

JANUARY, 1966

# *Ninety-Nine News*





JANUARY, 1966

Official Publication of  
THE NINETY - NINES, Inc.  
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**DEADLINE FOR NEWS—**

The 20th of the Month

Send Copy To:

Dottie Young, Editor  
6512 N. W. 20th St. Dr.  
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## President's Column

This is the time of the year that we are so busy trying not to be busy, that it is almost impossible to get anything done!!

I hope all of you had a very HAPPY HOLIDAY and that you are all set for the New Year. I want to thank you for the lovely Christmas cards and especially for the personal notes enclosed. I appreciate them all.

We are happy to welcome two more Chapters to our organization. Columbia Cascade Chapter in the Northwest Section, and the Florida Space Port Chapter in the Southeast Section. We wish them every success in the coming year.

On December 14th, 1965, the Harmon Trophy was presented, posthumously, to Joan Merriam Smith. Representing the Ninety-Nines at the presentation were Jo Eddleman, Chairman, Washington, D.C. Chapter; Fay Gillis Wells, Vice-Governor, Middle East Section; Virginia Thompson, Chairman, Resolutions Committee.

I was so pleased to be able to take Gene Nora and Bob Jessen to the Phoenix Chapter Christmas party. They were here on an assignment for Beech so we enjoyed their company, too.

Peggy Borek, a most enthusiastic Ninety-Nine from the Eastern Pennsylvania Chapter, has entered the Convent of St. Cathrine de Ricci and would be very happy to hear from those of you who would like to write. Her address is:

Miss Margaret M. Borek  
Dominican Novitiate  
Ashbourne Rd. & Juniper Ave.  
Philadelphia, Pennsylvania 19117

Now that the 'rushtime' is over, perhaps we can get back to leveling out our 'flight 99' and concentrate on some of our flight duties . . . resolutions, nominations and reports. Be sure you don't miss the opportunity to have a voice in the workings of The Ninety-Nines. We shall be expecting to hear from you.

Sincerely,  
Alice Roberts

## COMMITTEE REPORTS

### PUBLIC RELATIONS

#### Gene Nora Jessen, Chairman

Each Chapter Chairman has received an extensive questionnaire surveying the vocations of the membership. Some Chairmen have, in turn, conducted their own surveys to be consolidated into a report for return to the National Public Relations Chairman. Others in smaller Chapters have been able to complete the form with just a few phone calls. However, how it is done is not important; results are what count.

To implement a good public relations program, an initial introduction to our membership is called for. Only through a complete central file can we know what kind of ratings, honors, and professions are included among our membership. You and I know what interesting people 99s are, and though we don't want to get a paper mill going, biographies in one central file can make our interesting 99s known to all.

One Chapter, Sacramento Valley, has an excellent project completed. They have collected a resume and photo of each member and made up an album

all about their members. What a wonderful way for the new members to get acquainted and for the old ones to dig out facts about each other that had been hidden in modesty. How about giving this good idea a try in your Chapter? Obviously this project will take a tremendous amount of work, dedication, and follow through. Another Chapter, Greater New York, keeps a card file on their membership. The purpose of the 99s reads "to provide a close relationship among pilots and to unite them in any movement that may be for their benefit or for that of aviation in general". What better way to further that purpose than to acquaint folks with our interesting membership. But first we must know you.

The survey deadline has passed but that's not important, get them in as soon as you can. Some of you have done a wonderful job at a busy time in tracking down the facts. For those I've not heard from, you're leaving a gaping hole. If Fido chewed up the form or it got stashed with the summer clothes, drop me a line and I'll

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**MEET OUR INDIA MEMBERS — Left to right: RABIA SADIG FUTEHALLY, CLARA ALDRICH (San Diego Chapter), CHANDA SAWANT and MOHINI K. SHROFF.**

## MEMBERS-AT-LARGE

### ABOUT OUR NEW MEMBERS IN INDIA

By Dottie Sanders

Through the combined efforts of ISABELLE McCRAE, El Cajon Valley Chapter, who made the initial contact on her round-the-world cruise with the University of Seven Seas in 1965, and CLARA ALDRICH, San Diego Chapter member, now stationed in Bombay, India, with 49½er LEON as Project Engineer for Bechtel India, Ltd., The Ninety-Nines are fortunate to have gained three new Members-at-Large there. They were sponsored by the El Cajon Valley Chapter.

We are proud of these new members and in an effort to better acquaint you with them, a little history about each is given below in the order in which they appear in the picture.

RABIA SADIG FUTEHALLY is married to SADIG FUTEHALLY, and they have two children. Her hobbies are flying and dancing. She is a housewife and she majored in Intermediate Science with Mathematics. She has 31 hours of pilot-in-command with more than six hours instrument time.

CHANDA SAWANT is the wife of SHARAD SAWANT and is Publicity Officer by occupation. Her hobbies are

swimming, riding and Indian dancing. She majored in Intermediate Arts at the Bombay University. She has 103 pilot-in-command hours with six hours instrument time.

Miss MOHINI K. SHROFF has passed Intermediate Arts from Bombay

University, and her hobbies are hockey, athletics and badminton. She has 52 pilot-in-command hours with five hours instrument time. Her occupation is Serving.

All hold Private Certificates and are members of the Bombay Flying Club, Bombay, India.

CHANDA reports that India has about 50 lady pilots, some of whom are not active in the sense that their flying licenses have expired and not been renewed. With the impetus now being provided by the presence of MRS. ALDRICH, it is proposed to get detailed information about lady pilots from all the flying clubs in the country and enroll them as members of The Ninety-Nines and also encourage other women to take to flying as a hobby. The valuable experience which MRS. ALDRICH brings as a flyer with 1000 flying hours to her credit and with her participation in three air races should go a long way in providing the proper guide lines for the promotion of aviation among Indian women.

CHANDA further states, "I very much appreciate the cooperation of the El Cajon Valley Chapter in not only sponsoring the first three of the Indian members but, also, their generous offer to sponsor two more Indian members so as to enable us to form a Section.

"As India is a vast country, it was certainly a job getting to have all the women pilots to know about the activities of the 99s. I, therefore, thought it fit to organize a Press Conference in this important city of India, with CLARA ALDRICH as the chief guest, so as to achieve as much publicity for the 99s as possible. Practically all the important newspapers were represented at the conference, while photographs and write-ups about the beginnings of the Indian Section of the 99s have appeared in daily, weekly and monthly journals all over the country. The resulting response has been heartening and I am receiving requests for information about the activities of the 99s."

The press conference was held at the internationally famous Taj Mahal Hotel in Bombay.

In her letter to ISABELLE McCRAE, CHANDA further states, "I am sure you will be pleased to know that it shall be the constant endeavor of the Indian Section to keep pace with you: maybe we are inspired by your support and guidance."

WELCOME INDIAN NINETY-NINES!!

### Coming Events

April 14, 15, 16, 1966  
SOUTHWEST SECTION  
SPRING MEETING  
Las Vegas, Nevada

May 20, 1966  
SOUTH CENTRAL SECTION  
SPRING MEETING  
Denver, Colo.

June 28, 1966  
AWTAR Impound

June 30, 1966  
INTERNATIONAL CONVENTION  
Seattle, Washington

July 2-5, 1966  
AWTAR  
Seattle, Wash. to Clearwater, Fla.

## COMMITTEE REPORTS

Continued from Page 2

send you a copy. Let's shoot for nothing less than 100% return!

### SCRAPBOOK

Charlotte S. Dodson, Chairman

A suggestion for a New Years resolution for all 99s.

Section meetings are past history now—but—did you gather your publicity clippings and send them in for the Scrapbook??

Each member should resolve that she will clip any article she might see pertaining to the 99s and their activities. Get the article to your Scrapbook Chairman. She needs at least four copies. One copy is for your Chapter Scrapbook, one for Section, one for International and one for the International President. When each member cuts out anything she reads, it will be simple to get four copies. It is better to have too many than not enough.

You did very well last year and it will be a challenge to equal or surpass the good job you did.

There are many Chapters that are not represented this year. Let's change that.

For a start — would each Chapter Chairman and Section Governor please send me the name of her Scrapbook Chairman? I would appreciate it.

Be sure to give the date and source of the material you send.

May the New Year have many happy hours of flying and vast amounts of good publicity.

### RESOLUTIONS

A letter was sent recently to all Governors, Chapter Chairmen and Executive Board Members requesting that all Ninety-Nine members study the revised Constitution and Bylaws as printed in the 1965-66 Directory and that copies of proposed amendments be sent to all three members of the Resolutions Committee, postmarked not later than Feb. 15, 1966.

Your resolutions should cite the specific article, section, page, and wording of the Constitution or Bylaws to be amended. Suggestions for changes in policy or practices of The Ninety-Nines may also be submitted. Each proposal must be accompanied by an explanation and the reasons for the change, not exceeding two hundred words.

Since the Convention is early this

## AWTAR Powder Puff Derby

### GENERAL INFORMATION — 1966 AWTAR

PRIZE MONEY . . . To first five places — \$3,000.

STARTING POINT . . . King County Airport, Boeing Field, Seattle, Washington.

Co-sponsors . . . Seattle Unit of AOPA and Western Washington Chapter 99s.

TERMINUS POINT . . . Clearwater Air Park, Clearwater, Florida.

Co-sponsors . . . Greater Clearwater Chamber of Commerce and Florida Suncoast Chapter 99s.

DATES . . . Impound Deadline — 1700 PST — June 28, 1966

Take-off — 0800 PST — July 2, 1966

Deadline to Finish — Sunset EST — July 5, 1966

### DESIGNATED AIRPORTS ON THE RACE ROUTE:

### MILES

Nautical Statute

|  |          |          |
|--|----------|----------|
| 1. King County Airport, Boeing Field, Seattle, Wash.     |          |          |
| 2. Pendleton Municipal Airport, Pendleton, Ore.          | 180.39   | 207.59   |
| 3. Boise Air Terminal, Boise, Idaho                      | 169.99   | 195.62   |
| 4. Pocatello Municipal Airport, Pocatello, Idaho         | 163.72   | 188.41   |
| 5. Thomas Berta Municipal Airport, Rock Springs, Wyo.    | 175.80   | 202.31   |
| 6. Cheyenne Municipal Airport, Cheyenne, Wyo.            | 193.95   | 223.19   |
| 7. Kearney Municipal Airport, Kearney, Nebr.             | 264.81   | 304.74   |
| 8. Fairfax Municipal Airport, Kansas City, Kans.         | 223.82   | 257.57   |
| 9. Cape Girardeau Municipal Airport, Cape Girardeau, Mo. | 264.26   | 304.10   |
| 10. Lovell Field, Chattanooga, Tenn.                     | 249.46   | 287.08   |
| MUST STOP—11. Bush Field, Augusta, Ga.                   | 189.59   | 218.17   |
| 12. Lake City Municipal Airport, Lake City, Fla.         | 194.12   | 223.39   |
| 13. Clearwater Beach Finish, Pier 60, Clearwater, Fla.   | 133.39   | 153.50   |
| Land at Clearwater Air Park, Clearwater, Fla.            |          |          |
| TOTAL ROUTE MILEAGE                                      | 2,403.30 | 2,765.67 |

### SPECIAL INSTRUCTIONS TO CONTESTANTS:

1. Application for entry and information kit available from All Women Transcontinental Air Race, Inc., Teterboro Airport, Teterboro, New Jersey 07608, for 50c. Entry Fee — \$75.00 for members of The Ninety-Nines, Inc., and \$100 for non-members. ENTRIES MUST BE POSTMARKED NO EARLIER THAN APRIL 15, 1966, AND NO LATER THAN JUNE 1, 1966. (Information Kits will be ready in February 1966.)

2. NAA SPORTING LICENSE. Mail application and fee (\$5.00) for your Annual Sporting License direct to: National Aeronautic Association, 806 15th St., N.W., Washington, D. C. 20005.

The POWDER PUFF DERBY is sanctioned by the National Aeronautic Association and conducted under Rules of the Federation Aeronautique Internationale. Endorsed by The Ninety-Nines, Inc. The name POWDER PUFF DERBY is a registered trademark.

year, the Executive Board Meeting has been moved up to the early part of March. This means that all resolutions must be collected and edited before being recommended to the Board at their spring meeting. Too, the March 20th News deadline must be met so that the membership has sufficient notice of the resolutions to be voted on at the Convention.

It would be most helpful and appreciated if you could send in your suggestions early so that your Resolutions

Committee will have sufficient time to give your ideas the consideration that they deserve.

Virginia Thompson, Chairman  
Winifred Lovelace  
Louise Bickford

### FLYING ACTIVITIES

Chapter Chairman or Flying Activities Chairmen—please send any or all flying activity information to: Mrs. Ray Grange, 4101 SW 13th, Des Moines, Iowa 50315. Deadline February 15, 1966.



# Amelia Earhart Memorial Scholarship

Deedo Heise, Chairman

To All Amelia Earhart Scholarship Section Chairmen: Please be sure that winning applications from your Section are in my hands by February 15, 1966. Take time to check and see that each one is completely and correctly filled in. Don't forget to include photograph of each applicant. We would hate to find it necessary to eliminate a good candidate simply because her application was incomplete, and I'm not just being an old fuddy duddy; it has happened.

Finally, at their Thanksgiving reception, the 99s of the British Section were able to keep 1965 winner Janet Ferguson on the ground long enough to honor her as a "scholarship girl". The party was held at the Royal Aero Club for about 200 people and quoting Governor Sheila Scott, "We did make a big poster with a picture proclaiming her

## AE Scholarship Deadline January 15th

a winner. The British Section presented her with a gold bracelet to hang her beautiful Mississippi charm on. We were fortunate in having Lady Brabazon, the widow of Lord Brabazon, ex-president of the Royal Aero Club and one of England's greatest sportsmen, particularly in the field of aviation, to present it. So the deed has been done, even if it did take me a long time." (Those of you who attended Convention in Chattanooga will remember that Janet was on a charter flight hauling blooded cattle and unable to receive her award in person when the Scholarship winners were formally announced and presented with their awards.)

