.

CLAIRE ROBERTS is taking advantage of the comparatively good flying weather to get all the work she can in the Dragon and has recently been based in Blackpool for pleasure flying and other commitments.

ELIZABETH OVERBURY, BERYL SANDERS, and, of course, YVONNE are all in the throes of the airlines' busy season and flying hard.

GILLIAN CAZALET has been away from work for a couple of weeks with flu, followed by disc trouble with her back. Until then she had been flying all over the British Isles survey flying with the Rapide when the weather permitted—there's been far too much cloud cover for survey photography this summer.

BETTY and ERNIE CONES are settled into their new house just next to the New Forest and it is a most charming place—their own design, open-plan style, which is still quite rare in this country. ERNIE is well established in his new job with Kollsman Instruments

at Southampton Airport—a 40-minute commute in his Volkswagen.

I'm also based at Southampton Airport temporarily, doing some survey flying for a small Aerial Survey company, but, like GILLIAN, very baulked by the weather.

Now for an exciting piece of news. WHITNEY STRAIGHT, a very well known figure in British aviation, has most graciously donated an award to the British Section to be won yearly by any British Ninety-Nine, or a European Member-at-Large (until such time as the European Section is formed independently), providing she has done something outstanding in active aviation. MR. STRAIGHT has done many great things for aviation and was a member of our own Amelia Earhart Selection Committee, and we are extremely grateful to him for his generosity in providing this award. The first one will be presented at the annual 'Thanksgiving Eve Party' on November 24th.

Finally, a note from BETTY CONES (for which many thanks, BETTY):

What Are You Waiting For? Come On . . . Join The Race Michigan Small Race Grand Haven, Michigan October 1, 2 & 3

"Many congratulations to our Vice-Governor and Newsletter Reporter, JANET FERGUSON, for winning one of the three Amelia Earhart Scholarships this year. We are all very proud of JANET for being chosen, and know she has well and truly earned this distinction through all her efforts in the flying field . . . it's nice for us, too, that JANET is a Founder Member of the British Section, for we are all 'put on the map' a little more because of her."

SPECIAL FEATURES

WORLD GLIDING CHAMPIONSHIPS

By Maryann Shelley Jessup
Washington, D. C. Chapter

Around the time the Ninety-Nines in the United States were competing in the AWTAR, soaring pilots from 28 nations were vying for records in the World Gliding Championships at South Cerny, England. Brilliantly directed by Mrs. Ann Welch—the first time a woman has held that position—the contests brought together soaring enthusiasts from many other countries as well, among them many women pilots who assumed active roles in all the many operations except the competitions. As observers, marshals, ground crew, they worked

arduously and graciously, others filled the needs of press, hospitality, and conveniences. Rika Harwood, assistant editor and production manager of "Sailplane and Gliding," organ of the British Gliding Association, also performed duties as ground crew and timekeeper. Mrs. Chris Lannig, mother of five children, worked on publicity. Every one of the Lannig family, all seven, soars.

At the four day meeting of OSTIV (Organization Scientifique et Techniques du Vol a Voile), Betsy Woodward of the U.S.A., holder of the feminine single-place sailplane world record for absolute altitude (39,993 feet—which still stands), contributed brilliantly not only to the theoretical discussion on meteorology but also presented a paper of considerable scientific worth on 'Flight Measurements of Isolated Thermals'. Currently, Betsy is engaged in pollution studies of the air of New York City. Brenda Horsefield, scientific editor of the British Broadcasting Corporation, another OSTIV attendee, is both glider and tow pilot. She participated in the OSTIV discussions to gather material for her forthcoming BBC series on meteorology. A new soaring pilot, Mable Ritchie of Dumfries, Scotland, glides at Portmoak, north of Edinburgh, where "ironing" the ridges is a constant delight and wave soaring a frequent opportunity for duration and altitude badges. At Portmoak the Scottish Soaring Society has built a clubhouse with restaurant and housing facilities. Here, the Education Department of County Firth has contributed a Capstan training glider for the high school children to use.

Other women attending the meet at South Cerny who have distinguished soaring records are: Mrs. Joan Price who in 1937 was one of the three women contestants at the Wasser Kuppe; Ann Burns of Kimberly, South Africa, who holds three out of eight established feminine world records for soaring; Miss Hannah Reitsch, who flew both in the Wasser Kuppe and in Spain in 1952, who also so intrigued Hitler with her skill that he selected her to fly him; the tall magnificent president of the Soviet gliding association and wartime transport commander, Margarita Radsinskia of the U.S.S.R.; and Denise Crouette of France, a physicist in the Direction Meteorologique, who also wears her wings.

This is the story of women pilots at the South Cerny meet who, though not Ninety-nines, have coupled their love and devotion to the disciplines of flying and soaring with a dedication to knowledge and betterment of life. In so doing, they are fulfilling the ideals of the Ninety-Nines.