Several Chapters have sent contributions to the Scholarship fund for 65-66. Be sure and include AEMS in your Budgets. All Chapter and Section donations are divided half to the current year's Award(s), half deposited in the Trust. All Memorial contributions and donations for the AE First Day Covers are deposited 100% in the Trust. All donations of any type to the fund are completely tax deductible.



**JANET FERGUSON**, a winner of a 1965 Amelia Earhart Scholarship, is presented a gold bracelet from the British Section to commemorate the occasion by **LADY BRABAZON**. (British Governor Sheila Scott, in center background, applauding presentation).

It will simplify things if any and all checks are sent directly to the Scholarship Treasurer—**Betty Gillies, P. O. Box 625 Rancho Santa Fe, California 92067** and made out to **THE AMELIA EARHART MEMORIAL SCHOLARSHIP FUND**.

Deedo Heise,  
Chairman Trustees  
**AMELIA EARHART  
MEMORIAL SCHOLARSHIP**

P.S. I'm sure that some of you are not aware that Pat Gladney, who was elected as a trustee last July, is the first Scholarship winner. Her scholarship in 1941 amounted to \$150.00. This year we plan to award two of \$700 each.

## PLAN AHEAD

### International Convention

and

### Powder Puff Derby

1966

Seattle, Wash.



## CHICAGO AREA CHAPTER

Mary R. Shumway, Reporter

Chicago Area 99s held their CHRISTMAS PARTY at Holiday Inn, Joliet, Ill., December 11th, ably chaired by DORIS MULLEN. Fun games were in progress during the cocktail hour, followed by a delicious Smorgasbord Dinner. Entertainment by a very clever comedian of Joliet kept everyone in a gay mood after dinner rounding out an evening enjoyed by all. A huge tableful of gifts for the "Goodwellow" project were donated by the 99s for the orphans and was an impressive sight.

GINNY BERWALD went to Denver recently to spend a week with HANB who is finishing 727 school for United. They were at Christmas Party and now are moving to Miami, Fla., in December. GINNY is a new 99 and will be missed by all, so here's a new member for you Floridians that we hate to lose.

IRENE GABRIEL and ADAM flew the Aztec to New York City in October to see the Worlds Fair before it closed. Spent two days in N.Y.C. then on to New Haven, Conn., for two days, then to Providence, R. I., for three days and finally a long slow instrument flight back to Chicago (she says what head winds!).

ALICE HAMMOND and JOHN flew to Newport, R. I., for Thanksgiving with daughter, BETSEY, and family. ALICE brought BETSEY and four-month-old granddaughter, HEATHER, back to Arlington Heights to visit through Christmas holidays.

BOBBIE and JOE JOHANSSON flew the Aztec to Palm Springs, Calif., for the International AeroClassic there November 11th thru 14th. IFR going out but VFR and tailwinds returning.

Another gal, MARY, and GEORGE PANCZYSZYN flew their Comanche 250 to Palm Springs, Calif., for the AeroClassic, then on to Las Vegas for a bit of fun that lasted a few extra days because of weather (no complaints!).

TRACY PILURS also went to Palm Springs, to work in the Aerobatic Club of America booth, but went the easy way — AIRLINES! Her mother, who is in her 71st year, joined her and is now a real air enthusiast.

LOUISE and RAY KOKESH, MARIE

and MIKE CRONIN, EVA and HAROLD WHITE, and MARGE and KELLY LITTLE flew to Lake Lawn for dinner with another aviation group recently.

DORIS MULLEN was invited to speak to the Science Club of Joliet Hulford Jr. High on "Weather as It Pertains to Aviation". She dealt mainly with difference between VFR and IFR flying and how frontal weather changes VFR to IFR, dangers of weather, icing and thunderstorms. Many questions were asked by students.

DORIS MULLEN accompanied officers of a company to Wilmington, Del., to pick up a new airplane. Instrument Bonanza trip both ways, and had time to have dinner in Philadelphia at Bookbinder's Restaurant.

On November 10 DORIS and DOC flew supercharged H-SO twin Bonanza to Columbus, Ohio, to a Big 10 football game, IFR with ILS approach. Soon after DORIS flew her daughter to University of Iowa campus, saw a football game and brought back MRS. MULLEN, SR. for Thanksgiving visit.

DORIS MULLEN and VIRGINIA COFFEEN flew instrument to our November meeting at Sky Harbor, 45 minutes with holding, DORIS sez "time to spare, go by air". (DORIS just flies, flies, flies and more power to her.)

NONA GUSTAFSON was happy to have SKIP back weekend of November meeting after finishing his FAA Flight Engineers written for American; he also made it home for Christmas Party but is going on to New York for more training and they soon will be moving to base at Boston.

SHARON MILLER obtained her commercial license in October and is flying sightseeing tours, demonstration rides and charter out of Roselle on weekends. During the week she is a chemistry and biology teacher at Barrington High School and has organized an after school Aviation Club and Ground School with 48 would-be pilots (high school students) as members. (That's using your talents to good advantage, keep it up, SHARON!)

RICK and DICK COOLEY have spent the past month and a half taking hunting trips up north besides a real nice trip to Casper, Wyo., in their 182. RICK and DICK are our accomplished bow and arrow hunters and have been on TV. They just lately bought a Sky-master and she says she's back as student pilot trying to get her CLT rating.

Our new prospective, KATIE BOYD, from Rockford recently informed yours

truly that she has accepted secretarial position with new Illinois Aircraft Corp. at Midway with opportunity to fly included. This terrific gal also received instrument, commercial and multi-engine ratings before taking job and changing residence and called up, before November meeting, to apologize for not making meeting as she was flying co-pilot from Midway to Indianapolis on one of two of the new Mooney Mitsubishi MU-2's. As it turned out it was an instrument flight, made a terrific short field landing, picked up little ice on way home and Katie was thrilled. This gal got ratings, new job, moved to Midway, got checked out in all the Mooneys and co-piloted MU-2 all in one week, now that must be some kind of a record! Good going, KATIE!

## GREATER KANSAS CITY CHAPTER

Joy Morrison, Reporter

MARY ANN NOAH, twice winner of the Powder Puff Derby, appeared on KCMO's 10-minute SPORTS SPOTLIGHT show. Sportscaster BRUCE RICE interviewed MARY ANN and showed film clips of her derby races.

The Greater Kansas City Chapter of 99s entertained their 49½ers, fixed base operators and guests from the FAA at their annual Christmas party.

ROBERT I. GALE, newly appointed head of the Kansas City Area Office to control Federal Aviation Agency activities in a four state area, spoke to the 99s, explaining the FAA's activities.

RUTH STAFFORD and 49½er SHELTON had the misfortune of having their home (robbed? Ed) two weeks before Christmas.

The Whatsit Race, sponsored by the Aero Club of Kansas City, drew several members of the 99s. COLEEN GORDON and her co-pilot and PEGGY WRIGHT and her 99 co-pilot placed in the top 15. Both agreed it was lots of fun but more proficiency was necessary to really master the race.

Heard at the hangar: men say women make poor pilots. Santa says ho-ho-ho.

## GREATER ST. LOUIS CHAPTER

Amy Laws, Reporter

Hope everyone had the most wonderful Christmas and New Year's ever! Here in St. Louis, we had our monthly meeting at a beautiful country club, Sunset Hills, as guests of LORETTA SLAVICK. She and IRENE RAWLINGS, our Chairman, planned a most elegant luncheon and we all exchanged gifts. After lunch, our Chapter hon-



ored two gentleman guests, PAUL VANCE, Monsanto pilot and well-known aviation figure, and JOHN FABICK, Airport Commissioner and St. Louis businessman, for their unceasing efforts to further the cause of aviation and, most particularly, for working toward obtaining a secondary airport for the St. Louis area.

We are all bubbling over with plans for our January dinner at the St. Louis Aero Club. This has become a traditional, annual event wherein The Ninety-Nines are the honored guests for the evening at a dinner usually held at the Officer's Club at Lambert Field. This is the night our Achievement Award winners are given their trophies. Our program this year should be a good one. Tentatively named, "Those Magnificent DAMES in their Flying Machines", or "Behind the Scenes at the Creme Puff Derby", the aim of the show is to hilariously delight our audience with what actually goes on before, during and after a femme-type race. We suspect the men have been wondering for years.

Flying has been sort of at a standstill for the holidays except for "around the pea-patch", so next month we'll have to dig up some gossip on our girls' travels. Did hear SYLVIA BLOOM say that she and family plan a Florida trip this month. Yours truly and 49½er, JACK, were off to Mexico City and Acapulco for a week, via jet, on New Year's Day.

RUTH LAKE is sporting several new glamorous costumes which she bought in Palm Springs. Guess she thought that was a good way to spend her part of the loot that she and FRAN HENKE raked in for winning fourth place in the Air Race there.

Next month, after the dust settles down from the hectic holidays, we hope we have more "flying" news for you.

#### **IOWA CHAPTER**

**Mary Lou Ballensky, Reporter**

Our Christmas meeting was held in Des Moines, December 12th. Thirty were in attendance, but all arrived by car, fog and rain having moved in for the weekend. Some of the braver ones included the JOHNSTONS from Creston, SIGAFOOSES from Montezuma, HEALYS and children from Newton, COCHRANES and children from Oskaloosa, MRS. E. G. HOPKINS (formerly ALICE BAUMAN) of Clarinda, EDITH JENSEN from Webster City, as well as 14 from the Des Moines area.

LOIS GRANGE conducted the meet-

ing in BEA JOBE's absence. PHYLLIS HENDERSON of Des Moines was voted in as our newest member and RUTH SCHLESSNER of Waterloo was officially designated as our 1966 candidate for the Amelia Earhart Scholarship.

Congratulations go to MARY VERNON who recently obtained her multi-engine rating and ALICE HOPKINS who acquired her matrimonial rating last July. Good news from PHYLLIS BARBER's house! Daughter JEANA is out of the hospital at last! (She was injured in an automobile accident in November.)

Our January meeting will be in Webster City with VIRGINIA KOESTNER and EDITH JENSEN. And thank you, dear EDITH, for sending along the notes on the December meeting to old "Fog-Bound" BALLENSKY!

#### **MICHIGAN CHAPTER**

**Pat Clark, Reporter**

Some of us experienced mighty black

## **PLAN AHEAD**

### **International Convention**

and

### **Powder Puff Derby**

1966

### **Seattle, Wash.**

weather to arrive in time for all the festivities of the third Bahamas Flying Treasure Hunt. Between Fort Lauderdale, Fla., and West End, Grand Bahamas, we flew at an uncomfortable 700 feet over the water because of low rain clouds. By the end of the hunt we felt perfectly comfortable and natural in a 60 degree bank only 200 feet from the deep blue. We had to identify 12 aerial photographs taken in the Bahamas and also find 24 day-glo numbers ranging from 1 thru 8. Six feet numbers on the ground sounds easy but when you spot a number 8 on the inside wall of a cave, or a number 2 under five feet or so of water, a number 5 on a Hotel roof, numbers 6 and 7 on an island, it gets to be fun. I have never seen so many planes, so close, and all flying in a different direction and altitude.

At the Awards Dinner on November

20th, His Excellency the Governor, Sir Ralph Grey, presented a plaque to The Ninety-Nines. PAGE SHAMBURGER (Carolinas Chapter Chairman) accepted the award in our behalf as the Aviation group with the largest representation on the hunt. PAT ARNOLD (Michigan), JUDY WAGNER (Vice-Chairman, Long Beach Chapter), MARION DAVIS and FRED A GOKEY (Florida Goldcoast), HELEN SHROPSHIRE (Chapter Chairman, Monterey Bay), MARION BETZLER (All Ohio), JEAN McDONALD (Member-at-Large from Ontario, Canada), DOROTHY JULICH and SELMA CRONAN (Greater New York), GERRY CHASE (Alabama) and yours truly PAT CLARK (Michigan).

This year's Christmas party was held at WIN SCHULER's in Jackson. DOROTHY REAUME cut the cake decorated in her honor with a picture of the SS Hope. She will join the hospital ship in January, hoping to be of service with her experience as an anesthetist. DOROTHY has promised to write later to fill us all in on her life aboard ship down South America way.

Hostess for the evening was MARY CLARK. A former 99 and past Chapter Chairman, BARBARA CRADIT STOWELL, helped with the arrangements. Fun and games were directed by BEA STEADMAN and JEAN REYNOLDS. A "legal" bingo session using signatures of those present instead of numbers was played. Homemade hard candy served as the markers until they were consumed.

MR. and MRS. LANCE GORDON of Gordon Aviation were guests at the Christmas party. Gordon Aviation will soon be based at Ann Arbor Airport.

Thick fog made driving back to our homes quite hazardous.

MAISIE STEARS has her sea plane rating via E. M. Smith Flight school. And speaking of ELOISE SMITH, she has added another 172 for flight instruction.

LORRAINE McCARTY put down her pen and duties as AWTAR 99 Fund Raising Chairman to pick up her paint brushes. Taking advantage of a scholarship at a private retreat for artists, scientists, musicians and other creative professions, she spent several weeks painting 18 hours a day in complete solitude and bliss. On the way home from her island, via commercial, CAROLYN KENNEDY and her HOWARD met LORRAINE for an hour between planes in Atlanta. CAROLYN drove three hours to present a hand-

made enamel plaque of the "Tiger in the Talk", re: 1965 AWTAR. After spending three days at home LORRAINE was off again for Columbus, Ohio, where she spent some time with JERRIE MOCK. It's going to be hard to get LORRAINE back on the job again after the complete devotion to her profession.

IDA VON ZANTE, glider pilot from Amsterdam, Holland, is hoping to become a 99. She helped as a guide on the European tour in 1960. IDA spent two weeks visiting in the U.S. Three days in Michigan. She had a one day air tour of Michigan with LORRAINE radar and FAA facilities at Detroit Metro and Willow Run. She joined the Michigan 99s at Womens City Club for dinner and lecture by DR. TOM DEL Gioino on his two experiences on the Good Ship Hope.

The Christmas collection went to the University of Michigan Speech Improvement Camp.

#### WISCONSIN CHAPTER

Marie Mitzenheim, Reporter

Our Christmas dinner meeting was held at Willowbrook, Theinsville, Wisc. Among the ten members present was DEEDO HEISE, who has made a remarkable recovery. Gifts were exchanged and one was raffled off with proceeds going into our treasury.

Plans are being made for the Section Meeting to be held in Milwaukee in the Fall.



#### ALBUQUERQUE CHAPTER

Shirley Morris, Reporter

The joy of the Christmas Season is with us, as we hope it is with each of you. It is a beautiful time of the year, no matter where a person may be.

The Albuquerque 99s celebrated the Christmas Season with a lovely Christmas party at the home of MARIE and NUGGET BROSSETTE. MARIE furnished the turkey and dressing and everyone else brought a different dish. We even had a plum pudding made from an old English recipe, a fruit cake and mincemeat pie. Christmas with all the trimmings! It was all so good. We had a very good turnout for

the party with most of the husbands present and several guest couples.

There were a few 99s present who had been missed at some of our earlier meetings and we were very glad to have them back with us again. We missed MARGARET and EUGENE PEREZ, hope you are feeling better MARGARET! Also missed were the SUTHERLANDS, but RANDA and JACK were in Davenport, Iowa, for their son, GARY's, wedding. First things first. After dinner and much conversation we had the exchange of gifts and a short business meeting. We joined the gentlemen afterward in the basement for the showing of two films produced by Piper on "Flying to Alaska" and then "Flying to Baja, California". We all felt a little warmer after the last film. I'm glad NUGGET chose to show the Alaska movie first. The evening was a very cheery one.

Our President, Georgia Tillery, invited everyone over to Moriarty, N. M., for their annual Sunday morning breakfast of pancakes and ham on December 19th. We were the last to arrive at the TILLERY's breakfast, but the time we arrived there had been about 175 people thru the TILLERY's doors. LILY and DANDY SANDOVAL and COILA MOELLER with IRENE and JOHN KAY had been thru earlier. We missed them all. It was a lot of fun. Afterward we went up to their cabin so the children could slide down the hills on innertubes in the snow. Real December fun. I think one of the adults got in on the fun too. It was a lovely way to spend a winter day. The drive both ways was really beautiful with all the cacti and pinion trees standing up above the snow. Quite a sight to see.

With all the beauty and joy of the Christmas Season in New Mexico there has been some sadness too with the sudden loss of DR. and MRS. W. RANDOLPH LOVELACE in the Aspen area of Colorado. DR. LOVELACE was the Director of the Lovelace Foundation where so much Aero-Space Medical Research has been and is being done. DR. LOVELACE was a pilot with a hand in the future of aviation. It seemed fitting that the first rendezvous in space by the Gemini spacecraft was accomplished about the same time as news of the spotting of the aircraft in which the Lovelaces were traveling. It was a fitting tribute to a man who had done so much to make it possible.

With the coming to a close of the year 1965, the Albuquerque Chapter wishes everyone a year of promise in 1966.

#### AUSTIN CHAPTER

Peggy Dougal, Reporter

November is the month in which the Annual Texas Aviation Day Convention is held in Austin. For the 99s who could attend any or all of the three day event it proved most interesting. Among the many distinguished speakers were WILLIAM T. PIPER, SR., founder of Piper Aircraft Corp., and MAJOR GENERAL BENJAMIN D. FOULLOIS, who organized and commanded the first area squadron of the U.S. Army in 1915. Both were informative and entertaining with their tales from the early days of aviation.

As usual, the 99s were hostesses for the non-flying wives. BEVERLY GREGG, MARY HELEN BRATTON and BEA NOLEN were in charge of the tour which included a luncheon, along with trips through the Capitol, the French Legation, the Texas Memorial Museum and Elizabeth Ney Museum.

A few weeks later, BEVERLY GREGG and husband had an interesting weekend when they flew to Abilene to attend a formal dance with JOY RAMSEY (Abilene Chapter) and her husband. Preceding the dance JOY had prepared a delicious cocktail buffet. BEVERLY mentioned that she enjoyed visiting with 99 AMBER CREE during the evening.

The following day, AUDREY ANDERS (Abilene Chapter) entertained several of the out-of-town visitors at a brunch. Isn't it fun to be able to see 99s from other Chapters in the short time it takes to fly?

Wearing your 99 pin is an interesting way to meet other members. I recently found out. My 49½er flew a Cessna Skylane to San Francisco and I was privileged to go along as co-pilot. While hubby attended his physics convention, I enjoyed the ladies program. At one point one of the wives was staring at my 99 pin which had been on my suit ever since I received it a few weeks before. She said she thought the pin looked familiar, as she had one like it. She was DEETSIE NEIL of the Bay Cities Chapter.

When my husband's part in the convention was finished, we decided to leave immediately for Texas while the weather was still favorable. It was perfect all the way until we approached Austin. Since we don't have our instrument tickets, yet—we covered the last 80 miles to Austin IFR—in a pick-up truck!

We are delighted that another 66 has graduated—JUDY FAIREY passed her



flight check on December 12. I'll bet that license was the nicest Christmas gift she has received in many years!

#### **DALLAS CHAPTER**

**Mary M. Gauss, Reporter**

The Dallas Chapter and the Aero Sorority tremendously enjoyed a joint meeting at the lovely home of LUCILLE CONNELL. To use a worn but non-surpassed phrase, "A good time was had by all", and it really was. Due to the interest cultivated by these joint meetings and by the recent Doll Derby, one of the Derby participants, LIL TAFEL, was inspired to go ahead and work toward her Private License. LIL has already soloed and we are putting her at the top of our list of prospective members.

Each and every one of us in the Dallas Chapter hope that "you all" have a most happy and safe holiday season. See you next year!

#### **EL PASO CHAPTER**

**Mary Olmstead, Reporter**

Twenty-two members and guests had a delicious dinner and pleasant evening at the Officers Club at Biggs Air Force Base for our annual Christmas party. Everyone signed greeting cards which were mailed to two out-of-state members: RUTH FLEISHER in Florida and POLLY PEERCE in Oregon.

We are happy to welcome to El Paso and to our Chapter, BUNNY WALKER from Saluda, S. C., and a member of the Carolinas Chapter. On their return from Germany, BUNNY's husband was assigned to Fort Bliss, U.S. Army Air Defense Center, located here. Her address is 3400 Sirius, El Paso, Texas 79904.

RUTH DEERMAN, our immediate past International President, had the pleasure of short visits with RONERS GENE NORA JESSEN and GARNET HASTINGS of Wichita and DORIS RENNINGER, Governor, N.Y.-N.J. Section.

RUBY TATMAN flew her Bonanza to Phoenix when her granddaughters (3 and 5 years) had "coming out" parties—tonsils came out. Sometime in January, RUBY and BETTY ROGERS set their heading toward Florida.

ELLEN JANE ANDERSON and her 49½er, RON, and family spent Christmas at Colorado Springs, flying there in their 210.

JUANITA BURDICK and her 49½er, TEX, are enjoying fishing in Kino Bay, Mexico. They "flew" there in their house trailer.

MARY FRAN SEIDL, our immediate past Chairman, flew her 175 to Austin last month. She and 49½er HANK flew to Albuquerque for the New Year weekend.

LELA CARWARDINE flew her 140 to Las Vegas and enjoyed an extended visit with her children. LELA lives in Las Cruces, N. M.

FRANCES SLAPE of Deming, N. M., is the proud owner of a 172.

Plans for our next meeting on January 15th—tour of FAA Control Center at Albuquerque, are continuing.

My sincere thanks to PAT WILSON AGNES HAVEY and CHARLOTTE McCOLLUM of Greater New York Chapter for taking prospective member INGE GROSS of Morristown, N. J., under their gracious wings the past six months. AGNES HAVEY is a native of El Paso. Your home town, AGNES, has grown to 340,000 and is over 20 miles wide. My home town of Oyster Bay, L. I., where Long Island Chapter member MARJORIE GRAY recently moved

you've never seen a matchmaking pilot working so hard for PAT!

MILDRED GOODSON was the hostess for our meeting last month in Ozona and several flew down and were served a delicious bar-b-q lunch. VELMA LEE COPELAND showed the group three original pictures of AMELIA EARHART that were taken by a friend just before her fatal flight. VELMA LEE is sure working hard on new members, each meeting a beautiful young daughter is brought and they are as excited as any 99 could hope for their Chapter.

NANCY BRUMLOW flew into Ozona in her 1966 Cessna 150 and is really doing all the good over at Wink these days. When they had the Wink Fly-In and one contest was the spot landing, our own NANCY beat all the pipeline patrol pilots. This was an achievement that we won't forget for a long time to come.

Gotta close this as the weather is lovely today and that airplane is beckoning . . . bye.

#### **HOUSTON CHAPTER**

**Louise Bickford, Reporter**

By the time this report is read, the holidays will be over and everyone will be back into the swing of their regular routines.

Our annual Christmas dance, held in conjunction with the Petticoat Pilots, was the 9th of December and it was one of the nicest dances we have had—although, not the largest crowd. So many nice door prizes were donated including several hours of flying time!

I didn't get around to see what our girls won but MARY ABLE took home a bottle of champagne and I won an hour of dual time in a Cessna 150—which I traded with a student for an hour of Link.

You may remember my reporting that LORI ADAMS had recently acquired her instructor rating; now she has opened a flying school at Pearland Airport. LORI has started with two Cessna 150's and an Ercoupe. Her partner will handle the charter. LORI has worked towards this end for a long time and we certainly wish her much success. Pearland is located a few miles south of Houston International. Anyone flying into the Houston area, keep her in mind as she does have storage space and would appreciate your patronage.

Just learned that JoANN THORBERRY was in an auto accident which

## **AE Scholarship Deadline January 15th**

—has not changed very much since I left the next some 30 plus years ago. Hope MARJORIE likes it there. I love it here.

May you all have many pleasant trips and Happy Landings in Sixty-Six.

#### **HIGH SKY CHAPTER**

**Evelyn E. Hershey, Reporter**

The High Sky Chapter had their Christmas Party and December meeting where discussion centered around PAT PETOSKY and the new job she has in Big Spring. PAT is barely 21 years old and has her commercial ticket and instructors rating and has taken the written for her instrument rating. As was mentioned before, PAT was our center of discussion not only in flying but in matchmaking.

The instrument ground school that is being held at Terminal now has PAT PETOSKY and EVELYN HERSHEY attending and they will probably have that rating within the first few months of the new year. At least that is what their plans call for. EVELYN began flying in February and if plans go as she wants, then she will have her commercial ticket by Christmas. She is married and has four youngsters and

put her in the hospital. We certainly hope she wasn't badly hurt.

MARY ABLE had a bit of bad luck—which is putting it mildly—when one of the brakes failed on her Cessna 195 causing her to ground loop. This resulted in a sheared left main gear, damage to one wing tip and prop. All of this happened after she had been telling that the airplane was finally in good shape. Fortunately, she nor her passengers were uninjured. All of this happened just about two weeks before her instrument check ride.

Now for some traveling reports: MARY and GEORGE COALE have been to California; MARTHA and BILL AKINS flew to Lawton, Okla., for Thanksgiving; MARILYN and CHUCK STONEBERG have just returned from a 10-day freighter cruise in the Caribbean; your reporter and family are on a three-week vacation with the farthest destination of Boise, Idaho, for Christmas.

Hope everyone had a Merry Christmas.

#### **SAN ANTONIO CHAPTER**

**Marian Burke, Reporter**

Holidays almost here — shopping to do — busy business activities. That sums up what's keeping the San Antonio Chapter on the go these last few weeks!

The HOGANS liked the new Ford Mustang so well that they decided to get another one — so they are now a two Mustang owner — just can't beat that!

NORMA McELVAIN is wearing an unusually big smile these days. Her husband just made "full colonel"! Congrats are in order! We think that's great. Of course we must take the good with the bad — he is going to Viet Nam soon. We want him to know he certainly will be missed and we want to see him back real soon.

San Antonio Chapter had a meeting in November and invited several new pilots and prospective pilots in the area. We really had a great turn-out and we hope to have several new members in the near future.

New member RUTH PHILLIPS was recently in San Antonio and visited with MARIAN BURKE. All of our members are looking forward toward a spring meeting at her ranch in Mex.co. Really sounds like fun.

MARIAN BURKE is planning to go to Montana for Christmas. She'll fly up in her Cessna 210 that she recently obtained.

I haven't been able to contact all of

our members for additional news but I'm sure they are all very busy preparing for Santa Claus so I'll take this opportunity to speak for all the members of the San Antonio Chapter and say, "Happy, happy holidays and many 1966 bring only good things to each and every one of our 99s".

#### **SHREVEPORT CHAPTER**

**Martha Christy, Reporter**

The Shreveport Chapter has "flown" through the holiday season. Members on the go! Our newest pilot, JUDY MOORE, was off to south Louisiana recently. She, with the aplomb of an old time line pilot, took her husband and a business associate along. She had a 30 minute check out in the plane and I understand the weather wasn't just "field" grade either.