TO VALPARAISO, CHILI VIA CHEROKEE 235 By Jeanne McElhatton

Dear Ninety-Nines:

After many months of preparation and long contemplation of a promise made two years previously we were finally on the first step of a trip to Valparaiso, Chili, in our "Happy Wanderer" (Cherokee 235). Dave and I left Oakland Airport at 11:27 on March 13 for 29 days of flying, sightseeing and visiting with our wonderful friends, Mayetta and Bill Behringer. We headed for the Mexican border and got through all the formalities of customs and immigration so we could leave early the next morning. In Mexico and Central and South America single engine aircraft must always be on flight plan and must be on the ground at sunset. We were planning to fly the early part of the day and do some sightseeing at our overnight stops each afternoon and evening. We got up at dawn to clear skies and headed down the coast which was to be a companion for most of our 15,000 miles. There was a beautiful variety of color in the water to our right and very barren desert on our left. Mazatlan was our next overnight stop. It is a very picturesque city and we enjoyed the beach as well. We were treated to one of the most colorful sunsets as we were walking along the beach. We stopped next day at Amulco where a new jet runway is under

construction. The refueling process is a great contrast to the idea of jets. We had our first experience of fueling from drums. Next day we left Mexico via Tapachula and we were really feeling the humidity of the tropics. As we were unable to contact Guatemala radio we went out to sea about 10 miles and paralleled the coast. The revolutionary uprising had started again a few days before our departure, so we were being quite cautious about overflying Guatemala. We finally sighted the point of land which indicated we were approaching the El Salvador border. Thanks to the great range of our "Happy Wanderer" we were able to continue non-stop to Managua, Nicaragua. We discovered that our boys were right! Terry and Rusty (10 and 9 years) had told us we would fly over the only lake in the world which had sharks. We questioned them about sharks in fresh water, etc., but they were quite insistent. Now we found that they were quite correct and wrote a hurried apology. This is the same lake which has an active volcano island in its center. In fact this is the volcano center of Central America. Many of them have deep blue or green lakes in their now dormant craters. Managua is very humid so we enjoyed a swim at our hotel, the Lido Palace. After dinner we met with Senor and Senora Umberto Sanchez. Senor Sanchez is with the Aviacion Administracion and we had been asked by his nephew in Oakland to contact him. It was our pleasure to do so as we had a most enjoyable conversation about aviation in Nicaragua and the great strides which are being taken to modernize all phases of general and commercial aviation and the plans for a new jet airport.

Our next stop was Tocumen Airport, Panama. On this leg we had our first bout with weather. There was a heavy haze which we later found was from the burning off the fields after the harvesting of crops. We were unable to contact Panama for a report, but the haze seemed to join with a stratus layer ahead so we let down through a big hole and leveled off 2000 feet over the water. We finally got Panama radio and they were giving 2500 broken, but we couldn't see any breaks and were glad we had let down when we did. We had a lot of static in our tower communication, Dave had borrowed a good headset from the station and though we seldom needed it, it was a boon at this landing. We got a straight in approach and landed very long on this jet size runway. This was the second place we needed the Declaration and Agriculture forms AOPA had sent us; five at Managua and eight at Panama. Bill Behringer had sent us a sample so we could fill in most of it ahead of time. I will never forget the Spanish phrase explaining that we had sprayed the plane before landing, and that we had no disease on board. We must have written those words 90 times before we got home. The assistant airport manager greeted us and escorted us through all the customs and immigration procedures. He seemed very impressed on hearing of our destination and was quick to suggest getting an early start because of the haze and smog from the burning fields.

This was one of our most fascinating stops. We had planned to stay over a day and tour the canal, so we caught a train early next morning and rode from Panama City through the jungle with glimpses of the canal to the Atlantic side and the city of Colon. We saw the old fort which once guarded the entrance to the canal, the great contrast of wealth and poverty, and the difference in living quarters, landscaping and general way of life once we had crossed into "the zone". We were most surprised at the lack of any security coming and going from the zone, although there was a simple inspection at the entrance to the locks. The Gatun Locks on the Atlantic side raise or lower a ship 80 feet in three stages. A ship's passage is quite a sight, especially considering the equipment in use today is the same as when the canal began operation

over 50 years ago. We saw a British ship put through the locks. Then were on hand for the tandem passage of a German banana boat and a Japanese tuna boat as they were elevated to the man made lake which actually forms the waterway to the Pacific side. The great rainfall in the area is what makes the canal possible. For there are no pumps to move the water through the locks, the level is changed by gravity alone. Consequently 52 million gallons of water stored in the lake are used (let out to sea) with the passage of every ship. The huge gates of the locks, weighing many tons, are moved by only 40 horsepower engines, a feat of balance which amazes engineers today. You can tell we were just a bit impressed ourselves. The rest of our day was spent returning to Panama City and touring the old city and the Miraflores and Pedro Miguel Locks of the Pacific side of the canal.

To Be Continued

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