DOT and BUD PORTS flew to Akron, Ohio, for BUD's class reunion, HELEN HEWITT wasn't a member of the class but since home was near by made the trip also. Deer season opened in Texas and BUD and DOT were off again, those lucky hunters got two deer but we didn't hear how they figured their weight and balance on transporting the "take" to SHV.

JENNY McWILLIAMS made a trip to Wichita, Kans., brought back a new plane for our local dealer, and HELEN HEWITT, with a pilot type son in college, reports nothing but one way trips to Baton Rouge — she was cautioned about checking that capable young man out in their family plane.

The last I heard HAZEL NEALY had checked out on a "Broom"—new plane, maybe, but she agreed to play "Witch Hazel" at our Halloween supper.

My family made a trip to the Northwest and I gained much experience in cold weather flying. Enroute home we were forced to stay over in Oklahoma City. Since the plane was not performing properly we exchanged Christmas presents while there — doesn't every wife want a new intake valve for the number two cylinder? My 49½er got new rings for the piston so it was an even exchange.

Our annual Christmas party was held in the home of JENE and HENRY SAUR, wonderful food, hangar flying with delightful people and 1965 closed its flight plan.

#### **TIP OF TEXAS CHAPTER**

**Elaine Needham, Reporter**

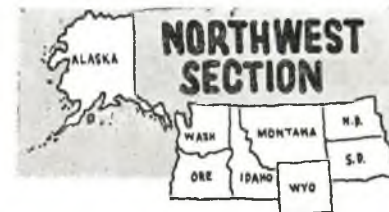
Hello, fellow flying gals! We've had a busy time since our last communication.

The Thanksgiving holidays brought out our airmarking spirit and off we went to paint Rockport, Odem and Clarkwood.

PAULINE GLASSON attended a four-day flight instructor's school in McAllen. She said it was interesting.

SHIRLEY PAGAN and her husband went hunting on their ranch in the Texas hill country. We haven't heard what they brought back.

A 99 meeting was held in Corpus Christi on December 5th.



#### **EASTERN WASHINGTON CHAPTER**

**Helen R. Crum, Reporter**

Unless someone from our Chapter suddenly decides to ferry a plane across the Atlantic or Pacific — and there are several who could — or makes an especially spectacular flight somewhere else, our news is much the same from month to month (personal items of interest to the Chapter "not international news"). The same ones are indispensable co-pilots for their husbands on frequent business trips. Same ones take spins here and there to keep current. Same ones are going south for the winter or to Hawaii. GINI RICHARDSON attended another meeting in October of the Women's National Aviation Advisory Committee in San Francisco.

The December meeting scheduled for Pasco was cancelled. There will be no meeting in January. Chairman JEAN CARBON, who is still indisposed, writes that the February and March meetings will be in Spokane or the Board will take care of important matters. The treasury is \$169 richer because of the candy sale.

Thoughtful LYGIE HAGAN, knowing the scarcity of news phoned us from Spokane after her return from Japan to tell us about the delightful and interesting afternoon she spent at the Tokyo Hilton for tea with 99 YAI NOZOKI, who has her private rating; and HIDEKO YOKOYAMA, an instructor, charter flight pilot and an official of the Women's Aeronautical Association.

We trust everyone survived the Christmas rush, found some time to fly if the weather was good, and wish you the best of New Years.



## **MONTANA CHAPTER**

**Bev. Ledbetter, Reporter**

Montana weather being very unpredictable, it was suggested, at the Billings meeting, that most of our winter meetings be held in Great Falls. If the weather doesn't permit flying, a goodly number of members could drive to Great Falls.

The December meeting date was foggy and snowy with freezing rain over most of the state. The meeting was held in Great Falls with Chairman ELSIE CHILDS conducting the meeting while competing with the noise of a National Guard jet scramble.

There were 10 members present, LU NELSON, ROSEMARY BOWMAN and DOTTIE PAYNE of the Great Falls area; NORMA ROWLAND and BOB-BIE KRAMER, Billings; SHAREL BITZ, LAULETTE HANSEN and BEV. LEDBETTER, Havre; and ELEANOR BAILEY from Calgary.

Two new members, ANN HAFER and DOROTHY CRAIG from Billings, were introduced along with ANN MESSELT, Great Falls, who that morning received her student license.

The business of the meeting included discussion of what type of gift to be placed in Goodie Bag for contestants in the AWTAR, representing Montana. NORMA ROWLAND was appointed to the committee to investigate the suggestions that were given.

The race committee reported on types of races for Big Sky Race No. 3 which will be held this summer. SHAREL BITZ explained the formula for a speed and efficiency race, KARIN RIBI had sent a report of the Oregon Petticoat Derby which was read. After much discussion it was decided to try and combine the two. DOTTIE and ROSEMARY will set up a short triangular course, fly it, and report at the next meeting. The race route was discussed, with the eastern part of the state a choice of those present.

A letter from MARCELLA OTHUS, Sectional Governor, was read. She was asking for suggestions on how to pick sites for Section Meetings. Our suggestions were mailed to her.

The ski slopes seem to have replaced the glide slopes due to poor flying weather.

Thanksgiving Day saw two planes flying to sunny climates. ELSIE CHILDS and family left Helena for Joliet, Wyo.

American Falls, Idaho, was the destination of BEV. LEDBETTER and family but due to snow which arrived

15 minutes too soon, Pocatello was the alternate airport used.

LAULETTE HANSEN and husband ERMEL flew commercial to Seattle to visit their daughter. LAULETTE visited with HELEN APPEL while there about the Spring Sectional which will be held in April.

A taped recording of contestants flying in Big Sky Race No. 1 and reporting to Helena Tower at the Winston Intersection was played for the fun and amusement of those present. It was good for a lot of laughs.

The January meeting will be in Havre with a spot landing contest if weather permits.

## **WESTERN WASHINGTON CHAPTER**

**Pat McGee, Reporter**

The Christmas Season brought a lull in much of the flying activity by our members around Seattle, what with many festive occasions, family affairs and vacation trips.

## **PLAN AHEAD**

### **International**

### **Convention**

and

### **Powder Puff Derby**

1966

### **Seattle, Wash.**

A large festive occasion was the AOPA Christmas Party on December 15, which our Chapter was invited to share. A Hawaiian motif was featured with dancers who performed Hawaiian, Tahitian and Samoan dances. Fire walking and a fire baton act really crowned the evening. PHIL STRATHY of AOPA was Santa Claus. His wife, KATHY, and our own TERRY KELLOGG were dressed as elves and were sensational as Santa's helpers!

On the 18th HELEN and LARRY GIVENS and family leave for Palm Springs where they will remain until February. Not wanting to be "stranded" there, they are splitting up for the trip — LARRY, SR. and LARRY, JR. will take the Apache and HELEN will drive down with son STEVE. They hope to get a lot of time in the air while they enjoy the sun.

A letter from FLORENCE ROBINSON tells us that she is now settled

in Minnesota and has completed her transfer to the Minneapolis Chapter. She wrote that MARIAN OWEN had helped her take the Cessna 140 back east, a helping hand which she greatly appreciated. The plane is now hangared at Flying Cloud, Minn.—how appropriate can a name be?

BARBARA BENNETT traveled to Los Angeles to visit her mother over the holidays. She loaded her car with personal possessions in the expectation that she'll be returning to LA to live before too long. We'll miss her!

FLORENCE BELL took time out from flying her S35 Bonanza to go down to Lake Union and get her float rating. She used a Cessna 180 to accomplish this. We were sorry to hear that FLORENCE had a session in the hospital just before Christmas. We hope it didn't spoil her holidays, even though she was grounded for a while.

ILOVENE POTTER is keeping her helicopter proficiency up by flying back and forth to construction sites with personnel from her husband's firm. Lately the fog has been heavy enough to keep her from meeting all of her schedules.

A new member was accepted into the Chapter this month. She is ELLEN DENTON, who just earned her private license at Bellevue Airfield. Other than that my information is scant; I will have a little more to say about ELLEN in the next issue.

Your correspondent is pleased to have received an award this month from the Washington Press Women for "achievement in communications" relating to my work in Public Relations. I was also delighted when the advertising firm for which I work decided to give, at their annual Christmas party for press, radio and television people, a door prize consisting of a flight over the Puget Sound area with yours truly at the controls. The prize includes—for the winner and two guests—the flight and luncheon at one of the many delightful spots in the Northwest where pilots love to fly-in.



## **EL CAJON VALLEY CHAPTER**

**Dottie Sanders, Reporter**

Besides the sponsorship of a Section in India (story and picture under Members-at-Large: Ed), the latest project is to obtain approval for the sale of

charms similar to those given to 1965 Race Contestants by the local Start Committee. DOROTHY CAMPBELL, one of our newest members, is in charge and we hope to have the approval and the product by Convention time so that we may join the ranks of the jolly "peddlers" there.

We have voted to donate a display case for use in the Administration Building at Gillespie Field in memory of the Start of the Powder Puff Derby from there in 1965, displaying our various plaques, pictures, etc., along with other historical items from Gillespie Field.

Other than the above, the holidays have taken precedence over our activities. We enjoyed our November meeting at the home of LEAH HANLON, just returned from a sojourn to Greece.

LEAH LIERSCH took a holiday at Thanksgiving time and flew low in her Volkswagen to Sacramento to spend time with her parents there.

Five of our members enjoyed the hospitality of THELMA BISHOP as hostess for San Diego Chapter's Christmas Party at the Luau Restaurant in La Jolla — ISABELLE McCRAE, DOT-TIE SANDERS, DOROTHY DAVIS, IDA GAY and AILEEN SAUNDERS. 49½er ROY DAVIS won the prize for the best man's Hawaiian costume, but we think it was the solo hula that really won the prize!

ISABELLE McCRAE is still on the move. Thanksgiving holiday was spent with her brother in San Mateo. On December 16, she left with the Mt. Miguel High School Choral Group as Nurse and chaperone on their concert tour to Guadalajara, Taxco, Acapulco, Cuernavaca and Mexico City as headquarters, with all expenses paid, to return Christmas Eve for Christmas with their families. Isn't she lucky?

#### **FALLON CHAPTER** **Elaine Brown, Reporter**

We hope you all had a Merry Christmas. At the writing of this letter I feel certain my next communication to you will be from a rest home. A few trips into the not so wild blue and we'll all feel better.

Before this wild weather blew in, my 49½er and I were lucky enough to hitch a ride to Fallon (our 175 already there for its 100 hour check) with LOIS and MIKE BROWN for the grand opening of GUSTAVSON's new maintenance hangar on November 13th. We were all treated to a glorious barbecue in the shiny new construction. Between bites,

our Chairman, BERTHA CLINE, held one of the most rapid 99 meetings on record. Those present were JOYCE BEAIL, ELAINE BROWN, FRAN GUSTAVSON, LOIS BROWN, PAT HENNING and one hilarious kibitzer from the Fresno Chapter, LOUCIEL FREEMAN. Toward dark, we all dashed to our motels to change for a delicious dinner provided for us by the Palace Club in Fallon. It was a fabulous fly-in.

Flying news is light this month because of the cold, snowy, miserable weather. However, DOROTHY STAUFF and her 49½er, CARROLL, had the right idea when they flew their new 182 to Death Valley for a weekend in the sun.

Between storms, DE BAER made a fun trip to Oakland in a Beech Baron and returned to Reno behind the controls of a brand new Beech Musketeer. DE took JANE JANSSEN up one day. She also asked LOIS WILLIAMS, who declined in favor of elevating her new hip to toe cast, acquired as a result of a ski accident. She also asked ELAINE BROWN, who flew her Chevy II to the airport, for one of the most delightful flights in months. Such visibility, such peace and quiet, and that delightful no carburetor ice feeling with fuel injection. No, no, what happened to that New Year's resolution. We won't buy a new plane again this year—we won't—at least not until we've sold the one we just bought.

Oh, say, we have a new trip of the month winner, JANE JANSSEN! JANE receives this dubious honor for devoting two full days to starting a very cold engine. However, she is not a gal to be defeated by mere machinery and ultimately got things whirring away as usual. She taxied down the strip, ran up her engine, was cleared for take-off, did just that, pointed the nose over the mountains and immediately made a horrifying discovery. She had left her handbag at home! Nothing else to do but return to Reno and hope next month goes better.

And we hope yours will too.

#### **LAS VEGAS VALLEY CHAPTER** **Gerry Whitton, Reporter**

From all of us . . . to all of you the best of everything in the New Year.

The L.V.V.C. is looking forward to seeing you at the Spring Sectional, April 14, 15 and 16, 1966. Stardust Hotel, Las Vegas, Nev.

Sectional Chairman JUANITA DALY and L.V.V.C. Chairman FRAN JOHNSON, with the help of their "little In-

dians", will do everything possible to make this a rememberable meeting.

Not too many flying activities these days — just a bunch of Kiwis getting ready for the Sectional!

#### **LONG BEACH CHAPTER** **Carole B. Dunn, Reporter**

Our new Chapter Chairman, JUDY WAGNER, greeted us for our Christmas party at the Long Beach Yacht Club, courtesy of BARBARA and JACK LONDON, to watch all the yachts go by with their Christmas lights on. BETTY FAUX is well on her way ferrying a Piper Aztec to Australia as well as ROZ MERRIFIELD and PETER AHRENS in two other Aztecs. Hope they don't get hit by Gemini 6 and 7 on their way down. She'll be in Australia for Christmas. We'll have quite a record in our chapter as soon as CLAIRE WALTERS ferries an Aztec over there in February. We'll have the only five girls to fly the Pacific solo to or from Australia—BETTY MILLER, JOAN MERRIAM SMITH, CLAIRE WALTERS, ROZ MERRIFIELD and BETTY FAUX.

PAT NOBLE's husband, VAN, was on TV the other night. They did a short on his being the only old time sky writer left. He learned to fly in 1916 and is still skywriting out here. Two of our girls made Chief Pilot — MARGARET MEAD at Aztec Aircraft and MAURINE LEONARD at CLAIRE WALTERS' Flight Academy at Long Beach. KATIE MOSKOW and husband, GENE, are flying to Hawaii for the Christmas holidays. Our girls, ELE PETERSON and EDNA LOUDEN, from Torrance were out on their brooms at Halloween. The Torrance Tower didn't catch on for quite a while. They all reported over the Union 76 Gas Tank, painted like a pumpkin, as Broom No. 76U, etc. EMMA MCGUIRE and CAROLE DUNN are now learning aerobatics, they have to, since they bought a new 150 hp Citabria—sunburst paint and all. Come on, girls—no more excuses for not knowing where the meeting is, its permanent now at CWFA — Long Beach Airport every second Wednesday.

#### **MONTEREY BAY CHAPTER** **Stormie Carlson, Reporter**

As Christmas Day approaches (and 99 News deadline), and the holiday season is in full swing, our Chapter of 99s is also a busy group. Besides the many personal social gatherings, we had our own Christmas Party—hus-



bands, champagne and dinner—high atop the hills overlooking a sparkling and Christmasey Monterey. We only had about half of our group present but we still were able to conduct business on one important matter. Our Chairman, HELEN SHROPSHIRE, and her flying movie producer husband, FRANK, had just returned from the Treasure Hunt in the Bahamas, returning via old Mexico and Phoenix. I plan to ask HELEN to write our next report so that she might tell us about their fabulous trip and “red carpet” treatment in Mexico. We were happy to have SHIRLEY NAVARRO present at our party; she is just recovering from a big surgery. However, JOANNE NISSEN didn't quite make it. Hope she's feeling better by now. How lucky we were to have luscious home made apple pie (with home grown apples) from our Holister girls ANNA MAE PARK and MARY PAINTER. As everyone brought something, it was an easy and fun evening and BUD and I were still able to get up bright and early to fly to the High Sierras for a week of skiing.

One of our “roving” members, ZOE DELL WEST, was in town last week. I missed seeing her but my 49½er tells me she is now flying for a firm in Ohio, looks great as always, and has some happy plans in the future.

My flying of late has been a ferry flight from Florida to California in the new six-place 260 Cherokee. It was, as always, a lovely flight, however, I must say much more enjoyable than in the slower 140. With five empty seats and practically no baggage we really moved along! I did have to spend five days in Tucson while the West Coast was drenched with one of the wettest storms in history. I spent my time to good use when I took a drive out to the living Desert Museum and to Old Tucson. If you've never seen these extremely interesting places, I highly recommend a trip there, especially to see the living museum. But plan to spend a full day there as you'll want it. While I was in Tucson I had a surprise visit from Monterey 99 SALLY and JIM PLUMMER's son, MIKE, who is in school at the university. Small world when you fly.

What a difference the warm climate of Florida and Tucson were to the -9°F at Lake Tahoe last week. But the white, white snow gave us the Christmas spirit we lacked. I did learn what the favorite past-time of the snow country pilots is: While BUD was ski-

ing and I was recovering from a spill I went to the airport to find everyone with brooms brushing the 4-6 inches of snow from their planes before it melts, freezes and becomes covered with fresh snow. I joined them and was glad the next day when we prepared to take off. Seems they do this every day during lunch hour.

From the Monterey Bay Chapter . . . Happy New Year.

#### **NORTHERN ARIZONA CHAPTER**

**Ruth Smith, Reporter**

Our December meeting was a dinner with our 49½ers, the Flying Club of Flagstaff and other pilots and wives in northern Arizona.

We decided this was the ideal time to present husbands with their 49½er cards. HELEN LAWRENCE presided at the ceremony. They all were most agreeable, what else could they be with so many witnesses there. Everyone who attended had a good time. Vice-Chairman JUNE ELY was in charge of the 33½ initiation.

Lately it seems we have a storm in

## **AE Scholarship Deadline January 15th**

our area every time we have a 99 meeting. This one was no exception. Heavy snowfall prevented several of the gals from attending. They missed a real enjoyable time.

Storms in northern Arizona have hampered flying activities somewhat. Here are a few: BETH WRIGHT flew commercial to Wichita to fly a new 1966 Cessna 182 Skylane back for Guthrie's Gulls Flying Club. BETH is a member of the club as are several of our 99s. Had a stopover in Santa Fe because of weather here in Flagstaff. Skirted a few storms on the way home but made it okay. Just talked with MARILYN BILLS and was told that BETH was in the hospital, went in this morning. No more details but we all wish a speedy recovery for her.

DOT and HELEN have been busy in search and rescue for the Civil Air Patrol for lost and missing planes and one lost elk hunter.

ROSEMARY has quite a few hours on commercial flights since October. Flew to Canada then to North Dakota, flew her Mooney from there to Denver,

took an airliner back to Nebraska, then back home. Hope I have that all straight, she has been a busy gal.

My 49½er and I flew to the new Grand Canyon Airport recently. This is going to be one of the nicest airports in Arizona when all of the adjacent facilities are completed.

Back to our Christmas Party, ROSEMARY and BEVERLY SMITH (66) did a grand job all the way around. DOT took this opportunity to mention our planned Penny-a-Pound the first or second week in October. We hope to be able to line up some good “angel” to furnish gas for this. We're working on this.

Fly in to Flagstaff and enjoy our snow and perhaps get in some skiing at the Snow Bowl.

#### **ORANGE COUNTY CHAPTER**

**Ann Cantillon, Reporter**

With the Airport Commission tucked in our back pocket and their blessings, we set about raising money for gas. People were so generous that we gathered approximately 1,000 gallons to start our Penny-a-Pound airlift. Sunday, Nov. 21, had been picked as our flight date with November 28 as a rain date.

Newspaper articles had been published in all local papers while local radio broadcasters plugged the event as much as possible. Posters too had been plastered from one end of town to the other, when what should happen three days before our big day? You guessed it, intermittent rain and fog. This should have been enough, but no, the day before the airlift THON AB-BOTT gets a phone call from the Airport Commissioners saying we must call the whole project off due to possible insurance problems.

About in tears, THON passed the word but didn't give up the ship. Who she talked to, or what was said will probably never be known, but in less than two hours all systems were go.

A tense and restless night was experienced by most, wondering what other problems could plague us. At 6:00 a.m. all crews were to meet at the airport coffee shop to take care of any last minute details in hopes that our first big project would come off without another hitch.

Something went amiss somewhere for the coffee shop didn't make it open until 7:00 a.m. Boy was it cold out there. Had it not been for the foresight of our fellow workers who carried thermoses of hot coffee with them we



A small part of the crowd waiting their turn to fly at Orange County Chapter's Penny-A-Pound Airlift.

probably would have frozen in our misery.

One anxious phone call after another was placed to the Weather Bureau as a dense, wet fog set in lowering the visibility to zilch, hoping for some ray of light to brighten many saddened faces. The weather man soon became a broken record with his "not clearing until 10:00 a.m., plus low clouds, rain, hail, sleet, snow". I lie, he didn't say hail, sleet or snow, but he might just as well have with the crumbly reports he was handing out.

The FAA arrived taking a dim view of our even thinking we might get off the ground, however, they went about their duties of checking papers, licenses and airplanes. All hands were rather clammy, but busily set about their tasks of setting up our operations. Twelve planes and pilots standing by idly just waiting for passengers and one little ray of light. By 9:00 a.m. we felt we would have to throw in the sponge what with the limited daylight hours for flying and very little hope of the fog lifting in time, even though it had started to lift a little. At least we could now see the Tower.

People were beginning to gather at the gate hoping for a plane ride, little did they know how much we were hoping to give them one. At 9:15 sharp the Tower phoned to say the field was open for special VFR flights. I have never seen so much excitement over one little phone call, pilots manned their planes, passengers were loaded in record time with the first flight lifting off at 9:20

From then on bedlam.

From all directions people were arriving. Two scales operating as fast as possible, everything looked rosy, even the weather cooperated, not by clearing, but at least it went VFR for the rest of the day. By noon the bugs were pretty well worked out, this being a learn as you go sort of thing. People were milling around the static displays and were quite content to wait in an orderly manner for their flight.

We should have known from all our past experiences that things were running too smooth to be true, and sure enough at 12:29 sharp a visiting aircraft ground looped causing chaos from one end of the field to the other, not to mention the damage to the plane. The ground being saturated from the rains, the plane sank so deep it couldn't be removed and we couldn't even use it as a distant static display as someone had suggested. Thanks to the quick wit of our master of ceremonies the day was once again saved as he announced that this was not one of our planes and besides all of our planes had been inspected by the FAA, at which point the FAA nearly doubled over with laughter. Not one person stepped from the line, guess they figured it was all in a day's work.

By 4:30, daylight was disappearing and the fog was once again settling, but not before we had lifted 851 souls for a total weight of 85,400 lbs. By now you would never have known that we had one problem. We cleaned up the area, gathering the debris from a day

full of fun. Static displays were returned, airplanes refilled with gas and returned and one huge mass of tired people adjourned to the "House of Parsel" to count the loot, relax with an eggnog and recount the endless tales of the day.

All the credit for a most successful venture goes to TIG PENNOCK, THON ABBOTT, GINNY and BUD CHANDLER, HELEN and JOE HEDGES, MARGOT SMITH, SHERI and DON BLESSING, VEE WALENSKY, BITSY and GIL RETTEW, BETTY FARRELL, MADINE and WALT PARSEL, DORIS BAILEY, RUTH and ED PHILLIPS, CHRIS HOFFMAN and me and mine were there too. There is an endless list of people that contributed in some way that I wish I could name, but I'm afraid it would go on forever.

Believe it or not, already we're making talk of another lift come next summer. My only comment is "we couldn't possibly encounter more problems than we had this time, but at least next time we'll know how to cope with the ones that do come up". Everyone must have at least one airlift and GOOD LUCK!

#### SACRAMENTO VALLEY CHAPTER Virginia Townsend, Reporter

Another year, another crew. This Chapter has some real go getter gals. On September 22 our Ladybugs went to Beckworth, which is in the far north-east corner of California. Our Ladybugs on this trip were FLORENCE BREEN VIJA BERRY with passengers DOROTHY HUNTLEY and VIKI CRANE on her first trip; CLAIRE RALEY and LILLIAN GRAY; JUNE DIVINE and her 49½er JIM (we celebrated JIM's birthday at the Sierra Valley Lodge); and VIRGINIA TOWNSEND with co-pilot LaRUE BROWN. Our welcoming was made very pleasant by Airport Manager FRANK NERVINO; LARRAINE WARDEN, Instructor for the Beckworth Airport; HAL WRIGHT, Newspaper Owner, Reporter, Editor and Photo Man. Real nice people.

On September 29 we went ladybugging to Monterey. LOUISE PICHELL, a good friend of LaRUE BROWN, was our chauffeur for the day. CLAIRE RALEY and DOROTHY HUNTLEY with JO WRIGHT, which was her first airplane ride. She likes it. VIRGINIA TOWNSEND with co-pilot LaRUE BROWN and VIKI CRANE. FLORENCE BREEN. TRISH MARKS flew in from Bakersfield. From Monterey to



greet us were MILLIE BAHNE, SHIRLEY NAVARRO and ADELE INGAGLIA. Real nice bunch of gals.

On Columbus Day where else but Columbia Airport. Along with our Sacramento Valley Chapter were gals from Modesto, Merced, Gustine, Turlock, Stockton, Atwater, Bakersfield, Fresno and Santa Clara Chapter. Columbia is an old mining town which the state has turned into a State Park.

Our November meeting was held at JUANITA BOWLER's home. We had a real good attendance.

On November 3 our ladybugs went to Jackson Airport in Amador County.

Our congratulations to PAT BOLI on her Commercial; LaRUE BROWN on her Multi-Engine rating, also a new rating as of November 16 is Grandma, her first grandson.

Sometime around the first of May we will have our rummage sale, so hang onto your odds and ends, maybe we can make some loot.

On December 1, FLORENCE BREEN was our hostess for a pre-Christmas luncheon at Antoninas. Very thoughtful of our gal FLORENCE. Many thanks again.

Our annual 99 Christmas party was held at Aldo's on December 4. Needless to say a good time was had by all.

DARLINE GILMORE and her 49½er GILL have been very busy all summer long making a picture album of our Chapter gals, not only pictures but information on their flying, hours different aircraft, etc. I'm sure all the hard work that these two have done is very much appreciated. Many thanks again for a job well done.

Palm Springs was the setting for the International AeroClassic this year. JUNE and JIM DIVINE made the trip JOYCE and HUGH EVANS with their son, JEFF, also made the trip.

Our ladybugs have been staying pretty close to home this past month. What with the busy holiday season. Not to say anything about the weather. We do have some fog around this time of the year. I think we all are looking forward to better weather conditions before taking off into the wild blue yonder.

To each and all a Merry Christmas and a Happy New Year from all our Sacramento Valley Chapter 99s.

#### **SAN DIEGO CHAPTER**

**Ruth Ebey, Reporter**

Our holiday season was launched with a wonderful Christmas party to

which the El Cajon Chapter and spouses and escorts were also invited. THELMA BISHOP was our hostess at a local restaurant. After "cheers" all around, there was a delicious buffet dinner. Also featured was a gift exchange, a drawing for door prizes and prizes for the best men's and women's Hawaiian costumes. JESSIE OSTRANDER (one of our inactives, but young in heart) won in a walk with a little number she'd whipped up that afternoon consisting of a bathing suit draped with fishnet including cork floats. ECV 49½er ROY DAVIS won the other prize.

Around 40 of us attended the party; everyone had a good time and we all thank THELMA and her 49½er, HAROLD, for their tremendous generosity.

We've had too much rain lately for anyone to do much flying but MARIAN BANKS did get her Multi-Engine rating.

Congratulations are also in order to

## **PLAN AHEAD**

### **International Convention and Powder Puff Derby 1966 Seattle, Wash.**

RUBY KEAVENY and BETTY LAMBERT for being named to the AWTAR Board.

Happy New Year to all—hope 1966 will be the flyingest year ever!

#### **SAN FERNANDO VALLEY CHAPTER Loreli Cangiano, Reporter**

Congratulations to new 99s NITA LOVELESS, LINDA DENSMORE, and EDDIE WHITE, piped aboard at the December meeting. While in San Francisco this past month EDDIE took up her first (though unbeknown to them) passengers — her two nephews.

The Palm Springs AeroClassic attracted several Valle girls, some getting off the ground in between bouts of bad weather and others driving. Among those spotted in Palm Springs were MARGARET WARD, EDDIE WHITE, FLORENCE DITTMAR, LIBBY SVEN-

SON, LIZ CROWLEY, LINDA DENSMORE and JEANNE DAY who flew but maybe wished she hadn't when she had to sit it out at Brackett Airfield on the way home.

Orchids too to ANNETTE SEYDELL for earning her private license; to AUDREY SCHUTTE whose new title at Kappair is Chief Flight Instructor along with the authority to give Private Pilot Check rides; and to ARDIE TRENHOLM who was given the opportunity to fly the Radio Station KGIL Sky Watch, broadcasting traffic conditions to motorists below on our famous tangled freeways.

ELLEN TRINDLE winged her way to San Francisco to give the proper send-off to her daughter and son-in-law now on their way to Africa as members of the Peace Corps. ELLEN gave us a rundown on the Corps which indicated how pleased she is with its work, just as we are pleased with what she has given to it.

FLORENCE DITTMAR flew six ball-minded people to the Stanford game and jetted home via PSA because of adverse weather.

And we did have a few travelers this month who made it away from the local scene and out of California. BETTY FRYE besides spending time in Hemet, Havasu, and San Jose (where she visited with former Valley 99 JEANNINE CECCIO), got to Arizona's Grand Canyon; LINDA DENSMORE was also Arizona bound with stops at Flagstaff, Grand Canyon, Sedona and Las Vegas; BEV WOODWARD drove to Oregon but at least she got there; and LOIS MILES WEAVER ended up in Des Moines. Enroute to Denver she picked up not only 40 knot headwinds but also three hours IFR time.

Happy New Year 99s everywhere!

#### **SAN JOAQUIN VALLEY CHAPTER Laverne A. Gudgel, Reporter**

Our Chapter ended 1965 on a happy note with a profitable rummage sale in Modesto and a well attended cheery Christmas party December 12, at the home of JEAN and HARLEY MURRAY in Stockton.

Those gathering around the punch bowl and exchanging gifts were EV and WALT HENDLEY, DORTHA and DICK BRIDGEFORD, DOROTHY and FLOYD KOEBEL, BILLIE and ED WYATT, JEANINE and RANDY THOMPSON, HETTIE and JIM FREESE, MARIE and ALAN McDOWELL, EVELYN and DICK JOHNSON, MARGARET and DON AN-

DREWS and your reporter. LAVERNE GUDGEL.

Flying activities have been curtailed due to seasonal bad weather but MARIE and ALAN attended the San Luis Obispo Pilots Christmas party Saturday and flew home Sunday in time for our party. They are also planning a flight to Arizona for the holidays.

"Wing Rider" TERRY HOLM just returned from New York City where she appeared on the "To Tell the Truth" television program which was to be shown on the daytime program December 20. She "fooled" two members of the panel.

Our anniversary party is tentatively set for March 12 in Stockton. Any 99s expecting to be in the area at that time and wish to come, please contact our Secretary, JEAN MURRAY, for a welcome invitation.

#### **TUCSON CHAPTER**

**Maggie Schock, Reporter**

With the wish to keep this column short after taking up so much space last month I will merely touch on some of the high points of last month's flying activities.

PATSY and BOB BROOKS took the Baron on a quick trip to San Francisco to see daughter CAROL at Stanford and had to let down there on instruments. Coming home, one engine developed a roughness that forced them to throttle it back for an "edge of the seat" final few miles into Tucson. It was nothing serious and the plane was in fine shape again for last Sunday so PATSY could fly the children of TAA personnel during the Christmas party at Ryan Field.

I flew BONNIE FEATHER's lovely Skyhawk during the afternoon and VIRGINIA EDWARDS used her Club 172 and MIRZA CLARK flew her own Skyhawk.

A bit of a situation developed before Sunday that kept two expected planes from joining the "Fun Airlift". SHIRLEY and ART MARSHALL flew their Tri-Pacer to San Carlos, Mexico, the previous Tuesday with PAT NOLEN as passenger. Starting back on Friday they could get no farther than Hermosillo. Nothing to do there, so PAT and ART returned to San Carlos in the Tri-Pacer and SHIRLEY came on to Tucson via commercial to tend to her family. PAT and ART squeezed in Sunday behind one front and barely ahead of another. The trip was a success, though, as PAT caught a 35 pound yellowtail making a total of 200 pounds of fish in the freezer at San Carlos.

Our new member, MIRZA CLARK, is really a flying gal and should be with the start she had. Three weeks after getting her license in Painesville, Ohio, she had made a cross country to Tucson, returned to Painesville and flew back again to Tucson to make her home here. Quite a successful adventure for a brand new pilot.

FRANCES FRANCIS, well again after recent surgery, is now a member of the—hold your hats—Nogales Airport Authority Committee Advisory to the Santa Cruz County Board of Supervisors. Good to hear that more and more boards are actually using pilots to advise them on airport matters.

BONNIE and LEROY FEATHER flew to Wickenburg, Ariz., to watch the Aerobatic Competition last month while DOT and CHARLIE JENKINS drove their Greenbrier to Francisco Grande for an OX-5 party. DOT has her chauffeurs license and is driving the Lutheran school bus each morning. Nothing like being through work at 9 a.m.

With VIRGINIA EDWARDS having gone back to nursing school for a refresher course she has only weekends to fly. Now that LAURA BOHANAN is back in Tucson the two of them are flitting around the local countryside while LAURA gets reacquainted with the area.

The Southwest Sectional at Las Vegas comes up April 15, 16, 17. We are promised a look at something in Las Vegas besides the motels and gambling casinos. That should be a pleasant change! See you there!

#### **UTAH CHAPTER**

**Lucile Christopherson, Reporter**

On October 12th a group of the Utah Chapter 99s flew to Ogden City and there with brush and pail, repainted the 100 OGDEN sign on the runway. After the job was completed MAURINE day—warm—sunny—and a good feeling of a job "well done".

home for lunch. It was a wonderful SHURTLEFF invited the girls to her

October 30th we had another wonderful fly-in to the Ogden Airport for breakfast. At this meeting plans were laid for a Weber County "Penny-a-Pound" airlift for next Spring with the proceeds going to the Weber County Association for Retarded Children. We are to work in conjunction with JEAN JONES of this association. The following members were present: CAROL KNOWLTON, LOIS FREDERICKS, LYLE BECKSTRAND, MAURINE SHURTLEFF, MAUREEN RICHARDS, NANCY REU-

LING, MARGE MACKEY, LaRUE MANNING, LUCILE CHRISTOPHERSON, LOUISE MORRISON and her husband, VIRGINIA STREETER, ALBERTA NICHOLSON and, as guests, KAY BEERS, LINDA DOCTORMAN, MARY LOU HESLOP and JUANITA BISEK of Brigham City.

During October we are proud to announce that MARGE MACKEY acquired her twin engine rating and NANCY REULING received her Instrument rating.

MAURINE SHURTLEFF has not been able to be very active during the past year due to her demanding activities in the nursing field at the Dee Hospital in Ogden. However, she was able to put in some time with the CAP in the various searches which developed during November.

LUCILE CHRISTOPHERSON's family can now be added to the entire "family-flying group". Her youngest son, ROBERT, has just received his "wings" which makes them a 100 per cent flying family with both Mom and Dad, two sons, two daughters and both in-laws having a flying license.

November 20th, the Utah Chapter celebrated their 15th anniversary of organization. The meeting was held at the Lamplighter Cafe with 12 members and two guests in attendance. After the luncheon ALBERTA showed some films taken of the AWTAR during its stop at Salt Lake City in 1962.

Utah has had her share of air accidents during the past month. Less than two weeks ago there were three planes still lost in our area. The Utah girls, especially LOUISE MORRISON, MAUREEN RICHARDS and MAURINE SHURTLEFF, members of CAP, have been busy flying search sorties to try and locate the planes downed in this area. One plane carrying JANE REEVES of the Minneapolis Chapter was downed northeast of Beaver, Utah. Her daughter, LILLIAN ALVERATO of San Diego, alerted our Chapter President, ALBERTA NICHOLSON, who in turn sent in the alarm to the State Aeronautics Director, BOB WALKER, after calling JANE's husband and getting the name of other passengers aboard and also the plane number.

Both LYLE BECKSTRAND and husband and LOUISE ANDERSON and family were in two separate planes in a party of five planes coming in from Mexico that same day. All planes reported that they encountered severe turbulence and icing with four of the planes returning to such bases as Prescott, Kanab and Williams with only one





**NANCY REULING** accepting two of the many valuable paintings she has flown to various Utah cities for art shows.

plane getting through due to the fact that it was about an hour ahead of the other planes. The accident happened later that evening about 9 p.m. A search was instigated the following day but due to the severe storm in the area had to wait in order to make the search. The plane was found but nearly two weeks later.

LOUISE MORRISON has been getting in quite a few hours also on these search missions which has delayed her completion of her Commercial written examination.

NANCY REULING has been doing a wonderful job in helping the Air Art Lift. Through the courtesy of the ART BARN of Salt Lake City, NANCY has been using her plane to transport these valuable Art Treasures from the City of Ephraim, which housed the Art Show at Snow College. This college serves the areas of the towns of Manti, Ephraim and Mount Pleasant. She also flew them to the City of Brigham just north of Ogden, Utah. These valuable paintings were again shown for a period of four days in order to give the

public an opportunity to view these wonderful pieces of art, through these Art Shows.

ALBERTA NICHOLSON has taken over a new job as secretary to the Chief Psychiatrist. She found it extremely interesting and such a change from her usual work of Recreational Director of the VA Hospital.

A new member, ALTA TASKER, found much to her amazement, at one of our meetings that she has something in common with three other mothers in the club besides flying. She found that her son, who is on a L.D.S. mission for his church in Tokyo, is located only 30 miles distant from another missionary son of CAROL KNOWLTON. ALBERTA's son is on a mission in California while LUCILE CHRISTOPHERSON's daughter, ANN, has just left for a mission to North Argentina.

Our Christmas party, held December 10th at the Ambassador Club in Salt Lake City was wonderful. We had the following members and their husbands present: ALBERTA and WALT NICH-

OLSON; MAXINE NIELSON and escort, FRED JOHNSON; KAY BEERS; VIRGINIA LAVIN and husband; SUE and HAGUE ELLIS; LYLE and DON BECKSTRAND; LOUISE and KEITH ANDERSON; NANCY and RICHARD REULING; JOHN and VIRGINIA STREETER; MAUREEN and her husband; LUCILE and MERRILL CHRISTOPHERSON; DON and MARGE MACKEY. It was a wonderful night of fun and good eating.

From all the girls of the Utah Chapter, where the mountains are covered with snow and the bug for skiing down these slopes is stirring restlessly, we send greetings and a wish for a Happy New Year filled with wonderful flying, new horizon and interesting adventures. You'll hear from us again, next month.

## BRITISH SECTION

### Janet Ferguson, Reporter

Our Thanksgiving Eve Party was a massive event and, we think, a great success. The ingredients — well over 100 guests, including some Very Important People, not the least of whom was our special guest, LADY BRABAZON OF TARA; the Royal Aero Club as the setting; turkey and wine and a magnificent Ninety-Nines cake as refreshments; an introductory speech by SHEILA SCOTT; our new members introducing each other in turn; the initiation of new 49½ers by ERNIE CONES; and the presentation of scrolls to our Sixty - Sixes and Thirty - Threes by FREYDIS and TIM SHARLAND.

An important item at the party was the announcement of two awards. The Whitney Straight Award, mentioned in an earlier report, has now broadened its scope and will be awarded for an outstanding contribution to any sphere of aviation by a woman of British nationality and normally resident in this country. SIR ALAN COBHAM, one of our best known aviation personalities, has generously donated an achievement award to the British Section for which any British Section member or European member-at-large will be eligible. The first recipient of the Alan Cobham Award is our own Governor, SHEILA SCOTT, whose "qualifying" achievements include her record-breaking flights this summer, her new Ameri-



can ratings, and her generous and tireless work as Governor of the British Section. We were all tremendously pleased to see SHEILA receive the Trophy at the party — unfortunately SIR ALAN was unable to be with us but WHITNEY STRAIGHT kindly presented the award on his behalf.

We welcome yet another new member—MARJORIE DYKES. MARJORIE, who has a private license, owns a Cessna 175 with her 49½er, John, and they use it to fly all over Europe, Asia and Africa attending rallies or just touring on their own. Their flying experiences include two forced landings in the desert which sound fairly hectic. We're pleased to have such an active flying couple join the group.

Two more prospective members are on their way and we hope to welcome them to the Section quite soon.

YVONNE POPE made a trip to South Africa recently to visit her mother. She traveled via British United Airways VC10 (British United being the "parent company" of YVONNE'S employers, Mortons Air Services).

SHEILA SCOTT took an active part in the first meeting of the proposed British Balloon Club, which was held at the Royal Aero Club on November 30th. SHEILA joined two Royal Aero Club officials and ANTHONY SMITH, Britain's best known balloonist, in leading the meeting. Various plans were discussed which we will report on as they take shape.

SHEILA also represented the British Section at the Zonta Charter Anniversary dinner held in London on November 27th.

**Postscript from our Hon Secretary, PAMELA HUNTLY:**

We are all so thrilled that Janet won the coveted Amelia Earhart Scholarship and at the party HILDA, LADY BRABAZON OF TARA, graciously presented her with a gold bracelet, a gift from the British Ninety-Nines, to mark the occasion. Never could there have been a more modest recipient, but we all know that JANET well deserved it and will derive maximum benefit from it.

**A PERSONAL INVITATION TO ALL AMERICAN NINETY-NINES**

It gives me great pleasure to invite you to join the British Section in a programme which is to take place in conjunction with Society of British Aerospace Companies to be held at

Farnborough, ENGLAND  
September 6th to 22nd, 1966

Here are some of the events which are being arranged:

1. A welcoming cocktail party given by the Royal Aero Club to meet well-known aviation personalities and fellow Ninety-Nines.
2. Interesting sightseeing in London.
3. A full day at the Farnborough Air Show as guests of a well-known aircraft manufacturer.
4. A visit to "The Shuttleworth Collection" which consists of vintage aircraft of every description all in flying condition.
5. Afternoon tea with the Duke and Duchess of Bedford.
6. A two day visit to Paris.
7. Lunch with Air Officers at the famous World War II Headquarters of Royal Air Force Fighter Command at Bentley Priory near London.
8. A visit to inspect the Anglo-French Supersonic Concorde under construction.
9. A day with the famous Tiger Club and its members. (The Tiger Club

## **PLAN AHEAD**

### **International Convention and Powder Puff Derby 1966 Seattle, Wash.**

also entirely runs the only flying circus in England.)

10. Dinner at the Gore Hotel in the true Elizabethan style.

There will be many opportunities to renew old acquaintances, make new friends and promote international goodwill in the aviation field. We hope it will be a truly memorable experience for all. A more detailed programme will follow. Members can join this group leaving from New York by BOAC on September 6th, 1966. The inclusive cost is expected to be about \$750, including accommodation at the Kensington Palace Hotel, London, etc.

Sheila Scott,  
Gov., British Section,  
Ninety-Nines Tour,  
593 Park West,  
London, W.2, England



#### **CONNECTICUT CHAPTER**

**By Ruth P. Buckley**

The immediate word is MR. MAX CONRAD will be guest speaker April 2. Complete details are in the making. With this affirmative date the Connecticut Chapter will have a busy winter. The Chapter membership is awaiting this propitious date.

Congratulations to our first past Chapter Chairman, PEG DAVIDSON. PEG has received her Commercial rating and now holds Commercial and Instrument ratings. Good flying in your Cessna 205.

Poor weather cancelled recent flying activities. The trip to the Flying W will be re-scheduled. A quarterly business meeting was held Nov. 30, at the country home of CHRIS WINZER. The committee members attending were ELLEN PURDY, SHARON SIMMONS, JO MASSEY, MARILYN HUBBELL, RUTH BUCKLEY, MARY HORTON and CYNTHIA KEMPER. LOIS AUCHTERLONIE flew into near-by Danbury from Massachusetts to attend our business meeting. CHRIS'S home is settled in the rolling hills of West Redding, a short distance from Danbury Airport.

The Connecticut Chapter held a festive holiday party at the home of MARY and KEN HORTON. The party filled with Christmas hospitality and aviation talk was attended by RUTH and BOB BUCKLEY, PEG and DON DAVIDSON, TETA and BOB GUNTHER, MARILYN and JOHN HUBBELL, EVIE and FRED MURCH, CYNTHIA and CHARLES KEMPER, ELLEN and TOM PURDY, JO and GUS MASSEY and CHRIS and TED WINZER with their guests, the NORM COLBOURNES and the KEN GLASZERS.

Logging continual flying time with their combined trips, ELLEN and TOM PURDY with the HUBBELLS, piloted their Comanche to the environs of Thomas Jefferson. Together they toured the house and grounds of Monticello and surrounding areas. With their interest in the restored areas, the PURDYS accompanied JOHN and MARILYN HUBBELL in their Cessna 175 to Southbridge and Sturbridge Village in Massachusetts.

January 11, 1966, The Connecticut Chapter tours AVCO at Stratford, Conn.





#### GREATER NEW YORK CHAPTER Charlotte M. CeCollum, Reporter

Our deepest sympathy goes to SELMA CRONAN on the untimely death of her twin son JEFF. Words are so inadequate at such a time. Have courage, SELMA. Our thoughts are with you.

MINA ELSCHNER is back from San Francisco. On her way home she stopped in Denver for a visit with her daughter. Sorry you missed the Christmas party, MINA.

Our Treasure Hunt girls are also back — SELMA CRONAN flew the Bahama Treasure Hunt with PAGE SHAMBURGER; BARBARA BROTHERTON and her 49½er flew to Mexico for the Mexican Treasure Hunt. BARBARA says the three women pilots at the "Hunt" were all 99s, the other two being HELEN SHROPSHIRE from the Monterrey Chapter and JERRIE MOCK. She said they really had a ball and recommends it highly for anyone interested in a trip to Mexico next year.

ARAX SIMSARIAN spent a couple of weeks in the Virgin Islands.

Our Christmas Party again fell on a rainy, foggy night, but 37 intrepid souls arrived with relatively few having real problems finding the place (the McCOLLUMS way out in the North Jersey hills). You've got to admit it was a change of scenery, anyway, girls. The host and hostess had a ball—hope everybody else did, too. It's difficult writing about our own party without sounding smug, but I do think it was fun and everybody is invited back for a return visit.

Our Chairman, JULIE VOM SAAL, will keep us posted as to the next couple of meetings. As of this writing, nothing is definite as to place and date. The February meeting should be at the N. Y. Heliport with FREDDIE FELDMAN on tap. Sounds like an interesting meeting. No more black-outs, please, JULIE!

#### LONG ISLAND CHAPTER Honey Kate Trattler, Reporter

On November 4 we held our first meeting as a Chapter. It was at Felice's Restaurant in Patchogue — and about a dozen of us were able to attend. The evening was a long one, for



**LONG ISLAND CHAPTER'S CHRISTMAS PARTY, 1965 — Back row - left to right: RITA GIBSON, DORIS ABBATE, MARJORIE GRAY, ELLIE McCULLOUGH, ANNA DIETRICH, BARBARA EVANS, HONEY KATE TRATTLER. Front row - left to right: RUTH DOBRESCU, JAN PRINDEVILLE, DOROTHY BOCK, DOROTHY JULICH.**

naturally there was a great deal of new business to discuss. In between talk of a Christmas party (at this reporter's in mid December), future meetings to be held on the first Tuesday of the month and the possible formation of a flying club, we nibbled on nourishment kindly provided by JIM KEENA of MacAir.

A Christmas party committee was chosen (MARGE GRAY, RUTH DOBRESCU and HONEY KATE TRATTLER — Sec'y. DOTTIE BOCK on the invitations) and in a few weeks they whipped together food, decorations, music and a general elan to be served up on Saturday night, the 11th of December. Joining in at the Christmas festivities were MARGE GRAY, BARBARA and ED EVANS, Chairman ELLIE McCULLOUGH (who whacked the pinata and sent favors down on everyone's head), LOU ODORICO, RITA and PAUL GIBSON, DORIS and RON ABBATE with cousin ELLEN, DOTTIE JULICH, RUTH and CHARLIE DOBRESCU, ANNA DIETRICH, DOTTIE

and BOB BECK, JAN PRINDEVILLE, Kennedy Tower's BILL PARENTEAU, JIM and MARY KEENA, JACK ACKERMAN, this reporter and 49½er CHARLES, and quite a few more pilots and friends.

Everyone brought gifts for the aged —and these we'll distribute just before Christmas.

Three more 99s joined Long Island Chapter's ranks—ELSE CUPP, MARY HORNE and JAN PRINDEVILLE — welcome aboard!

#### WESTERN NEW YORK CHAPTER Terri Pirrung, Reporter

Our meeting December 1st was really our November meeting which now brings us up to date. Thirty-two members, 49½ers and guests spent a most interesting, educational and congenial evening enjoying a program put on by American Airlines. We had dinner in the Cloud Room where we could watch and hear the 707s and 727s come and go. Heard PEG WAHL remark "where else could you stand twenty feet behind one and not have a single hair ruffled."

Dinner consisted of the same tray that was served on the Astrojets for that day. Next we were shown a film called "Fly American". It was fun seeing what passenger flying was like in the '30s—days of the Curtiss Condor. Our speakers were MR. LADDIE

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LAKY, Sales Representative for American, and CAPTAIN BUD EHMANN, Supervisor of Pilots for Buffalo. Later we were taken thru their flight operations and a tour of an Astrojet cabin and cockpit.

Many of us enjoyed meeting Charter Member CECILIA KENNY for the first time. MRS. KENNY now devotes much of her time to being an accomplished organist and teacher. Congratulations to 49½er DR. GEORGE MOORE who has just simultaneously received the Greater Buffalo Advertising Club "Man of the Year" Award and been appointed to the President's Committee on Health Research.

Two of our guests, AGNES SARGINSON and ADDIE CONNELL are student pilots. We hope they will be prospective members before too long. It was a pleasant surprise to see that JOAN PREHM and ROSE TYGERT were able to make it up from Rochester. DORIS NORTON is spending a mid-December vacation scuba diving around the Florida Keys and CARL and LOIS RINCK are spending Christmas in New Hampshire. Happy winter flying, girls!



#### **EASTERN PENNSYLVANIA CHAPTER**

**Caroline Bregler, Reporter**

November was the month for business and reorganization in the Eastern Pennsylvania Chapter of 99s. JOYCE ROGGIO, Chairman, conducted the meeting at the Reading Airport lounge, where we were served coffee and donuts by Reading Aviation Service. At the meeting BERTIE PETERSON was made Flying Activities Chairman; Nominating Committee Chairman is NANCY DIEMAND, assisted by HELEN ZUBROW; Sectional Nominating Chairman is ANNE SHIELDS and Public Relations Chairman - CAROLINE BREGLER. 99s attending were IRENE MEISENHEIMER, MERLE CHALOW, ANNE SHIELDS, KATE MACARIO, BARBARA FARGUHARSON, HELEN ZUBROW, ALMA LOVELIDGE, MARIE D'ALTERIO, HELEN PRICE, JOYCE ROGGIO, NANCY DIEMAND, CAROLINE BREGLER, JANE T MUNTZ, LUCETTA SHARP, GINNY SWISHER, JERRY ROBERTS and BETH STURTEVANT.

Congratulations to KATE BARCUS who has just received her master's degree. No excuse for not attending meetings now.

CASS and SAM BASTIANELLI are flying to Mexico with GEORGE and JEAN GRAY in the GRAY'S Apache.

Approximately 75 Ninety - Nines, 49½ers and guests attended the Christmas Party held at the Valley Forge Country Club, King of Prussia, Pa. A big salute goes to KATE MACARIO, Chairman of the event; NANCY DIEMAND, who made name tags; BARBARA MORRISON and BETH STURTEVANT and their husbands who made the centerpieces. Also BETH STURTEVANT and CASS BASTIANELLI and their husbands who planned all the games. Music for the dancing was provided by the Four Naturals.

JOYCE ROGGIO will soon have her multi-engine rating in the family's new Baron.

IRENE WIRTSCHAFTER will be doing a little traveling in the next three months thru Northwest Canada. Sounds like real fun.

CAROLINE BREGLER, as a guest of the Navy, recently toured Operations at the Willow Grove Naval Air Station.

And to all — have a Happy New Year.



#### **ALABAMA CHAPTER** **Betty Rowe, Reporter**

Happy New Year from the Alabama Chapter! We wish all the Ninety-Nines a prosperous and flying-filled 1966!

The December meeting was held in Huntsville on December 5. The following members were present: BENNIE PETERS, DONNA WILLARD, MARION MAY, SHIRLEY HANSEN, JUANITA HALSTEAD, BETTY ROWE, JAN WARRICK, JEAN LANE and her daughter, KATHY, who was a guest; ELISE HALPERN and her 49½er, GENE. MARION MAY, whose husband is an Army Captain, arranged for us to have breakfast at the Redstone Arsenal Officers Open Mess followed by a fascinating tour of the Space Orientation Center on the post. There we saw our U. S. rockets, models of space capsules and even saw movies of the proposed Apollo flight to the

moon and Astronaut EDWARD WHITE'S historic walk in space. The tour is a must for anyone visiting Alabama and well worth a flight to Huntsville! GENE HALPERN took pictures of the group but, unfortunately, this reporter didn't receive prints before the deadline, so will include them next month.

We were delighted to have JAN WARRICK back with us and she reports she is busy working on an instrument rating. JEAN LANE reported that she and 49½er JOHN and their two children flew a Cherokee 235 to the Bahamas during Thanksgiving holidays, flying over all the islands and making stops on Grand Bahama, Exumas, Nassau and Georgetown. They had a marvelous trip and are ready to go back. MARION MAY, her 49½er RICHARD and their three little ones are preparing for a trip in a Comanche 180 on December 27 to Minnesota to visit their families.

Members of the Flying Petticoats of Huntsville who are also 99s, told of their new project with Girl Scout Troop 380, a wing scout troop. They are presenting a basic ground school to the scouts in the form of lectures once a month, followed by a field trip. So far they have covered flight theory, followed by a trip to see aircraft controls and how they work; and communications, with a field trip to Huntsville Control Tower. Two different gals present the lecture each month so the scouts meet all the "Petticoats" and get a variety of teachers and lecture presentations. The Petticoats feel it is working out very well, and the scouts have been very responsive. 99s involved in this program are DONNA WILLARD, MARION MAY, SHIRLEY HANSEN, DICEY MILLER, LOIS BATES, JEAN LANE, BETTY ROWE, CHARLENE HIMBERG and ELISABETH COLLINS.

MARION MAY and DONNA WILLARD were shouting with joy as they announced they had obtained the sponsorship of L & A PRODUCTS, INC., for the 1966 AWTAR, something they have been working on for almost a year. L & A PRODUCTS, INC., manufactures a portable pressure system for "self-washing" aircraft which can be installed by FBO's. Aircraft owners can wash their aircraft to a sparkling state without getting a drop of water on them. If any 99 is interested in this fine product, they can contact DONNA, MARION or MR. JAMES F. BLANCHARD, 869 Hershey St., St. Paul.





Memphis 99s visit their members in Wynne, Ark., for November meeting. Left to right: JERRY GUTHRIE, INA WALKER, POLLY DUNCAN, CHRIS BROWN, VIRGINIA PROCTOR, JERRY BAKER, ROSEMARY WILLIAMS, HILDA SAVAGE, MARY STANLEY and MARTHA TOBEY.

Minn., 55114, for further information. Congratulations DONNA and MARION and thank you, MR. BLANCHARD, for your fine sponsorship.

Guess that wraps up the Alabama news for this month. The January meeting will be on the 9th at Calloway Gardens, Georgia, where we hope the Georgia 99s will be able to meet with us. See you then!!

#### **CAROLINAS CHAPTER** **Bebe Ragaz, Reporter**

October 8th JEANNE HARLEY went to Savannah, Ga., for a joint meeting with the Georgia Chapter. They had lunch at the Pirate's House and a very good meeting.

The Carolinas Chapter had their November meeting at Greer Airport, Greer, S. C., with 7 members and 3 49½ers present. Much was accomplished and it looks as if we all have some work in store for us later. During the business meeting the Carolinas Chapter voted to co-sponsor the terminus for the AWTAR in 1968 at Savannah, Ga.

Chairman of various committees were appointed and are as follows: Membership, FRANCES MILLER; Flying Activities, LOUISE THADEN; Air Marking, E S T E L L E BRADSHAW; Scrapbook, LOUISE SMITH; Public Relations, P A G E SHAMBURGER; Aerospace Education and Newsletter, BEBE RAGAZ.

The Carolinas Chapter will not have a regular meeting in Dec. because of the usual bad weather, but it was recommended that all members who could, go to the N.C. Aero Club Fly-In at Kitty Hawk, Dec. 16-17, and to attend the "Man Will Never Fly Society" that meets there at that time. We understand that will be a treat for all.

The Carolinas Chapter was invited by the N.C. Aero Club to go to their annual spring cruise at the Beach Club,

Fort Lauderdale, Florida, April 23-30, 1966.

PAGE SHAMBURGER flew off on the Treasure Hunt in the Bahamas in November. She is planning to write an article about the trip. Sure it will be good, always is.

The L. F. HEMBELS came to Greer in their helicopter, we all had a wish that we could travel that way also.

LOUISE SMITH and PAGE SHAMBURGER attended the President's Women's Advisory Committee on Aviation in San Francisco recently, where they met GENERAL McKEE who is succeeding NAJEEB HALABY as Head of the F.A.A.

BEBE RAGAZ and PAGE SHAMBURGER were elected to the Board of Directors of the N.C. Aero Club in October. BEBE was also elected Vice President of Western N.C. and is in charge of membership and public relations in that section.

There will be a silver dollar given away at the next Chapter meeting and all members who attend will have a chance to win it.

**AE Scholarship**  
**Deadline**  
**January 15th**

## LAST FLIGHT

### BARBARA ELLEN SHIRLEY

Member  
Georgia Chapter  
Southeast Section  
December 8, 1965

#### GEORGIA CHAPTER

Frances Peacock, Reporter

If the Georgia Chapter kept a diary of the aviation related activities of its members, there would be entries for almost every day of the month.

Three of our south Georgia members, along with three prospective members, hosted an open house of the new Aero Commander plant in Albany the middle of November. Also in November, the 99s were represented by BETTY McNABB at the dedication of the new Ashburn, Turner County, Airport, the 61st new Georgia airport to be dedicated under our present, aviation inclined Governor. BETTY was introduced as "the 99 lady" and spoke briefly to the assembled crowd. Early in November, 99s were represented at a Weather Seminar held at the University of Georgia.

MARY JANE NORRIS of the Houston 99s, in Atlanta for several days while her Delta pilot husband checked out in DC-9s, joined five Atlanta 99s for lunch at Atlanta's Top of Peachtree. EVELYN GREENBLATT, one of this Chapter's earliest members, along with JEAN VOYLES, BETTY BENNETT, CAROLE HARP and FRANCES PEACOCK, made up the group.

In December, Myrtle Cagle, along with husband WALTER, hosted the monthly meeting at their new home in Macon. During the meeting plans were laid for working the August AWTAR stop in July and JEAN VOYLES was appointed the official timer. BETTY McNABB's application for Amelia Earhart Scholarship was approved by the chapter. Approved for membership at this meeting was HOLLY SMITH, of Albany, whose Marine Corps husband is stationed there.

DOLORESE LOWE has been reinstated as flight instructor, after flying

a check ride with FAA's LEE MERCURE.

A sad note comes with announcement of the death of BARBARA SHIRLEY, of Columbus, Georgia. BARBARA was the victim of an automobile accident early in December. We will miss her a great deal.

Tentative plans for a return to Ida Cason Calloway Gardens for a January joint meeting with the Alabama chapter are being made.

Have you read BETTY McNABB'S article in the December AOPA Pilot, "Always Fly For Pleasure"? BETTY is a real authority on this particular subject, logging many hours a year. Even while her Bonanza was down seven weeks for MOH she logged almost 100 hours in several different aircraft she was able to use. After getting the Bonanza back, she came to Atlanta to have a repaired radio reinstalled and spent a few days with FRANCES PEACOCK and husband, JACK.

## To Valparaiso, Chile, Via Cherokee 235

### PART II

By JEANNE McELHATTON

Ed Note: Part I in September News)

We made an early departure from Panama next morning with a beautiful sunrise, but soon the haze and smoke were thick again. We got weather from Panama radio and also a notice that the airport at Medellin, Colombia, was closed due to smoke. Since it was our scheduled refueling stop, we had to change plans and head for Cali, 150 miles further south. We gave silent thanks for the 84 gallon capacity of our "Happy Wanderer". The haze and smoke were very bad and we could distinguish a very solid stratus layer ahead, so we let down and moved out closer to the coast. We flew about 1500 feet above the dense jungle, in and out of rain showers, for about 45 minutes. All the while trying to contact Cali. We finally got an answer and Cali was VFR so continued on. There is no paper work at Cali as we were continuing on to Guayaquil and not remaining overnight in Colombia. Refueling was quick and we were on our way again. We soon crossed the border of Colombia and Ecuador and also the equator. We toasted the event with orange juice. We began to see many open areas in the jungle, much cultivated and many populated sections. Contact with Guayaquil gave us a CAVU report and we were pleased that we wouldn't have to squint through the haze much longer. We were surprised to see a huge Piper sign as we taxied toward the terminal which is built to FAA specifications. As we cut the engine we were greeted by a "Hi, y'all" from Wes Casteline, the Piper dealer for the area. He had noticed our U.S. registration as we landed and came to see who the fellow North Americans were. He helped speed us through the paper work and called for hotel reservations. Then Wes had his mechanic drain the carburetor. We had mentioned that we wanted to do that before we settled ourselves, as we had noticed quite a bit of sediment when we drained the tanks. Guayaquil does a huge banana export business. From our hotel we could see several German banana boats being loaded and by

morning they were heading for the Panama Canal.

We were up early to find rain and low overcast, so we had breakfast for a change. It was fortunate that Wes was a good conversationalist as we were unable to take off until 10:30 and then we had to stay at 800 feet 'til we reached the coast. We landed at Talara, just over the border of Peru to clear customs. In Peru we were charged a fee which allowed us to use the radio facilities from border to border. This turned out to be a one time only use and we paid the fee again on our return.

Wes had warned us about "instant fog" which forms in this area. It sounds rather ominous but, fortunately, we weren't treated to this phenomenon. He had also cautioned us about the sand mountains which protrude 1500 feet and are often hard to distinguish because of the sameness of color and the resulting problem of depth perception . . . sand, sand, and more sand. These we did see frequently as we continued on to Lima. It was in this area, south of Talara, that we saw a virtual end of cultivation. The desert and its sand took over and for hundreds of miles, we saw it in all forms . . . cliffs, plateaus, mountains and occasionally a narrow beach area.

The Lima airport is near a bay and often has a low stratus layer and haze and the day of our arrival was no exception. We reported 10 miles out and were pleased (considering the visibility) that all flights in Peru are controlled as though IFR. This was the most active airport we had seen on the entire trip. The gas crew told us they have 80 commercial flights a day and a good deal of light aircraft activity also. We decided to stay over a day and tour Lima, so Dave contacted Tom Stone of Associated Press. He gave us a pleasant trip around the historic and residential areas of the city. It is a very metropolitan city with skyscrapers, broad streets, and it is a great business center so there are many languages spoken. Later we toured the beach area and drove 30 miles south to Pachacamac, the ruins of a once glorious temple of the Incas. A great deal of restoration is going on at this area and the history so long a supposition is being confirmed with each day's activity. This area has so many underground rivers that it is a carpet of green in the barren desert. We saw many squatters homes on the road back to Lima as we had on the trip from the airport to the hotel. So many Peruvian Indians hope to find a better life in the big city and, though many do, there are those who become worse off and are just barely existing. Tom Stone told us that 100 babies a day die of malnutrition in Lima. We were also amazed to learn that within a one-half hours drive from this modern, bustling city there are tribes of Indians who live as in the stone age.

Next morning we made our first stop in Chile, at Arica. We feel we have really arrived, although we cannot reach our final destination until one more sun has set. In fact the customs and immigration time and the loss of one more hour because we are on the edge of another time zone puts us so close to sunset that we cannot make our planned stop. We decided to go as far as Iquique, a small village built on a sand spit at the base of cliffs. The unexpected stop turned out to be one of our most interesting. Iquique is a very active fishing village with wooden French Colonial architecture. As we walked through the central plaza we saw a restaurant that looked as though it had been brought straight over from Venice. Unfortunately it didn't open until 9:00 and we were too hungry to wait. We wandered to the Hotel Pratt where we had been unable to get accommodations and soon discovered why. The hotel was crowded with representatives from many countries who were trying to sell their fishing equipment. A very vocal North American was spouting forth in English when we arrived and continued to do so for about 20 minutes. When he finally ran down, the crowd broke into smaller groups and we heard French and



Italian as well as British or Australian accents and the native Spanish spoken. We decided Iquique must be a rather important fishing center. We ate and wandered through the main section to discover nine banks within a two block radius of the main plaza. We counted 14 banks in this community as we left next morning—fishing must be great here.

The Tower operator (who owns the cab in which we rode from the airport) told us the driver would find us a nice place to stay if the hotel was full. The nice place turned out to be a rooming house where very little English was spoken. With our extremely limited Spanish it made for some interesting moments. But the house was most intriguing. It was made of wood which was quite a change, for most of the places we stopped used adobe for the residences. The ceilings were at least 15 feet high, well painted and had one bare light bulb on a long cord hanging from the center of the room. Two beds, one chest of drawers and a small lamp filled the room nicely. The house was built with the interior garden or courtyard typical of the Spanish with a second level and balcony like walkway all around.

We were off the next morning with the dawn, under the stratus, paralleling the cliffs that rise from the ocean to 3030 feet with deep cut gorges a mile across at the top. We flew over the fishing fleet just starting their day, too, heading out to a calm sea while we headed toward the most unique city on our flight, Antofagasta. It is a barren city where not a twig or blade of grass is natural. Even the dirt in the main plaza was brought in as ballast in an English ship. The city water is piped in from the Andes. They apparently have a noise abatement program, for the new airport has been moved 30 miles out of town. The runway is visible 25 miles out, 8,442 foot elevation, and we were cleared straight in, right on course. The Tower operator spoke excellent English and complimented us on our "instant Spanish". After a half hour wait for the crew to arrive from the city, we refueled and are on our way. We take off into a brilliant blue sky with scattered puffs of cloud that look like they are dripping moisture. And this at the city where it hasn't rained in over fifty years.

We had headwinds on this last leg, as on most of the trip, but it seemed worse as we neared the end of our journey. We tuned our ADF to Quintero, the last beacon, and it was loud and clear. We gave a position report to Quintero Naval Base Tower and got a cheery "good day". Our outbound heading of 157 degrees and fifteen minutes of flying brought us right over El Belloto, our final stop. A call to the Tower brought an answer from Quintero and the news that our final field is the only one on the entire trip that doesn't speak English. However, it seems that Commander Behringer\* had alerted everyone along the way and they were expecting us and were prepared to assist. So we got remote control landing instructions with Quintero translating for us and then for El Belloto. We were on the ground about two minutes when Mayetta and Bill arrived, having been informed of our arrival by phone when we first contacted Quintero. Bill really had all the Towers alerted and they will probably never forget 8796 "Wheesky". Nor will we ever forget the wonderful two weeks we spent with the Behringers. We not only saw a great deal of the beautiful country of Chile and its people, but we were afforded the opportunity to see the people who represent us overseas . . . the "new breed" who are working hard to earn the title "The Splendid Americans".

\* Bill Behringer is the Head of the United States Naval Mission to Chile in Valparaiso, Chile.

## 99 MEMBERSHIP LIST

DECEMBER, 1965

### New

#### MEMBERS-AT-LARGE

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### Reinstatements

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Tucson, Ariz.

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